

Technical Advisory Committee Meeting Thursday April 11, 2024

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION (RGVMPO)
TECHNICAL ADVISORY COMMITTEE MEETING AGENDA

Thursday April 11, 2024 – 10:00 AM

The RGVMPO Technical Advisory Committee Meeting will be held IN-PERSON at the LRGVDC Main Campus, 301 W. Railroad Street, Building B, Ken Jones Executive Board Room in Weslaco, TX

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. Action & Discussion Items

A. Approval of Minute(s) for March 14, 2024

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

Presenter: **Benjamin Worsham, TAC Chairman**

Summary: Approval of the March 14, 2024, Regular Meeting minutes

B. Discussion and Action Metropolitan Transportation Plan – RFP Subcommittee Score

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

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

Summary: On March 18th, the subcommittee came together to evaluate the two proposals presented by ETSI and TEDSI. The resulting score is as follows:

Study	Firm	Score
Weslaco Loop Corridor Study	ETSI	92.6
	TEDSI	85.9

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.

C. Discussion and Possible Action regarding Category 7 Utilization & Carryover

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

Presenter: **Eva Garcia, RGVMPO Planner III**

Summary: Continuation of the Texas Administrative Code (TAC) Chapter 16 revisions discussion. RGVMPO Staff will recapitulate questions and comments from the Transportation Policy Board and a summary of the March 2024 meeting with TxDOT's FIN Division.

Background: The Texas Transportation Commission approved Minute Order (MO) 116630 on January 17, 2024, officially amending the TAC. This MO impacts Transportation Allocation Funding Formulas for the Unified Transportation Program (UTP). The new TAC rules will require the RGVMPO to increase allocation utilization and decrease carryover to prevent the transfer of Category 7 funds exceeding the 200% fiscal year allocation threshold.

D. Discussion and Action for approval of Federal Functional Classification requests of SL 195 Projects Phase I and II.

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

Presenter: **Luis Diaz RGVMPO Interim director**

Summary: The RGVMPO is presenting projects requesting Federal Functional Classification:

- State Loop (SL) 195 Phase I
  - Project Limits: from FM 3167 to FM 755
  - CSJ: 3632-01-001
  - Rural principal arterial
- State Loop (SL) 195 Phase II
  - Project Limits from FM 649 to FM 3167
  - CSJ: 3632-01-002
  - Rural principal arterial

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 **(Resolution 2024-11 and Resolution 2024-12 to be presented to Policy Board for Approval on April 24, 2024).**

V. Presentations & Reports

A. Presentation and Discussion regarding Active Transportation Media Awareness Campaigns (Education and Encouragement)

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

Presenter: **Eva Garcia, RGVMPO Planner III**

Summary: RGVMPO Staff will present members with a summary of annual bike/bus/walk/etc. day/week/months and initiate a discussion regarding the marketing and promotion of the region's hike and bike trails (in addition to safe on-street active transportation infrastructure). Resources will be shared for National Bike Month (May), which is a celebration of biking as transportation, as recreation, as essential to our well-being and everyday lives. In 2024, Bike to Work Week will be celebrated May 13019, with Bike to Work Day on Friday, May 17, 2024.

Background: Media awareness campaigns present an opportunity to further reach the community through online, print, radio, and television materials. Campaigns can bring more awareness to the region's investments in active transportation facilities and help encourage the use of trails for their many benefits.

B. RGVMPO Executive Director's Report and Updates

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

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

Summary: **1.** Budget Update

C. TxDOT Project Status Report

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

Presenter: **TxDot Phar Area Office Staff**

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

A. The next RGVMPO Technical Advisory Committee is IN-PERSON at 10:00am on May 9, 2024.

IV. Action & Discussion Items

A. Approval of Minute(s) for March 14, 2024

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

Presenter: **Benjamin Worsham, TAC Chairman**

Summary: Approval of the March 14, 2024, Regular Meeting minutes

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

March 14, 2024

I) CALL TO ORDER

Benjamin Worsham – Chairman (Hidalgo County RMA) called the TAC Meeting to order at 10:00 AM. The TAC Meeting was held in person.

II) ROLL CALL

RGVTAC Representatives in attendance were as follows:

MEMBERS PRESENT	
ENTITY	**VOTING MEMBERS**
Cameron County	Benjamin Worsham, Chairman
Hidalgo County RMA	Absent
Hidalgo County	Armando Garza, Jr.
City of Brownsville	Juan Peña Jr.
City of McAllen	Rene Gonzalez
City of Edinburg	Tomas Reyna
City of Harlingen	Absent
City of Mission	Abel Bocanegra
City of Pharr	Ruben Alfaro
City of San Benito	Johanna Maldonado
Starr County	Absent
TxDot Pharr District	Dora E. Robles
Valley Metro	Nancy Sanchez
Cameron County RMA	Eric Davila
Brownsville Metro	Octavio Salazar
McAllen Metro	Jon Ray Bocanegra
Port of Brownville	Absent
Port of Harlingen	Amy Lynch
Port Isabel-San Benito Navigation District	Jose Morales
Cameron County Spaceport Dev Corp.	Absent
Guest	
RGVMPO Interim- Executive Director	Luis Diaz
RGVMPO Staff	

III) PUBLIC COMMENTS

No public comments

IV) CONSENT AGENDA

A. Approval of Minutes

Consideration and Action to Approve the Minutes of February 8, 2024. Vice Chairman Ramon Navarro asked if there were any corrections to the minutes and no corrections or comments were presented.

No corrections or comments were noted to the minutes. Tomas Reyna with the city of Edinburg made a motion to approve the minutes of February 8, 2024. The motion was seconded by Johanna Maldonado with the City of San Benito. Motion carried.

DRAFT

B. Discussion and Action on the May 2024 Statewide Transportation Improvement Program (STIP) Revision Cycle.

Rodolfo Zamora provided an overview of the May 2024 Statewide Transportation Improvement Program (STIP) revision cycle, also known as the short-range TIP. He informed the committee that the public involvement process began at the start of the month and would conclude by the end of it. Approval from the committee and the Transportation Policy Board was needed to proceed with the May revisions.

Zamora acknowledged the late email sent out the previous day, apologizing for the delay. He explained that additional amendments had been received from the Pharr district, which required finalization before presenting them to the committee. All relevant information, including the summary sheet and updated documents, were provided to the committee members.

He further elaborated on the public involvement efforts, mentioning the ongoing project readiness workshop and scheduled events such as the Life Conference and Cyclobia in Brownsville. These events aimed to engage with the public and gather feedback on the proposed revisions.

Zamora emphasized that the revisions presented were the final ones for the short-range TIP covering years 2022 to 2026. Any pending matters would require approval from the policy board by the end of the month.

Chairman Worsham then opened the floor for questions, concerns, or comments from the committee members. Upon receiving none, he proceeded to call for a motion to approve.
Nancy Sanchez from Valley Metro motioned to approve the revisions, which was seconded by Eric Davila from Cameron County RMA. Chairman Worsham announced that the motion passed, concluding the discussion and action on the May 2024 STIP revision cycle.

C. Discussion and Possible Action of Hidalgo County funding distribution request of future Unified Transportation Program (UTP allocation for Hidalgo County.

Armando Garza Jr. the Hidalgo County PCT 2 Chief of Staff began by expressing gratitude to everyone present and highlighted the financial challenges faced by Hidalgo County due to project cost escalations. He proposed modifying the distribution of future Category 7 funding, suggesting splitting the funds into eight equal allocations among the four cities and four precincts in Hidalgo County. He emphasized the importance of equity in this distribution to ensure that all entities receive their fair share of funding for road projects.

Chairman Ben Worsham opened the floor for questions and comments. Thomas Reyna inquired about the level of support for the proposal and whether outreach had been conducted.

Armando Garza Jr. confirmed support from the Transportation Policy Board's chairman and other precincts in Hidalgo County, noting that outreach had been conducted last year when the proposal was first introduced.

Chairman Ben Worsham reminded the members that the committee was advisory, and any changes would ultimately be decided by the Transportation Policy Board.

Rene Gonzalez from the City of McAllen expressed opposition to the proposal and moved not to accept it, with a second by Tomas D. Reyna from the City of Edinburg.

Chairman Ben Worsham conducted a vote, with six members in favor of not accepting Hidalgo County's proposal, two members against it, and TxDOT abstaining.

In favor: City of Edinburg, City of Pharr, City of McAllen, City of San Benito, Valley Metro, Port Isabel-San Benito Navigation District.

Against: Hidalgo County, and the city of Mission.

DRAFT

Tomas D. Reyna addressed Armando Garza, clarifying that the intention wasn't to oppose the proposal entirely but rather to discuss it further before reaching a consensus.

Chairman Ben Worsham opened the floor for any additional questions or comments.

Abel Bocanegra inquired about any alternative options that were considered when the proposal was initially brought up a year ago.

Chairman Ben Worsham admitted uncertainty regarding alternative options and turned to Armando Garza for clarification.

Armando Garza explained that when the proposal was first introduced, it was tabled without discussing alternative options. He emphasized that the current proposal was put forth as a solution due to the absence of other options. Additionally, he reiterated that the decision ultimately falls within the jurisdiction of Hidalgo County based on population apportionment. Chairman Ben Worsham acknowledged the points raised, reiterating that while every member has a vote, the motion had already been approved.
Armando Garza expressed understanding and respect for the decision-making process.

The meeting concluded with the understanding that further discussion may be needed before reaching a final decision on the proposal.

D. Presentation and Action regarding Carbon Reduction Program Projects.

Eva Garcia began the presentation by providing an overview of the Carbon Reduction Program (CRP), explaining its federal funding process. She highlighted the allocation process, emphasizing the role of Metropolitan Planning Organizations (MPOs) in programming, obligating, and reimbursing funds. She shared information from the USDOT and FHWA, including a memorandum on the CRP and implementation guidance. She outlined the eligible activities under the program, such as public transportation projects, congestion management technologies, and efforts to reduce environmental impacts. Moving on, Garcia discussed the project selection guidelines and the categorization of CRP projects in the Unified Transportation Program (UTP). She emphasized the importance of tracking and monitoring project progress for fiscal years 2022 to 2024, highlighting the need for timely project readiness.
Eva Garcia provided updates on projects scheduled for fiscal years 2025 and 2026, stressing the significance of obligating funds before the lapse deadline in September 2029. She also addressed CRP projects for fiscal years 2027 and 2028, emphasizing their inclusion in the MTP and long-range planner. Transitioning to the discussion on shortlisted project recommendations, Garcia outlined the purpose of creating a shortlist and the available funds for selection. She highlighted the importance of selecting projects prepared for obligation before fiscal year 2028. She recommended shortlisting projects from the fiscal year 23 and 24 Transportation Alternatives Set-Aside (TASA) call for projects. Specifically, she suggested considering Hidalgo County Precinct One and City of Weslaco hike and bike trail phase one, along with the Dennet road gap project.

During the discussion, Armando Garza provided additional information on the commitment of Precinct One and the City of Weslaco to fund the Dennet road gap project.
Eva Garcia proceeded with additional information regarding the plan’s specifications and estimates for the project. She highlighted that while the road has been established, the right-of-way still needed to be in place. Garcia emphasized that there are no issues with railroad or utility relocations.
Regarding the Dennet Road Gap project, Garcia stated that the TASA funding request was $1.3 million. If funded, there would only be approximately $128,000 unfunded. She mentioned that there are no updates on the project's plan specifications and estimates, but the railroad and utility analysis showed no concerns. The project has 100% of its right-of-way in place.

Ruben Alfaro raised a question regarding the funding status of the City of Pharr's project, which was ranked number one but is only around 55% funded.

Eva Garcia acknowledged the oversight and noted that the funding request was fully met with TASA funds, which could cover the required 20% match.
Dora Robles clarified that projects funded through different categories cannot mix funds, which was the reason why the project didn't make the shortlist.

Eva Garcia then opened the discussion on the shortlisted projects, seeking approval for submission. She also proposed the development of a competitive process for carbon reduction programs, aiming for inclusivity and fairness in funding allocation. Garcia suggested initiating a series of workshops to develop program guidelines, criteria, and applications, with the inaugural call expected for the fiscal year 2029 and 2030 funding allocations.

Following the discussion, Chairman Worsham called for a motion to proceed with the development of a competitive process for future CRP funding allocations. Tomas D. Reyna from the City of Edinburg motioned to approve, which was seconded by Nancy Sanchez from Valley Metro.

E. Discussion and Possible Action regarding Texas Administrative Code (TAC) Chapter 16 Revisions.

Eva Garcia began by highlighting the importance of the agenda item, explaining that the Texas Transportation Commission's minute order on January 17th focused on Chapter 16 revisions. She emphasized the aim to provide flexibility and maximize the utilization of federal funds allocated within four years. Garcia pointed out key sections of the revisions, including Category 2 funding prioritization determined by MPOs and the annual review of carryover funds for potential underutilization.
Ms. Garcia drew attention to the significant implications for the MPOs, especially concerning Category 7 funds. She explained that exceeding the 200 percent threshold for Category 7 allocation would trigger a redistribution of funds to safety projects without requiring approval from the Texas Transportation Commission.
Highlighting the financial implications, Garcia stressed the need for the MPOs to maintain over 100 percent utilization of allocated funds to avoid losing resources. She emphasized the importance of collaboration and transparency among MPOs to address the challenges posed by the revisions effectively.

Ms. Garcia proposed facilitating monthly meetings with TxDOT Pharr division to better understand the potential impacts of the revisions and develop a comprehensive strategy to ensure successful reimbursement of federally apportioned funds.

Chairman Benjamin Worsham opened the floor for questions or concerns from the members. Armando Garza suggested reserving action until after the workshops to allow for a better understanding of the details. Garcia agreed with the suggestion.

Chairman Benjamin Worsham then proceeded to the next agenda item.
No action taken.

F. Discussion and Possible Action regarding the Potential Re-programming of FY2021-2022 Transportation Alternatives Set-Aside (TASA; Category 9) Funds.

Eva Garcia, regarding the Discussion and Possible Action regarding the potential re-programming of FY2021-2022 Transportation Alternatives Set-Aside (TASA; Category 9) Funds. She provided an update on the status of projects funded by the FY2021-2022 TASA funds. She reported that while the City of Elsa and Arroyo Colorado phase were progressing with their projects pending procurement plan approvals, the City of Hidalgo had remained inactive. However, Garcia received a letter from the City of Hidalgo stating their decision to forfeit the TASA Grant awarded to them.

Ms. Garcia highlighted the need for a resolution from the policy board regarding the potential reprogramming of the funds originally allocated to Hidalgo. She proposed reallocating the funds to the City of Elsa and Harlingen, providing them with additional financial support for their projects.

DRAFT

Armando Garza shared additional information about Hidalgo County Precinct 2's ambitious plan to extend their hike and bike trail, funded by ARPA money, which would connect various cities and communities within the region.

Jon Ray Bocanegra expressed gratitude for the decision to reprogram the funds, emphasizing the positive impact it would have on the region's infrastructure and lifestyle.

After discussion, Jose Morales motioned to approve the reprogramming of the funds, which was seconded by Armando Garza. The motion passed successfully.

V) REPORTS AND UPDATES

A. Presentation and Discussion regarding the RGVMPO's Bike/Ped Program (Annual Update)

Eva Garcia commenced her presentation by providing an annual update on the bicycle pedestrian program, emphasizing its alignment with the active transportation plan developed in December 2022. She highlighted the program's focus on creating connectivity, accessibility, and promoting community health.

Garcia outlined five areas of success identified in the active transportation plan, each accompanied by a set of initiatives. She indicated the initiatives that had been initiated since 2022, showcasing progress made through community partnerships and staff efforts.

Key initiatives discussed included:

- Development of regional design standards led by Klarissa Gonzalez.
- Transportation facility inventory management facilitated by Melany Rodriguez.
- Assistance from Miguel Arispe in developing transit data for incorporation into the regional transit advisory panel's efforts.
- Plans for enhancing the RGV bicycle and pedestrian counter data program through battery and logger replacement and revisions to existing MOUs.
- Updates to the regional data portal to include proposed routes and the Hidalgo County Active Transportation Tourism Plan's vision for connectivity.

Mrs. Garcia also addressed policy and program initiatives, focusing on the implementation of complete streets policies. She highlighted efforts to integrate complete streets recommendations into the safe streets for all action plan and regional design standards, underscoring the coordination between different initiatives.

Regarding the advisory committee, Garcia mentioned recent amendments to the bylaws and changes to membership. She also discussed plans to revise the TASA competitive process to ensure geographical equity in project selection.

Mrs. Garcia also provided a detailed overview of the education and encouragement initiatives within the bike/ped program. She emphasized the importance of promoting initiatives such as bike share, walkable walk-in bike month, and media awareness campaigns. Garcia highlighted ongoing operational management concerns related to the bike share program overseen by Tom Logan at Valley Metro and encouraged members with further inquiries to contact him directly.

Regarding the promotion of national bike, bus walk, day week, months, Garcia expressed a commitment to enhance efforts in 2024, focusing on social media sharing and leveraging publicly available materials from entities like TxDOT and the League of American Bicyclists.

Mrs. Garcia also discussed safety initiatives, including law enforcement training and Vision Zero. She emphasized the need for coordination with law enforcement agencies and public safety responders to align with the safe streets for all action plans.

DRAFT

Furthermore, Garcia mentioned the upcoming kickoff meeting for a project led by Melany Rodriguez, aimed at enhancing safety measures. She highlighted ongoing discussions about the designation of a regional United States bicycle route plan, emphasizing collaboration with Austin authorities in the submission process.

Chairman Benjamin Worsham invited questions or comments from the members following Garcia's presentation.
After no questions or comments were raised, Chairman Benjamin Worsham proceeded to the next item on the agenda.

B. Presentation on RGVMPO Attainment Status

Karissa Gonzalez provided an overview of the current designation status for the Lower Rio Grande Valley (RGV) in response to an inquiry raised during the February Transportation Policy Board Meeting. She explained that the Environmental Protection Agency (EPA) has designated the region as "attainment," indicating that air quality sensors in the area report numbers meeting national standards. Gonzalez highlighted the significance of this designation, as areas classified as non-attainment are subject to additional responsibilities and actions for transportation planning.

Mrs. Gonzalez elaborated on the parameters monitored by the EPA, including six air pollutants with numerical standards and varying average time periods. She emphasized that compliance with these standards and ongoing air quality monitoring are essential, even with the attainment status. Gonzalez referenced a table illustrating the RGV's comparison to other non-attainment areas for eight-hour ozone levels over three years, noting the region's consistent mid-50s range.

Rene Gonzalez inquired about the impact of air pollutants from the Mexican side on sensors located in Mission, Tx and Matamoros Mexico. Klarissa Gonzalez acknowledged the influence of pollutants originating from Mexico, particularly regarding PM2.5 levels affected by border crossing activities. She highlighted the importance of reducing wait times at border crossings to mitigate emissions.

Chairman Ben Worsham invited further questions or comments from the members following Klarissa Gonzalez's presentation.

C. Federal Functional Classification Status Update

Luis Diaz provided a detailed overview of the current statuses of federal functional classification resolutions. He explained that the resolutions included in the table had been approved for federal functional classification, with ongoing reviews and submissions to relevant authorities. Diaz highlighted specific resolutions, including the IBTC and Morrison Road, which were still under review by TxDOT and TPMP. He also mentioned resolutions such as East Loop, Russell Road, and International Drive, which had been approved and given federal functional classification designations.

Mr. Diaz elaborated on the process of compiling and submitting resolutions for review, emphasizing the coordination with TxDOT Pharr District and Federal Highways for approval. He mentioned pending resolutions like Los Ebanos, which were in the process of being submitted for review.

Chairman Ben Worsham inquired if there were any further questions from the committee members. As there were none, he proceeded to the next agenda item.

D. GIS Data Request Follow Up

Luis Diaz provided a follow-up on the GIS data request that was initially presented in January. He expressed concerns about the low response rate regarding data updates for the U map, the interactive map available online. Diaz specifically mentioned the need for updates on city limits and ETJ (Extraterritorial Jurisdiction) boundaries, urging committee members to review the interactive map and provide any necessary updates regarding annexation or other relevant data.

DRAFT

In response to a query from Armando Garza about accessing the information via KMC (Knowledge Management Center), Diaz confirmed that the information would indeed be available upon request and assured that he would facilitate the process.

Chairman Ben Worsham inquired about the availability of the gathered information. Diaz explained that while they currently fulfill requests upon submission via the data request form on the website, they were considering setting up a portal for easier access in the future.
With no further questions from the committee members, Chairman Ben Worsham concluded the discussion on the agenda item and proceeded to the next item.
The meeting continued smoothly, addressing all agenda items and allowing members to raise any additional concerns or queries.

E. RGVMPO Executive Director's Report and Updates

Luis Diaz provided a financial update, stating that the actual expenditure was $179,890, compared to the budgeted $780,173. He reassured the committee that they were well within budget, considering the recent start of the new budget cycle in October.

Luis Diaz then opened the floor for discussion regarding the format of future meetings, highlighting the transition from virtual to in-person meetings. He sought the committee's preference for holding a combination of both types of meetings or continuing with solely in-person meetings.
The consensus was to continue with in-person meetings.

Luis Diaz also announced the availability of the MPO for private meetings with local governments, encouraging them to reach out for any inquiries or comments. He provided his contact information, including his cell phone number and work email, emphasizing accessibility for communication.

F. TxDOT Project Status Report

Dora Robles from TxDOT Pharr District provided a brief overview of the status of the ongoing projects. She mentioned that there are several local list projects underway. Additionally, the letting for FM 676 was conducted, with the payment slightly under the engineer assessment, as indicated in the report included within the packet.
Mrs. Robles highlighted that they had successfully moved into the construction phase for the Nolana project. Another project, Liberty Boulevard, was also moved into the construction phase in fiscal year 2024. However, these updates were not reflected in the report.
The speaker mentioned ongoing efforts to coordinate with the City of Pharr and Cameron County regarding TASA projects scheduled for October. She expressed optimism about the progress made and indicated plans to proceed with the letting process.

No questions were posed after the presentation.

VI) NEW OR UNFINISHED BUSINESS

Ben Worsham circled back to item IV.E for possible action or acknowledgement. Eva clarified that item E is about the Texas Administrative Code.
Motion to acknowledge was done by the City of Edinburg and it was seconded by Eric Davila.

VII) ADJOURNMENT:

There being no further business to come before the RGVMPO TAC Members, Chairman Ben Worsham called for a motion to adjourn. Jose Morales with Port Isabel- San Benito Navigation District made a motion to adjourn the meeting at 11:05am. The motion was seconded by the City of Edinburg, meeting was adjourned.

DRAFT

IV. Action & Discussion Items

B. Discussion and Action Metropolitan Transportation Plan – RFP Subcommittee Score

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

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

Summary: On March 18th, the subcommittee came together to evaluate the two proposals presented by ETSI and TEDSI. The resulting score is as follows:

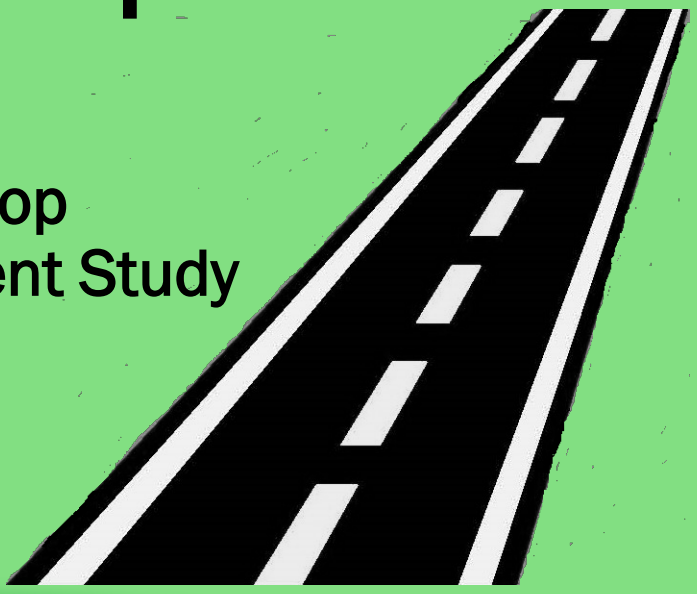
Study	Firm	Score
Weslaco Loop Corridor Study	ETSI	92.6
	TEDSI	85.9

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.

Request for Proposals

Weslaco, TX Southwest Loop
Planning Corridor/Alignment Study

March 1, 2024



In association with:

L&G Engineering
Transportation Consulting Engineers

C&M
C&M Associates, Inc.

GRAM
Traffic Counting INC

SINCE 1945
SWG
CONSULTING ENGINEERS

Prepared by

ETSI Group, LLC.

5300 Hollister Street, Suite 220

Houston TX 77040

ETSI GROUP LLC
5300 Hollister, Suite 220
Houston, Texas 77040
Tel. (713) 956-9601
Fax: (713) 956-9667

March 1, 2024

Assistant Director of Business Operations
Lower Rio Grande Valley Development Council (LRGVDC)
301 W. Railroad St.
Weslaco TX 78596

Re: Request for Proposals (RFP) - Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

Dear Sir:

ETSI Group LLC (ETSI) is pleased to submit our qualifications in response to the RFP for the Weslaco Southwest Loop. ETSI is the lead firm and has assembled a team of highly experienced and qualified professionals with thorough knowledge of the local needs of Hidalgo County Precinct 1 and the City of Weslaco. The Team has the expertise to provide the highest quality of services to assist the local entities in determining the feasibility of the project and to ensure the project has minimal impacts to serve the needs of the traveling public. The ETSI Team is comprised of the following firms:

- ETSI Group LLC; TBPELS F-23783 (ETSI): ETSI is the lead firm with extensive expertise in corridor feasibility studies, traffic engineering and management of transportation planning projects. ETSI has conducted traffic analysis and design projects in the Rio Grande Valley (RGV) for the past 25 years; with a concentration in Hidalgo County. ETSI will serve as the Project Managing firm and will be responsible for coordination of all tasks required to complete the scope of services as stated in the RFP, as well as analyzing traffic data and projections. ETSI will also be responsible for Traffic Operations Analysis, Safety Analysis and Benefit/Cost Analysis.
- L&G Consulting Engineers, Inc. dba L&G Engineering; TBPELS F-4105 (L&G): L&G is one of the leading firms in the RGV that has engineered a significant part of the transportation network in Hidalgo County and the Cities of Weslaco and Mission as their Engineer of Record. L&G has devoted a substantial amount of engineering efforts to conceptually develop alternative alignments for this corridor. A significant amount of field reconnaissance has been established and issues impacting the feasibility have been identified. L&G has the expertise in engineering (roadway/drainage) to develop alternative corridor alignments; in the area of planning, to assist in identifying funding; in the area of public involvement to assist in establishing support and "buy-in" from the local entities; and in environmental issues, to ensure the impacts to the environment are minimal. L&G will also be responsible for quality assurance/quality control of all submittals to ensure compliance with local, state and federal guidelines.
- C&M Associates, Inc.; TBPELS F-8626 (C&M): C&M is a DBE firm with expertise in Travel Demand Modeling and Traffic Forecasting with over a decade of experience in the RGV. C&M was selected as part of the Team due to their knowledge and experience in modeling traffic for Hidalgo and Cameron County Regional Mobility Authorities (RMA) for incoming international traffic. Their role will be in Traffic Data Analysis, Travel Demand Modeling and Traffic Forecasting.
- SWG Engineering, LLC; TBPELS F-592 (SWG): SWG was established in 1977 with their primary office located Weslaco, Texas. SWG was selected as part of the Team because they have been the major civil engineering firm for the City of Weslaco for years and has significant experience with the local irrigation/drainage district networks and utilities. SWG will be responsible for identifying potential utility and irrigation/drainage conflicts.

- GRAM Traffic Counting, Inc., (GRAM): GRAM is a DBE firm specializing in the collection and processing of traffic data, including vehicle classification counts and origin destination surveys, among others. GRAM has significant experience in the RGV and will be responsible for traffic data collection.

The ETSI Team will allocate a minimum of 15% of the work effort to DBE sub-consultants.

The ETSI Team is the most qualified team to conduct the required services for this project because:

- The Team has successfully completed similar projects in the RGV and has significant local experience. L&G has already developed partial alternative alignments for the corridor and has made initial contact with stakeholders. This would contribute significantly to the prompt completion of the project and "buy-in" from the local entities. SWG has completed numerous utility and drainage projects in the Weslaco area and has thorough knowledgeable of the existing utilities throughout this project corridor.
- Assigned Key Task Leaders are seasoned professionals with many years of experience in corridor feasibility studies and understands the needs for this project.
- All required tasks for this project are scheduled to be completed ahead of the RGV MPO's schedule.
- The Team's Project Manager with over 40 years of experience has successfully completed several high profile corridor studies such as the IH 69 Corridor Feasibility Study (ISTEA Corridor 20), connecting the Rio Grande Valley to Port Huron, Michigan and assisted L&G with setting the alignment/corridor for the Anzalduas Highway in the City of Mission. The Project Manager will ensure this project is delivered in a timely manner and within budget. The ETSI Group will be housed at the L&G offices located in Mercedes, Texas while working on the deliverables of this project.

Once selected, the Team will provide the LRGVDC with a copy of all sub-consultant agreements within 30 days of the award. This proposal is valid for 120 days after the deadline of delivery to the LRGVDC.

I, Harry S. Simeonidis, P.E. certify that I am the main contact and authorized person to contractually commit the ETSI Team to perform the required services. Should you have any questions or need clarification on this submittal, please do not hesitate to contact me at (713) 956-9601 or via email at hsimeon@etsiteam.com.

On behalf of the ETSI Team, thank you for the opportunity to present our qualifications and we look forward to working with you soon.

Sincerely,
ETSI Group, LLC

Harry C. Simeonidis, P.E.
President

TABLE OF CONTENTS

Page

A) Executive Summary..... 1

B) Proposed Team (Prime Firm & Subconsultants)..... 3

TECHNICAL PROPOSAL REQUIREMENTS

1) Understanding of Proposed Project..... 5

2) Proposed Work Plan..... 8

3) Timeline Schedule..... 21

4) Firm Qualifications..... 22

5) Personnel and Staffing (Organization Chart)..... 27

6) Required Certifications and Assurances..... 38

- Commitment Letters
- DBE Forms

7) Tools, Equipment and Supplies..... 55

APPENDIX A..... 56

A) EXECUTIVE SUMMARY

The Weslaco Southwest Loop (WSL) is a significant segment of the larger circular loop that is in the development stages in order to improve traffic circulation and enhance safety in Weslaco and its surrounding developments.

The implementation of the WSL will require a feasibility study to justify the associated costs for such a project. The Lower Rio Grande Valley Development Council (LRGVDC) has taken the lead in determining if the WSL is a good investment of public funds. Accordingly, it has issued a Request for Proposals (RFP) from qualified firms to conduct a feasibility study.

ETSI Group LLC (ETSI) has assembled a team of professional firms with decades of experience in their respective fields. Each firm has committed to assign seasoned task leaders to accomplish the requirements of the study. The ETSI Team consists of the following:

1) L&G Engineering (L&G) is based in Mercedes and has engineered a significant part of the transportation network in the region. L&G will be responsible for roadway alignment design, social and environmental fatal flaw analysis, conceptual drainage analysis and public involvement.

2) C&M Associates, Inc. (C&M) will be responsible for travel demand modeling and traffic forecasting. C&M has conducted travel demand modeling for a significant number of corridors in the Rio Grande Valley (RGV). Their close working relationship with the Texas Department of Transportation (TxDOT) and the Hidalgo/Cameron County Regional Mobility Authority's (RMA) should be a great asset in the completion of this study.

3) SWG Engineering, LLC (SWG) is based in Weslaco and has significant experience with utility design and is knowledgeable of the local drainage and irrigation systems. SWG will be responsible for utility and drainage/irrigation conflicts. Their expert knowledge of utility locations in the Weslaco area will contribute significantly in the timely completion of this project.

4) Gram Traffic Counting, Inc. (GRAM) specializes in the collection of traffic data. For this study GRAM will collect traffic counts at key locations and intersections. GRAM has conducted traffic counting operations in the RGV for more than 20 years. Gram uses the latest in technical equipment to collect traffic data in efficient and safe manner.

The table below depicts the Team's combined experience and the projects the Team has worked in collaboration.

WESLACO SOUTHWEST LOOP

PLANNING CORRIDOR/ALIGNMENT STUDY

ETSI TEAM EXPERIENCE MATRIX

EXAMPLE PROJECTS WHICH INVOLVED TEAMING ARRANGEMENTS AMONG MEMBERS OF THE ETSI TEAM	TASKS PERFORMED										
	TRAFFIC COUNT DATA COLLECTION	ROADWAY DESIGN	DRAINAGE DESIGN	SOCIAL & ENVIRONMENTAL ASSESSMENT	UTILITIES DESIGN	RAILROAD COORDINATION & PERMITING	TRAFFIC FORECASTING & TRAVEL DEMAND MODELING	TRAFFIC OPERATIONS ANALYSIS	SAFETY ANALYSIS	BENEFIT COST ANALYSIS	PUBLIC PRESENTATIONS & AGENCY COORDINATION
Mile 10 North Road widening: From Mile 6 West to FM 1015		1	1	1	1		3	2	2		1
Mile 6 West Road widening: From Mile 9 North to SH 107		1	1	1	1		3	2			1
IH 2 at Inspiration and BUS 83 Interchange reconstruction	2	1	1	1	1	1		2		2	1
FM 396: From IH 2 to Anzalduas International Bridge		1	1	1	1	1	3	2			1
Nolana Loop Extension: From FM 1426 to FM 88		1	1	1	1			2			1
Mile 3 North Road: From FM 492 to Fm 2221		1	1	1	1		2	2			1
SH 107 at Richardson Road Grade Separation Feasibility Study	2	1	1	1			2	2	2	2	1
Hidalgo County Courthouse Square Reconstruction	5	1	1	1	1		2	2	2	2	1
Taylor Road widening: From IH 2 to Mile 2 North Road		1	1	1	1	2		2			1
FM 676 Widening: From Taylor Road to FM 2220		1	1	1	1			2			1
FM 77/83 South Parallel Corridor: From FM 1479 to FM 1577	5	1	1	1	1	1		2			1
Delta Lake Irrigation District - Canal to Pipeline Conversion					4						
Laguna Madre Water District: Waterline upgrade					4						
City of La Feria: Installation of 46,600' of Water line					4						
Brownsville and Matamoros International Bridge Feasibility							3				
Southwebb Port of Entry and International Bridge							3				

1 - L&G Engineering

2 - ETSI Group LLC

3 - C&M Associates, Inc.

4 - SWG Engineering, LLC

5 - Gram Traffic Counting, Inc.

The Team will follow TxDOT's Project Development Process to conduct the study and will involve collection of significant amounts of data including: traffic counts, aerial photography, underground and overhead utilities, environmentally sensitive areas and factors, Right of Way availability, drainage maps, construction plans for existing and committed facilities, Rio Grande Valley Metropolitan Planning Organization's (RGV MPO) Transportation Improvement Program (TIP) projects and other data. The data will be analyzed to identify constraints that would conflict with the development of the WSL.

A set of alternative alignments will be developed within a 400'-500' wide corridor to fit a 120' Right of Way width. Associated construction, maintenance and operational costs will be estimated. A conceptual drainage analysis will be performed to gage the cost of drainage facilities for each alternative and environmental constraints maps will be developed to identify potential conflicts with

the alternative alignments. Right of Way and utility constraints maps will also be developed along with cost estimates to cover the costs for Right of Way acquisition and utility adjustments.

Travel Demand Models (TDM) will be developed to forecast future traffic on each of the alternative alignments under consideration. Given the future traffic demand, an operational traffic analysis will be conducted in a microscopic level, to evaluate the quality of traffic for each alternative. Software that complies with the latest Highway Capacity Manual methodologies will be used, such as HCS, SYNCHRO or VISSIM. A safety analysis will also be conducted to gage the safety benefits associated with each alternative.

After all costs and benefits have been identified, a benefit/cost (B/C) ratio will be calculated for each alternative. Considering all measurements of effectiveness for each alternative, a comparative matrix will be prepared to rank the alternatives.

Meetings with the public, public officials and stakeholders will be conducted to present alternative alignments to seek input. In a meeting with the Steering/Oversight Committee, the ETSI Team will present the results of the study and jointly select a Preferred Alternative. Continuous coordination throughout the study will be maintained with Steering/Oversight Committee and all other agencies involved.

B) PROPOSED TEAM (PRIME FIRM & SUB-CONSULTANTS)

ETSI Group LLC; TBPELS F-23783 (ETSI): ETSI is the lead/prime firm with extensive expertise in corridor feasibility studies, traffic engineering, and management of transportation planning projects. ETSI has conducted traffic design and analysis of projects in the RGV for the past 27 years, with a concentration in Hidalgo County. ETSI will serve as the Project Managing firm and will be responsible for coordination of all tasks required to complete the scope of services as stated in the RFP as well as analyzing traffic data and projections. ETSI will also be responsible for Traffic Operations Analysis, Safety Analysis and Benefit/Cost analysis.

ETSI has assembled a Team that will be under the direction and management of ETSI based on a sub-consultant agreement. The ETSI Team is comprised of the following:

L&G Consulting Engineers, Inc. dba L&G Engineering; TBPELS F-4105 (L&G): L&G is one of the leading firms in the RGV that has engineered a significant part of the transportation network in Hidalgo County and the Cities of Weslaco and Mission as their Engineer of Record. L&G has devoted a substantial amount of engineering efforts to conceptually develop alternative alignments for this corridor. A significant amount of field reconnaissance has been established and issues impacting the feasibility have been identified. L&G has the expertise in engineering (roadway/drainage) to develop alternative corridor alignments; in the area of planning, to assist in identifying funding; in the area of public involvement to assist in establishing support and “buy-in” from the local entities; and in environmental issues, to ensure the impacts to the environment are minimal. L&G will also be responsible for quality assurance/quality control of all submittals to ensure compliance with local, state and federal guidelines.

C&M Associates, Inc.; TBPELS F-8626 (C&M): C&M is a DBE firm with expertise in Travel Demand Modeling and Traffic Forecasting with over a decade of experience in the RGV. C&M will be responsible for Traffic Data Analysis, Travel Demand Modeling (TDM) and Traffic Forecasting. C&M

has substantial, successful experience in initiating, producing, and receiving approval for traffic projections through TxDOT's Transportation Planning and Programming (TPP) Division. C&M has a long working relationship with TPP and recognizes the importance of effective communication with them (through the TxDOT Pharr District). C&M has worked on TDM's for Texas MPO's, including North Central Texas Council of Governments (NCTCOG), the El Paso MPO Regional Mobility Strategy (RMS), the Houston-Galveston Area Council (H-GAC), the Alamo Area MPO (AAMPO), the Capital Area MPO (CAMPO), the RGV MPO, the Laredo MPO, and the Amarillo MPO.

SWG Engineering, LLC; TBPELS F-592 (SWG): SWG was established in 1977 with their primary office located Weslaco. SWG was selected as part of the Team because they have been the major civil engineering firm for the City of Weslaco for years and has significant experience with the local irrigation/drainage district networks and utilities. SWG will be responsible for identifying potential utility and irrigation/drainage conflicts.

GRAM Traffic Counting, Inc., (GRAM): GRAM is a DBE firm specializing in the collection and processing of traffic data, including vehicle classification counts and origin destination surveys, among others. GRAM has significant experience in the RGV and will be responsible for traffic data collection. GRAM has proprietary video recording equipment, automated tube counters, radar systems, and license plate recognition equipment have allowed GRAM to provide a vast array of traffic data collection to ensure that clients receive customized traffic data to meet each of their needs specifically.

Once selected, ETSI Team will provide LRGVDC with a copy of all subcontracts, 30 days prior to any signed agreement with the LRGVDC.

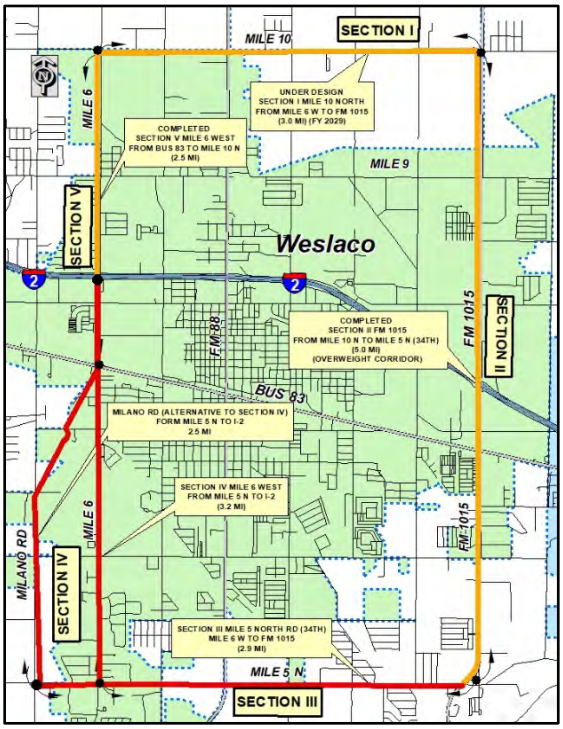
TECHNICAL PROPOSAL REQUIREMENTS

1. Understanding of Proposed Project

On February 6, 2023, the Hidalgo County Commissioner of Precinct (PCT) 1 and the Mayor of the City of Weslaco, jointly requested assistance from the Rio Grande Valley Metropolitan Planning Organization (RGV MPO), to conduct a planning study for the feasibility of the Weslaco Southwest Loop (WSL). See request letter and map in **Appendix A**.

The WSL is a major component of a larger circular roadway network, the "Weslaco Loop". The primary goal of this study is to first determine if the WSL is feasible. Will it improve traffic circulation? Will it relieve congestion? Will the proposed alignment impact the environment, improve safety and mobility? And second, will the WSL be a good investment of public funds?

To determine if the WSL is feasible, the area of study is defined as Sections III and IV of the Weslaco Loop. The sections of the Weslaco Loop is depicted on the map and defined as follows:



Section I: Mile 10 N. Road; is currently under design and scheduled for construction in FY 2029. The limits are from Mile 6 W (Westgate Dr.), east to FM 1015; a length of 3 miles. This project is federally funded with Category (CAT) 7 (Metropolitan, Mobility & Rehabilitation) funds. A public meeting was held in 2022 and an opportunity for a public hearing was afforded in early 2024. Environmental clearance is expected by end of March 2024. In addition, an Advanced Funding Agreement (AFA) with the Texas Department of Transportation (TxDOT) has been executed and a five-lane divided urban facility with shared use paths is being proposed to be constructed.

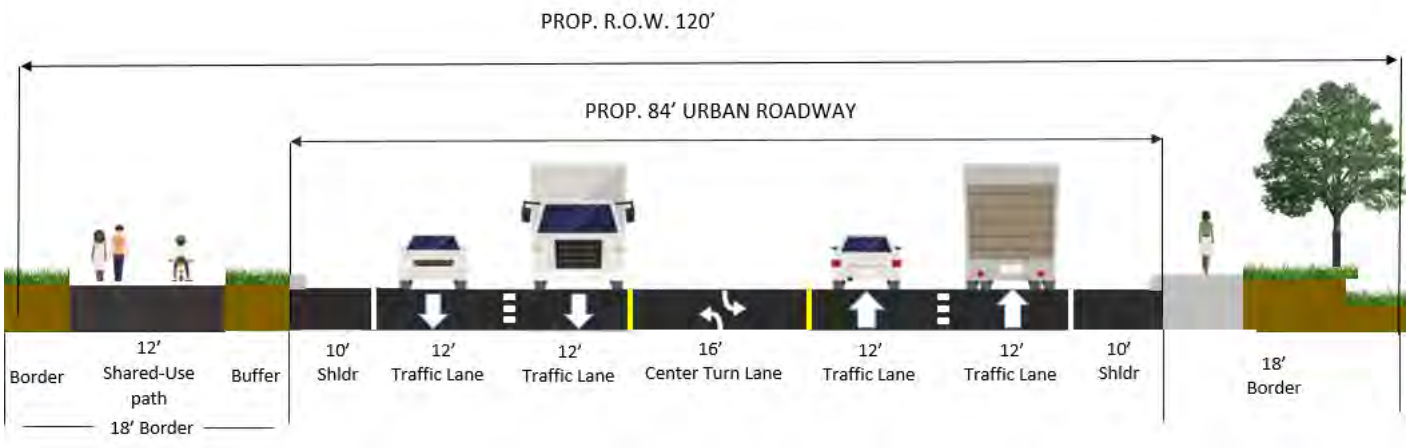
Section II: This section of FM 1015 is already a five lane urban facility, from Mile 10 N. Road, south to Mile 5 N. Road (34th St.); a length of five (5) miles. It is also designated as an overweight corridor.

Section III: This feasibility study would include this section of the WSL, located on Mile 5 N. Road (34th St.), from FM 1015 to Mile 6 W (Westgate Dr.)/Milano Road; a length of approximately 3.4 miles. This project is in the RGV MPO Metropolitan Transportation Plan (MTP) and functionally classified as a minor collector consisting of a two lane rural roadway. It is envisioned to be widened to a five lane facility with pedestrian/bicycle accommodations in a proposed 120 foot right of way.

Section IV: This feasibility study would include this section of the WSL, located either along Mile 6 W Road or Milano Road, from Mile 5 N. Road (34th St.) to Interstate Highway (IH) 2; a length of about 2.5 miles. This section of Mile 6 W (Westgate Dr.) is on the MTP and functionally classified as a major collector. Both Milano Road and Mile 6 W Road are two lane roadways. Upon analysis of the preferred route, it is envisioned to be widened to a five lane urban facility with pedestrian/bicycle accommodations within a proposed 120 foot right of way.

Section V: This section of the Weslaco Loop has been completed as five-lane divided urban facility, on Mile 6 W Road (Westgate Dr.), from Mile 10 N. Road to IH 2; a length of 2.5 miles.

The above sections are identified as the "Weslaco Loop", ultimately a five lane major thoroughfare that would provide safe, continuous and efficient mobility to people and goods in the Weslaco region. The Weslaco Southwest Loop (WSL) would be comprised of Sections III and IV; a length of approximately 6.1 miles and envisioned to be a five lane divided urban facility with shared-use paths and sidewalks within a 120 foot right of way width as shown here.



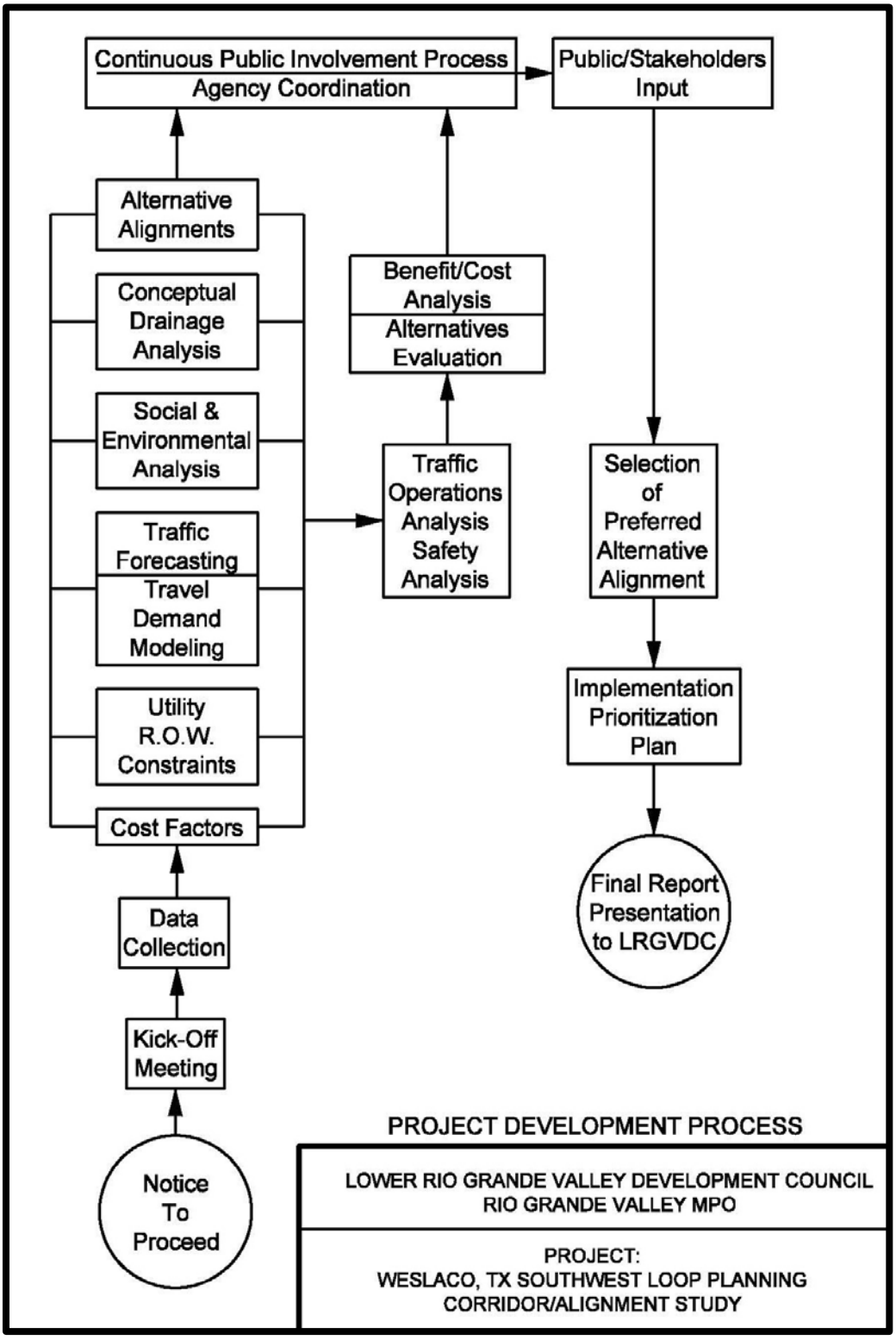
Justification for the Weslaco Southwest Loop

Traffic congestion and increasing traffic volumes within the major roadways in Weslaco such as FM 88, FM 1015, IH 2, BUS 83 has prompted local officials to pursue roadway improvements to alleviate the congestion within the major streets and to enhance safety.

Currently, FM 1015 has a low water bridge at the floodway south of 34th St. and there is a high water bridge at the floodway on FM 88, west of FM 1015. If the low water bridge were to overflow, international truck traffic coming from the Progresso International Bridge would be diverted west from FM 1015 onto US 281 Military Highway, then north along FM 88 through the City of Weslaco's downtown area to access IH 2. If constructed, Section III of the WSL would be utilized from FM 88 east to FM 1015 to allow the overweight corridor to utilize FM 1015 instead of diverting the vehicles through downtown.

Currently, FM 1015 is designated as an overweight corridor with heavy truck traffic crossing the US/Mexico border and causing congestion, specifically in the urbanized area between BUS 83 and IH 2. The study would investigate alternative alignments considering environmental, safety, capacity and quality of traffic flow, as well as other factors to reach a preferred alignment that would accommodate motorized as well as non-motorized vehicles and pedestrians. The proposed facility is expected to enhance safety and mobility; thus enhancing the quality of life of the local residents and provide economic opportunities for existing and new businesses.

The flowchart below depicts the project development process to be followed during the study.



If it is determined that the WSL is feasible, the Hidalgo County PCT 1 and the City of Weslaco would continue to work with RGV MPO to plan for and design the WSL to shovel-ready status and seek construction funding.

2. Proposed Work Plan

The ETSI Team made up of professional firms are ready to perform the required services for this study. The tasks for these services are as follows:

I. DELINEATION OF STUDY

At the beginning of the study the Team will establish guidelines and criteria based on the major tasks that will be evaluated. The major tasks are as follows:

- Conceptual Alternative Alignments and Drainage Analysis
- Environmental Factors/Constraints
- Utility and ROW Constraints
- Traffic Data Analysis and Travel Demand Forecasting
- Traffic Operations Analysis (Capacity/LOS analysis)
- Safety Analysis
- Engineering Feasibility/Constructability
- Life Cycle Benefit/Cost Analysis

II. PROJECT MANAGEMENT AND COORDINATION

ETSI will be responsible for directing, managing and coordinating all activities for this project. It is the recommendation of the Team that a Steering/Oversight Committee, made up of representatives from Hidalgo County, City of Weslaco and RGV MPO Transportation Planners, be established to oversee the progress of the project.

A Project Management Plan will be prepared by the Team to identify the organization of the study, the stakeholders to involve and their responsibilities, as well as coordination of activities and procedures. The Team will prepare exhibits and other documents along with meeting minutes of all activities associated with the management of the study, as needed.

The Team will prepare monthly progress reports with a list of activities completed, activities being pursued and any issues that may hinder the progress of the study. The Team will develop and maintain a project schedule chart using appropriate software to track the successful completion of each task. GANT charts will be plotted at frequent intervals to show project progress by task. Each task and key milestone will be as follows:

- Tasks and subtasks
- Duration
- Beginning and Ending Dates
- Critical tasks/subtasks
- Task/subtask dependencies
- Responsible Agency

The Team will formulate a Quality Assurance/Quality Control (QA/QC) plan for all tasks performed by its members.

The Team will meet on a monthly and/or quarterly basis and present to the RGV MPO intermediate study findings and seek feedback and or ideas for further consideration into the study process. At the request of the RGV MPO, the Team will also participate in meetings with other stakeholders.

At the conclusion of each major task of the study, a report will be submitted to Steering/Oversight Committee for review and comment. After responding to the comments, the Team will incorporate the task report into the Final Feasibility Study report. At the conclusion of the study, the Team will present its findings and a "Moving Forward" action plan to the Steering/Oversight Committee, RGV MPO Policy Committee and other entities as needed.

III. DATA COLLECTION AND FIELD RECONNAISSANCE

The data to be collected is as follows:

- Review past traffic patterns from various available sources, including the TxDOT, RGV MPO, Hidalgo County and the City of Weslaco.
- Review previously completed studies in the project area, if available.
- Obtain Travel Demand Model Data from RGV MPO.
- Obtain Bus Transit Route maps and schedules (Valley METRO)
- Obtain photographic information in electronic format and available topographic maps of the area from various sources.
- Identify economic growth indicators.
- Identify short and long range transportation improvements in the study area.
- Obtain construction cost factors from TxDOT Pharr District.
- Obtain/review flood maps from Federal Emergency Management Agency (FEMA).
- Obtain historical traffic trends from TxDOT's Traffic Count Database System.
- Obtain historical crash data from TxDOT's Crash Records Information System.
- Collect existing/planned development information from local governments and/or RGV MPO.
- Collect Short/Long Range Transportation Planned Improvements that may influence traffic operations within the study area.
- Collect existing/projected Land Use, Socio-economic and other Demographic Data from the RGV MPO and other websites.
- "As Built" plans depicting the design of existing major facilities.
- Collect train schedules at the BUS 83 crossing from Union Pacific Railroad (UPRR).
- Collect existing 24 hour Turning Movement Counts and/or 24 hour Directional Tube Counts to conform to Federal Highway Administration (FHWA) standards at major locations such as:
  - Along IH 2 on the north, from Milano/Westgate Dr. to FM 1015
  - Along FM 1015 on the east, from IH 2 to Mile 5 N. (34th St.)
  - Along Mile 5 N. (34th St.), from FM 1015 to Westgate Dr./Milano Road
  - Along Westgate Dr./Milano Road, from Mile 5 N. (34th St.) to IH 2
  - Along FM 88, from Mile 5 N. (34th St.) to IH 2
- Obtain the latest imagery from an aerial flight of an approximate 400-500 foot wide corridor along the previously identified boundaries.
- Obtain/review available environmental maps/data from various resource agencies, i.e. Texas Council on Environmental Quality (TCEQ), National Wetland Inventory (NWI), Texas Historical Commission (THC), Federal Emergency Management Agency (FEMA),

Environmental Protection Agency (EPA) Envirofacts Database and U.S. Fish and Wildlife Service (USFWS) IPac to name a few.

- Conduct field surveys to determine, if any residential or non-residential displacements would be necessary.
- Conduct database searches to identify and prepare an environmental constraints map to show the following:
  - Drainage/Irrigation Facilities and Utilities
  - Hazardous Materials sites, if any
  - Wetlands and Endangered species, if any
  - Cultural Resource sites

During the course of the study, additional data requirements may be identified. Assistance from the RGV MPO may be necessary to obtain such data. The Team will also conduct field investigations along the study corridor and will record relevant data, such as:

- Record existing intersection geometries and controls.
- Record Bus Stop Locations.
- Observe and record traffic signal phasing and timing.
- Record presence of pedestrian and bicycle facilities.
- Observe traffic operations during AM and PM peak periods at each key intersection and determine adequacy of traffic flow quality. Identify obvious capacity problems and related issues that would need to be considered when developing alternative solutions.
- Identify major traffic generators and record their access to major thoroughfares.
- Record unsafe conditions as observed.
- Identify site distance restrictions, if any.
- Record posted speed limits.
- Identify presence of roadway illumination.
- Record visible utilities, including power lines.
- Record developments under construction in the vicinity of the corridor.

The above field information will be used to develop and evaluate the “No-Build” alternative (existing conditions) scenario.

IV. CONCEPTUAL ALTERNATIVE ALIGNMENTS

To determine the feasibility of the WSL, it will be necessary to show that in the long run, a Preferred Alignment would provide higher benefits to the public compared to the "No-Build" scenario. In developing a conceptual Preferred Alignment, three target years will be considered for comparison purposes with a "No-Build" scenario. The three target years are as follows:

- Existing Year (2024)
- Base Year (Construction Completion Year)
- Future Life Time Year (2054-2064)

During development of the Alternative Loop Alignments the following factors will be considered:

- Existing and Projected Traffic Volumes
- Right of Way (ROW) requirements/constraints

- Utility constraints/adjustment requirements
- Pavement structure design and Typical cross sections
- Construction cost factors
- Innovative intersection geometric treatments, i.e. Roundabouts; Displaced Left Turns; Median U-Turns; Restricted Crossing U-Turns
- Access Management Strategies
- Intelligent Transportation Treatments

Develop conceptual geometric configurations for each Alternative Alignment by applying TxDOT design criteria. Prepare Conceptual Plan and Profile layouts to show the following:

1. Number of lanes.
2. Major intersection configurations/geometries.
3. Major structures.
4. Major Traffic Generators adjacent to the alignment (existing or committed).
5. Existing and projected daily traffic flows.
6. Quality of Traffic Flow (Level of Service).
7. Typical cross sections.
8. Proposed interchange and grade separations (if needed).
9. Potential Bus Stop treatment areas.
10. Environmentally sensitive areas.
11. ROW requirements.
12. Utility relocations/Adjustments.
13. Intersection Controls.
14. Intelligent Transportation System treatments; i.e. dynamic message signs guiding drivers of alternative routes in case of major flooding.

Develop order of magnitude costs for each Alternative Alignment to include the cost of:

1. Earthwork
2. Pavement and Traffic Controls
3. Major structures and Drainage
4. Safety Measures
5. Illumination and Signing/Pavement Markings
6. Intelligent Transportation Systems
7. Landscape
8. Right of Way
9. Operations and Maintenance
10. Utility Relocations
11. Environmental Mitigation
12. Other factors

V. CONCEPTUAL DRAINAGE ANALYSIS

A drainage analysis will be performed at adequate detail to reach reasonable costs for the required drainage facilities on each of the Alternative Alignments. The analysis will address the following:

- Review FEMA FIRM for Special Flood Hazard Areas (SFHA) and other identify areas of known flooding.
- Review existing drainage system(s).
- Delineate contributing watershed.
- Calculate peak flow rates.
- Develop preliminary drainage plan and identify potential drainage outfall locations and improvements.

Contact will be made with Hidalgo County Drainage District #1 (HCDD#1) and Hidalgo/Cameron Counties Irrigation District 9 (HCCID9) to coordinate an action plan for any necessary improvements and develop cost estimates for any necessary mitigation actions.

VI. SOCIAL AND ENVIRONMENTAL FACTORS/CONSTRAINTS

The Team would begin by conducting a full analysis of the existing conditions to collect data along the identified study boundaries and utilize the aerial flight of the latest imagery to develop an Environmental Constraints Map and Matrix. This would assist the Team's engineers to develop the least intrusive alternative alignments and ultimately assist in determining its feasibility. The analysis will be in conformance to the National Environmental Policy Act (NEPA) Fatal Flaw analysis process.

The Environmental Constraints would include data collected from the desktop data search previously mentioned and the field conditions. In addition, a data search and interviews (as needed) would be conducted to obtain information from stakeholders such as city, county and drainage/irrigation officials along with resource agencies previously mentioned. A field survey would assist in determining the number of any residential or non-residential displacements that could occur.

With the data collected, an Environmental Constraints Map would be developed within the 400-500 foot wide corridor to assist the engineers in developing and refining the Alternative Alignments. Once the alternatives are developed, an Environmental Constraints Matrix would be completed for each alternative, including the "No-Build" alternative to use as a bases.

The alignments would then be analyzed and assessed briefly for noise, water and biological resources, community impacts, hazardous materials and cultural resources and made part of the Environmental Constraints Map and Matrix to assist in determining a Preferred Alignment and be made as part of the study.

VII. UTILITY AND ROW CONSTRAINTS

Utility maps and data to identify existing permitted and compensable utilities with the study corridor will be reviewed. Critical utilities that could be detrimental to the project budget such as parallel irrigation lines, gas lines and other utilities with property interest will be identified and if unavoidable, estimated relocation costs will be determined. Utilities will be presented on maps (CADD files), which later may be referenced into the Alternative Alignment layouts.

Right of Way data will be collected from the City of Weslaco and Hidalgo County and depicted on maps (CADD Files), which later may also be referenced into the Alternative Alignment layouts.

VIII. TRAFFIC DATA ANALYSIS AND TRAVEL DEMAND FORECASTING

This tasks will be performed by Team member C&M**.**

C&M developed the Travel Demand Model (TDM) in the LRGV. The TDM is a TransCAD model that covers the RGV MPO area. It was formed out of three previous MPOs: Hidalgo County MPO, Harlingen-San Benito MPO, and Brownsville MPO. The model was developed to support the development of both short-term and long-term projects in the region, identify transportation system deficiencies and evaluate potential improvements; and provide future design traffic forecasts for the LRGV area.

To conduct the TDM for this corridor study, C&M will first prepare a new base year by using the most recent socio-economic data and traffic counts to reflect observed traffic conditions.

Many MPO TDMs have a base year before the COVID-19 pandemic, which makes it necessary to perform a proper post-pandemic base year model calibration. C&M has updated models to post-COVID conditions in many cases, including recent projects in Hidalgo and Cameron County, using the latest regional socio-economic data and TxDOT Statewide Traffic Analysis and Reporting System (STARS II) traffic count data.

After calibrating the model to observed traffic counts around the project corridor, which might include the review and actualization of the trip generation and distribution modeling parameters and attributes, C&M will develop future model years that are required to reflect the project's needs in terms of project opening and required forecast periods (+20-year and +30-year for this project).

C&M will use several forecast sources to update the TDM's socio-economic input data and obtain trip tables for the future traffic demand, including the Texas State Demographer, Water Development Board, Moody's Analytics, and Woods & Poole. In many cases the MPO TDM networks do not have the latest infrastructure projects coded in the road network that corresponds to the future model years. C&M will review the RGV Metropolitan Transportation Plan (MTP) for long-term projects and the Transportation Improvement Plan (TIP) for the latest list of proposed projects in the region to ensure that the infrastructure supply of the travel demand networks have the correct future configurations. Additionally, C&M will use the TxDOT Unified Transportation Program (UTP) to obtain the latest regional future projects.

Traffic Data Analysis

A significant source of data are STARS II count stations and 24-hour traffic counts collected by the Team. C&M's staff have utilized location-based service (LBS) data to supplement data collection, and sometimes LBS data is the main tool for developing traffic projections when count data are absent. Speed data from INRIX or NPRMDS and K/D factors from the TPP consultant packet are major sources for developing peak hour volumes for corridors. C&M will use an Excel-based tool to examine traffic line diagrams instead of manual calculations.

STARS II Count Data, as well as traffic count data will be used by C&M to develop base year balanced ADTs. Collected traffic counts will be evaluated against nearby STARS II data stations.

The 24-hr Directional Traffic Counts (DTC) will then be adjusted to AADT. A nearby and suitable permanent count station is used for the adjustment. A ratio of similar count data to respective AADT is applied to the count station. If the STARS II count is available at the physical count location and it varies significantly from the adjusted physical count, the STARS II count data pre-empts.

Turning Movement Counts (TMC) are mainly used for developing turning movements in traffic projections. Turning movement percentages from TMC, combined with base year AADT, are used to develop traffic projections of the study corridor.

LBS data provides useful origin-destination (O-D) data for the development of traffic projections. During the COVID-19 pandemic, physical count services were not provided by firms. For traffic volumes, LBS derived volumes were compared with STARS II data. If LBS volume data deviated significantly from STARS II data, the team considered either AADT ratios or a regression model based on available STARS II counts.

Travel Demand Model Runs

C&M's will utilize the latest version of the Texas Statewide Analysis Model (Texas SAM V.4.1). A summary of steps to conduct the model is as follows:

1. Review and calibrate the existing model.
   a. Scenario/sensitivity testing
   b. Socio-economic data review
   c. Travel times, speeds and volumes review and calibration.
2. Perform model runs.
3. Collect key outputs for planning purposes.
4. Use TDM, engineering judgment, and other data sources to develop traffic projections.

C&M has developed a methodology for updating and calibrating/validating TDMs for a specific corridor traffic analysis. Depending on the traffic and transportation planning project objective, C&M determines the weak points of the model and/or the opportunity areas for updating that can be carried out according to the latest data and information available. **Figure 1** below shows the methodology used by C&M to update and calibrate/validate TDMs.

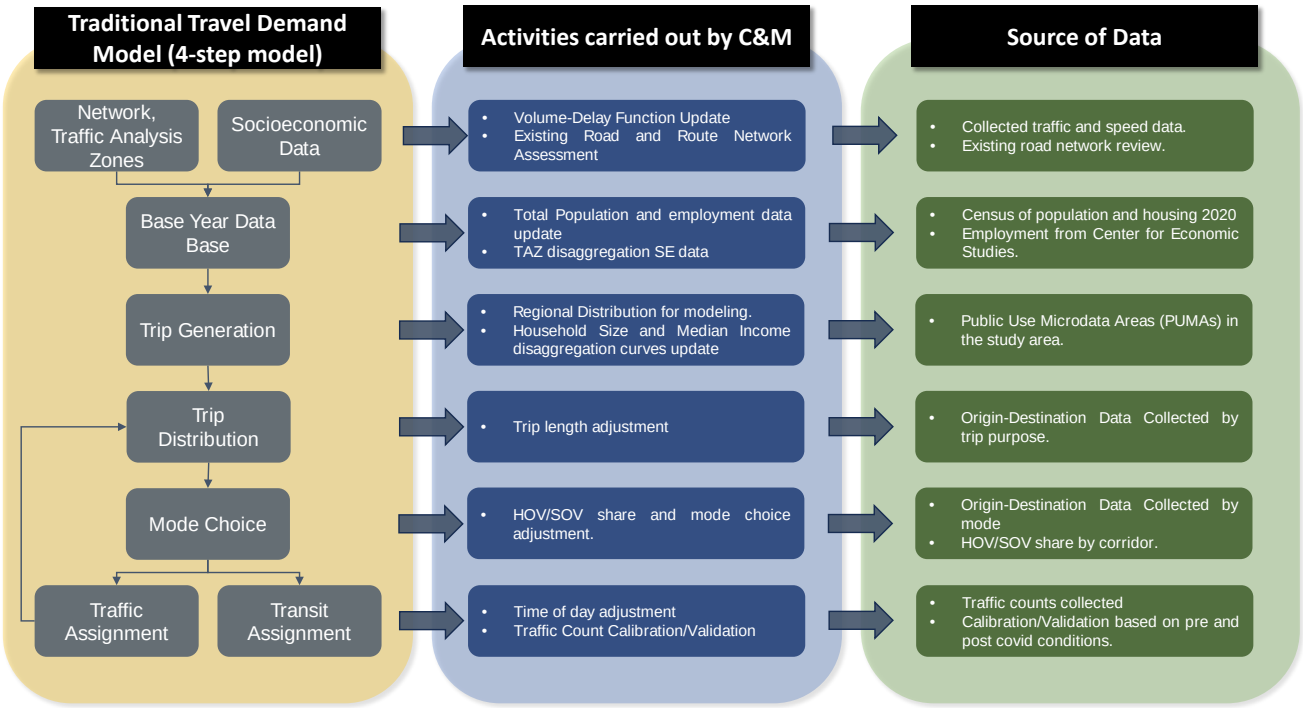


Figure 1 - C&M's Travel Demand Modeling Methodology

Model updating consists of socio-economic data collection from the 2020 Census, employment data obtained from the Center of Economic Studies, and Public Use Microdata Areas (PUMAs) data.

C&M will review the existing TDM to ensure that the roadway network correctly represents existing conditions. After assignments have made for the No-Build and Build alternatives, diversion analyses will be performed in order to measure the effects on FM 1015 and FM 88. Diversion of traffic from these two facilities onto the WSL is one of the primary goals of this study.

C&M will also incorporate development assumptions in roadway diversions for corridors with large development potential. For example, C&M will develop traffic projections for major committed residential or commercial developments that may have significant impact on the Alternative Alignments.

IX. TRAFFIC OPERATIONS ANALYSIS (Capacity/LOS Analysis)

After collection of all traffic counts, the Team will assess and determine peak traffic periods for analysis purposes. The TDM results will be used to analyze traffic reflecting two peak traffic hours, one in the AM peak and one in the PM peak during a typical weekday. Three scenarios will be analyzed:

1. No Build in Current Year (2024)
2. No Build in Base Year (Construction Completion of Build Alternatives)
3. No Build in Future Year (2054-2064)
4. Alternative Alignment(s) in Base Year (Construction Completion)
5. Alternative Alignments(s) in Future Year (2054-2064)

Based on collected information, the Team will develop a model network on SYNCHRO or VISSIM or other TxDOT accepted platform to replicate the above scenarios. The model will be adjusted based on field observations to ensure that the existing traffic operations are replicated accurately.

Capacity and Level of Service (LOS) analyses will be performed for two peak traffic hours in a typical weekday. Usually these fall within the morning peak period from 6:00am to 9:00am and within the afternoon peak period from 4:00pm to 6:30pm.

Analysis results will be compared among the scenarios and alternative improvements will be further tested and recommended as deemed appropriate. Several iterations of traffic analysis may be performed to test various geometric configurations within each scenario and to reach acceptable quality of traffic flow.

Analyses results will include vehicle delays, vehicle queues, speeds, vehicle miles traveled, vehicle hours traveled, intersection level of service and other measurements of effectiveness. The Team may offer recommendations for improving vehicular, pedestrian and bicycle flow through the proposed facilities. Such improvements may include:

1. Capacity improvements
2. Added turn lanes
3. Access Management Improvements
4. Pedestrian accommodations
5. Bicycle accommodations

6. Safety improvements, such continuous and/or safety lighting
7. Proposed intersection controls, such as signalization, or means
8. Intelligent Transportation Systems improvements, such as dynamic message signs for traffic diversion, etc.

The Team will also provide recommendations for intersection controls, lane arrangements and/or assignments, pedestrian safety treatments, bicycle safety treatments and controls (provide bicycle red-yellow-green signal indications), safety lighting and other safety treatments.

TxDOT's Intersection Scoring Tool will be used to rank certain intersection treatments. This tool is typically used by TxDOT to prioritize projects. The higher the ranking, the higher on the priorities list the project is placed. As part of the traffic analysis, the Team will test the signal warrants in the Texas MUTCD and make appropriate recommendations.

Depending on the geometric configurations of each Alternative Alignment, connectivity to IH 2 would produce the most value to the benefits side in the benefit/cost analysis. Such connectivity will require the preparation of an Interstate Access Justification Report (IAJR) in accordance with TxDOT and FHWA guidelines. Such Report may be become part of the next steps into the project implementation process or be carried out as part of this study.

X. SAFETY ANALYSIS

TxDOT generally uses the Historical Crash Analysis and Highway Safety Manual (HSM) Predictive Methodology. This methodology is embedded in the 2024 Highway Capacity Software, which the Team will use to test each Alternative Alignment. The steps to be taken are as follows:

Historical crash analysis - The historical crash analysis will be conducted for the latest three to five years for existing corridor conditions. The existing corridor will cover the entire study area, inclusive of IH 2, FM 1015, Mile 5 N. Road (34th St.), FM 88 and Westgate Dr./Milano Road. The results of the historical crash analysis are used to identify or confirm safety problems within the project study area. The analysis will include:

- Crash frequency by facility type for each year
- Crash rates (to be compared with statewide average for similar facilities)
- Crash Severity by facility type for each year
- Primary contributing factors
- Manner of collision for each year by time of day
- Crash diagrams such as heat maps, bar charts or other maps graphically showing the high crash locations along the study area roadways or at the interchanges.

Predictive Crash Analysis - Predictive, or quantitative safety analysis, involves using HSM based methods that use safety performance functions (SPFs) and CMFs to estimate anticipated change in crashes from existing conditions to the proposed design. The predictive analysis will be performed for "No Build" scenario, as well as for the Alternative Alignments. The analysis tools approved by TxDOT that may be used are as follows:

- For Urban Interchanges - Enhanced Interchange Safety Analysis Tools (ISATe)/IHSDM
- For Urban Corridors – Interactive Highway Safety Design Model (IHSDM)
- For Suburban/Rural area – Highway Safety Software (HSS)/IHSDM

Crash Data - This involves review of three to five full calendar years (January 1st to December 31st) of historic crash data with respect to crash characteristics such as severity, types, frequency, rates, patterns, clusters, and their relationship with crash contributing factors.

Safety Analysis Study Area - This is the area that will be impacted by the proposed WSL project. This area is critical to the Benefit/Cost analysis, because the larger the area adjacent to the corridor the higher the benefits on the B/C ratio. At a minimum, the safety analysis study area should include IH 2 as the northern boundary, FM 1015 as the eastern boundary, Mile 5 N. Road (34th St.) as the south boundary and Milano Road as the western boundary.

Input Parameters - The input parameters to be considered are:

- Traffic Volume - Traffic input data will be taken from the TDM for the various scenarios,
- Number of driveways and lanes,
- Existence of TWLTL,
- Median treatments and Illumination,
- Roadside objects within the ROW,
- Lane widths,
- Intersection treatments and left turn phasing,
- Pedestrian volumes and number of bus stops, and
- Number of alcohol sales establishments adjacent to the corridor.

Default calibration values may be used if actual data are not available.

Safety Analysis Results - Analysis results will be presented in table format to show:

- Predicted average crash frequency
- Predicted total number of crashes per Year
- Predicted number of Fatal Incident Crashes per Year
- Predicted number of Property Damage Only Crashes per Year
- Predicted Societal Crash Costs

The Crash cost figures will be used as input into the Benefit/Cost Analysis

XI. ENGINEERING FEASIBILITY/CONSTRUCTABILITY

Upon completion of the development of Alternative Alignments, the "Build" scenarios will be compared against the "No Build" scenarios to determine feasibility. The factors to be considered are:

1. Environmental constraints
2. Utility constraints
3. Public opinion
4. Travel demand
5. Right of Way requirements
6. Estimated costs
7. Soils and subsurface geology considerations
8. Constructability/Construction Sequencing Obstacles
9. Connectivity to Community Major Activity Centers, such as the Harlon Black Sports Complex.

Additional factors may be considered for comparison purposes, based on input received from the Public and/or the project Stakeholders. A comparative matrix will be prepared to rank the alternatives. The matrix will be presented to Stakeholders to seek input. An example of a matrix is presented below.

WESLACO SOUTHWEST LOOP

PLANNING CORRIDOR/ALIGNMENT STUDY

COMPARISON MATRIX

Goals>>>	Improve Mobility								Achieve Project Affordability and Constructability		Achieve Environmental and Air Quality Benefits							Promote Economic Development					Achieve Land Use Benefits			Gain Public Support			
	Passenger Capacity				Convenience																							
Objectives>>>	Improve Person Throughput Capacity	Provide Congestion relief along FM 1015	Improve Level of Service in Study area	Provide System and Safety Management Opportunities	Encourage the use and Provide Access to Pedestrian and Bike Facilities	Provide Alternative Access to Progresso International Bridge	Encourage the use and Provide Access to Bus Transit Facilities	Improve Transportation Access for Economically Disadvantaged Areas	Address Costs Relative to Additional Capacity	Address Ease of Constructability	Address Wetlands Impacts	Reduce Noise Impacts	Reduce Vehicle Emissions	Reduce Fuel Consumption	Avoid Hazardous Material	Address Visual Impacts	Address Relocation Impacts	Promote Fewer Delays for Through Trips	Facilitate Goods Movement	Address Freight and Passenger Movement	Encourage Development Opportunities	Produce Net Public Benefits	Improve Access to Adjacent Developments	Increase Vehicle Occupancy	Support Focused Activity Development	Enhance Travel Safety	Improve Travel Times	Preserve and Enhance the Natural Environment	Encourage the Cost Efficient Use of Public Resources
Quantitative Measures																												
Performance/Efficiency																												
Bus Transit Trips Gained																												
Peak Hour Person Trip Capacity																												
Peak Hour Volume/Capacity Ratio																												
Peak Hour Level of Service Rating																												
Travel Time Savings																												
Crash Rate Reductions																												
Delay Savings																												
Benefit/Cost Ratio																												
Income Tax Revenue Gains																												
Equity																												
Number of Less Than $20K Income Households Less Than 5 Mile Radius from Highway Access Points																												
Number of Less Than $20K Income Households Less Than 1/2 Mile Radius from Transit Alignment																												
Environmental																												
Wetlands Impacts area																												
Number of Sensitive Noise Receptors																												
Change in Criteria Pollutant and Greenhouse Gas Emissions																												
Hazardous Material Areas																												
Number of Businesses Relocated																												
Number of Households Relocated																												
Reduction in VMT																												
Fuel Consumption Change in Gallons																												
Qualitative Measures																												
Performance/Efficiency																												
Does it provide Safety Management Opprtunities?																												
Does it provide Access Management Opprtunities?																												
Does it provide ITS Opprtunities?																												
Degree of Construction Complexity																												

Select preferred alternative - After review of all contributing factors in the matrix and input from the Stakeholders and Steering/Oversight committee, a preferred Loop Alignment will be selected.

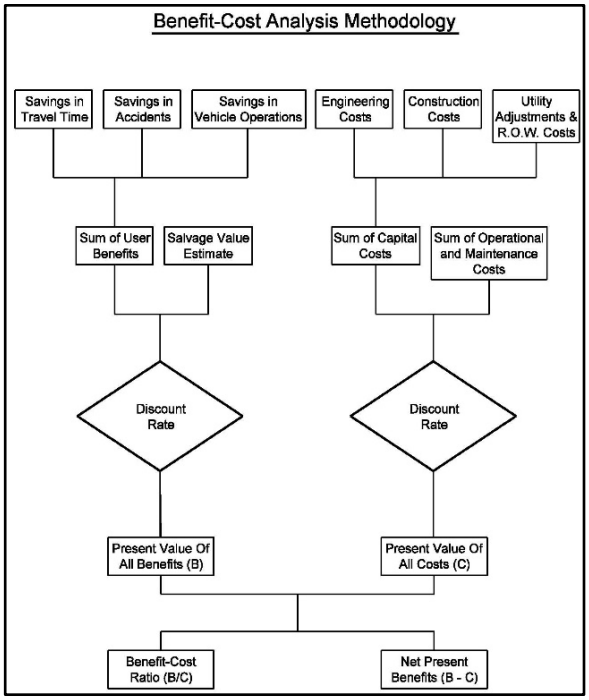
XII. LIFE CYCLE COSTS AND BENEFIT/COST ANALYSIS

Considering all benefits and costs for each alternative, life cycle benefit cost analyses will be performed. Financial feasibility indicators, such as capital costs, benefit/cost ratios will be developed for comparing alternatives.

Benefit/Cost and Net Present Value Analysis

a. Research & Adopt Benefit/Costs Study Factors
   i. Discount Rate
   ii. Study Period (20-30 year life cycle)
   iii. "Value of Time" Cost Factors (Travel Time Cost Savings)
   iv. Vehicle Operating Cost Factors (Emissions, Fuel Consumption)
   v. Applicable Crash Rates
   vi. Crash Costs by Type of Accident
b. Calculate Discounted User Benefits & Residual Value
   i. User Time Costs by Year for "Build" and "No-Build" scenarios
   ii. User Operating Costs by Year for "Build" and "No-Build" Alternatives
   iii. User Accident Costs by Year for "Build" and "No-Build" Alternatives
   iv. Residual Value
   v. Discounted Cumulative User Benefits for "Build" scenarios
   vi. Discounted Cumulative Negative User Benefits for "Do-Nothing" scenario
c. Calculate Discounted Project Costs
   i. Development Costs
   ii. Operation & Maintenance Costs
d. Calculate Benefit/Cost and Net Present Value Statistics

The flowchart depicts the methodology of a general Benefits/Cost Analysis. A sensitivity analysis will also be conducted to assess the level of impact on the B/C ratio if one or more of the input variables fluctuates within a certain range. This is important to note when selecting the preferred Alternative Alignment. Based on the results, the Team will present a set of recommendations for review and approval.



XIII. IMPLEMENTATION/PRIORITIZATION PLAN

Using criteria from the efforts of the study, each logical segment of the recommended Loop alignment will be assigned a weighted value, which will be used to develop a priorities list of projects. To rank logical segments of the preferred alignment, the criteria that may be used is as follows:

1. Present and future level of service,
2. Initial Costs,
3. Utility and Environmental Constraints
4. Right of Way availability, and
5. Benefit / Cost ratios

Long-range forecast of financial resources

- Assess Feasibility of Revenue Bond/Toll Financing of Corridor Segments
- Catalogue Alternative Funding Resources
- Project Total Financial Resources by Major Type

Develop capital programming plan

- Segment Phasing
- Strategies for corridor preservation
  - Advanced Right-of-Way Acquisition
  - Coordinate with TxDOT's Project Development Process

Long-Range Phasing of Project Development Activities

- Route Location Studies/Environmental Impact Statements
- Right-of-Way Acquisition
- Engineering Design
- Construction
- Funding Plan
- Estimate of Budget and Manpower

XIV. PUBLIC INVOLVEMENT PROCESS

The objectives of the public involvement process in this study are to:

- Listen to the needs of citizens and stakeholders regarding transportation study area and record those needs for analysis.
- Inform the public on the alternatives, constraints, costs, impacts, and benefits of the project.
- Insure City of Weslaco, Hidalgo County, TxDOT, the RGV MPO and other public officials, businesses and general public are given the opportunity to provide input.
- Incorporate public input as it is articulated into the planned improvements.
- Verify that the public involvement process has been fair and open and that the Preferred Alignment is accepted by the public.

All public involvement processes will be performed in accordance with RGV MPO established procedures. Two public meetings could be held to inform the public of the alternative concepts under consideration and to seek input to the study process. After addressing concerns during public meetings, the Team with assistance from the RGV MPO will conduct a public hearing to present the Preferred Alignment.

During the course of the study and as soon as intermediate study results or conclusions become available, the Team will organize and facilitate the conduct of an open house type of workshop with Stakeholders. The workshop will provide the opportunity for Stakeholders to critique the intermediate results and provide guidance for refinements.

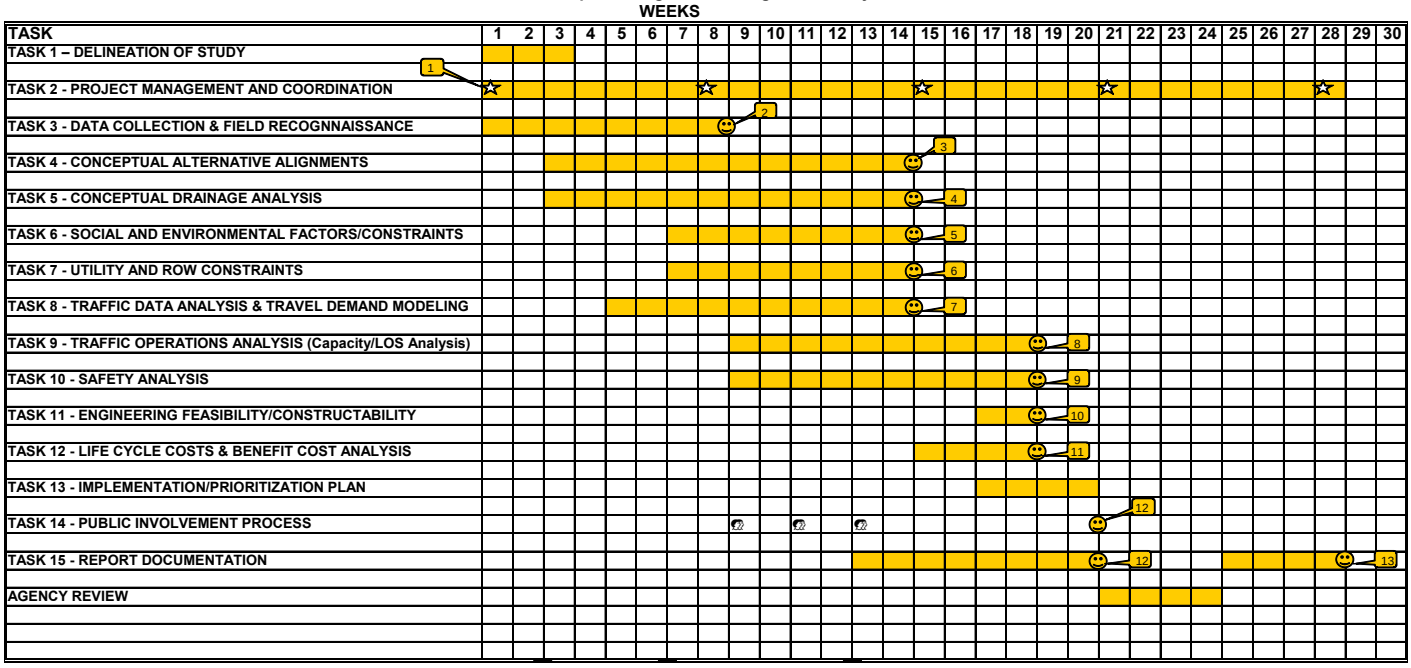
All public meetings, hearings and workshops will be documented in the final report.

XV. REPORT DOCUMENTATION

Upon the completion of all tasks, a draft report will be submitted to the RGV MPO for review and comments. The final report will be published only after all comments have been address by the consultant team. The results of the study will be presented to the LRGVDC in a formal meeting.

3. Timeline Schedule

PROPOSED TIMELINE SCHEDULE
Weslaco, TX Southwest Loop Planning Corridor/Alignment Study
WEEKS



4. Firm Qualifications

The ETSI Team experience along with references and contact information is presented below:

Example Projects by ETSI Group LLC

Mile 10 N. Rd: From Mile 6 W to FM 1015 (Weslaco Loop) - Client: L&G/Hidalgo County Precinct 1: ETSI conducted a Traffic Analysis study to determine present/future traffic demand and number of lanes to satisfy the demand. The work included traffic data collection, field investigations, review of past traffic trends, future traffic forecasts, operational traffic analysis and simulation of existing/future conditions using SYNCHRO and VISSIM, safety analysis using HCS software, determination of lane arrangements and assignments at intersections, intersection controls, pedestrian/bicycle accommodations. Ref: David Fuentes, Hidalgo County Commissioner PCT 1, 1902 Joe Stephens Ave., Weslaco TX 78596, Tel. (956) 968-8733; email: david.fuentes@co.hidalgo.tx.us, Proposed Personnel: Harry C. Simeonidis, P.E. and Robert Martin, P.E.

IH 2 at Inspiration Rd/BUS 83 Interchange, Mission TX - Client: L&G/City of Mission: ETSI conducted a feasibility study to assess the advantages/disadvantages of five alterative interchange configurations that would improve traffic flow through a complex network of roadway links. ETSI utilized video cameras to track vehicle paths through a maze of various routes. The results were used to analyze traffic patterns. To handle the complex movements through the interchange, ETSI developed optimal traffic signal phasing and timing sequences so that progression would be provided through all 4 quadrants of the interchange. Work included: Collection of Traffic Counts; Spot Speed Studies; Field Investigations; Signal Warrants; Traffic Operations using SYNCHRO and VISSIM; development of interchange specific phasing/timing plans; railroad pre-emption plans; and assessment of existing freeway guide signing sequence. Ref: J.P. Terrazas, P.E., City of Mission; 1201 E. 8th St, Mission, TX 78572, Tel. (956) 580-8604; email: jpterrazas@missiontexas.us, Proposed Personnel: Harry C. Simeonidis, P.E. and Robert Martin, P.E.

City of Houston Multiple Corridor Pre-Engineering Studies, Houston TX - Client: PGAL/City of Houston: As sub-consultant to PGAL, ETSI performed traffic engineering analyses along 28 corridors. Work included traffic data collection on over 100 intersections using video technology, operational traffic analyses and simulation of existing/future traffic patterns using SYNCHRO and VISSIM, determination of capacity/LOS indices, traffic projections, optimum traffic signal phasing and timing, and development of alternative geometric improvement scenarios. Recommendations were made for bicycle/pedestrian accommodations at high volume areas and for access management of driveway spacing. Ref: Juan Rendon, P.E., City of Houston, 611 Walker, 18th Floor; Houston, TX 77002, Tel. 832-395-2688; email: Juan.Rendon@houstontx.gov, Proposed Personnel: Harry C. Simeonidis, P.E. and Robert Martin, P.E.

SH 107 at Richardson Road Grade Separation Feasibility Study - Client: L&G/Hidalgo County: ETSI conducted Origin-Destination surveys, collected turning movement counts and analyzed traffic data to forecast future traffic demands. ETSI developed SYNCHRO and VISSIM models to test various alternative interchange configurations at the intersection. ETSI collected accident records for past 5 years and conducted accident analysis to estimate accident reductions if a grade separation was to be implemented. Accordingly, dollar benefits were calculated based on the accident reduction. Construction costs were estimated for each alternative, as well as maintenance/operating costs and

conducted a Benefit/Cost analysis and sensitivity analysis to rank the alternatives. The B/C ratios ranked from 10.65/1 to 5.05/1, a very good investment of public funds. Ref: Armando Sandoval, P.E., L&G; Tel. (956) 585-1909; email: asandoval@lgengineers.com, Proposed Personnel: Harry C. Simeonidis, P.E. and Robert Martin, P.E.

US 290/SH 36 Traffic Forecasting and Analysis, Brenham TX - Client: PGAL/TxDOT, Bryan District: ETSI conducted traffic forecasting and analysis for a 3.7 mile freeway inclusive of 6 interchanges and 1 RR overpass. ETSI conducted travel time runs on the existing facility, analyzed traffic/accident data, conducted safety analysis, developed traffic forecasts based on TxDOT Option B method and developed SYNCHRO and VISSIM models to test various alternative improvements along the freeway. Results pointed to the need of additional weaving lanes on the freeway, need for additional lanes at the overpasses and over the RR overpass. Alternative treatments included, conversion of two-way frontage roads to one-way, ramp reversals, interchange reconfiguration, addition of direct connectors and access management treatments at major driveways. Ref: Ryan Josefovsky, P.E., Tel. (713) 968-9375; email: rjosefovsky@pgal.com, Proposed Personnel: Harry C. Simeonidis, P.E. and Robert Martin, P.E.

Example Projects by L&G Engineering

Dixieland Road, from Garrett Rd to FM 1479, Harlingen TX - Client: City of Harlingen: L&G was responsible for the schematics, environmental and public involvement then later the PS&E for a 1.6 mile project consisting of reconstructing the existing road and establishing an alignment along new location to connect to FM 1479. Coordination with resource agencies and meetings with affected property owners were instrumental in developing the preferred alternative due to large tract property owners, crossing the arroyo and existing dense vegetation. Ref: Michelle Rivera, 1300 Houston Ave.; McAllen TX 78501; Tel. (956) 681-1008; email: michelle.rivera@mcallen.net, Proposed Personnel: Jacinto Garza, P.E. and Velma N. Garcia

US 77/83 South Parallel Corridor, from FM 1479 to FM 1577, Harlingen/San Benito TX – Client: Cameron County: L&G was responsible for the schematics, environmental and public involvement then later the PS&E for a 7.4 mile project, (extension of Dixieland Rd) entailed developing a new route from a previous study due to new development occurring in area. A new route was developed along new location utilizing county road right of way where possible. Several alignments were developed utilizing environmental constraints maps/matrices and meetings with affected property owners and stakeholders. Ref: Pete Sepulveda, Jr., CCRMA; 3461 Carmen Ave.; Rancho Viejo, TX 78575; Tel. (956) 621-5571; email: psepulveda@ccrma.org, Proposed Personnel: Jacinto Garza, P.E. and Velma N. Garcia

FM 396 (Anzalduas Highway Ext) from US 83 to Anzalduas International Bridge, Mission TX – Client: City of Mission: L&G was responsible for the schematics, environmental and public involvement then later the PS&E for a 3.6 mile project consisting of establishing a route from the international bridge along new location to connect to the existing FM 396 then to the interstate highway. Meetings with two different bridge boards, resource agencies and affected property owners were instrumental in developing the preferred alignment. Ref: Alex Meade, Mayor Norie Gonzalez-Garza, Martin Garza, Jr., former City Manager; Martin Garza, Jr., Weslaco City Manager, 255 S. Kansas Ave.; Weslaco

TX 78596; Tel. (956) 968-3181; email: mgarza@weslacotx.gov, Proposed Personnel: Jacinto Garza, P.E., Behrooz Badiozzamani, P.E., and Velma N. Garcia

Nolana Loop Extension, from FM 1426 to FM 88 Hidalgo County – Client: Hidalgo County: L&G was responsible for the schematics, environmental and public involvement then later the ROW acquisition and PS&E for a 9.8 mile project consisting of reconstructing the existing road and extending it along new location to provide continuity and connectivity from western cities to the eastern cities of Hidalgo County utilizing existing county roads where possible. Several public meetings and a hearing were held as well as meetings with stakeholders which were instrumental in developing the preferred alignment. Ref: Commissioner David Fuentes, PCT 1, 1902 Joe Stephens Ave., Weslaco TX 78596; Tel. (956) 968-8733; email: david.fuentes@co.hidalgo.tx.us and Commissioner Eduardo "Eddie" Cantu, PCT 2, 300 W. Hall Acres, Ste. G; Pharr TX 78577; Tel. (956) 787-1891; email: eduardo.cantu@co.hidalgo.tx.us Proposed Personnel: Jacinto Garza, P.E., Behrooz Badiozzamani, P.E., Jordan B. Sinclair, P.E. and Velma N. Garcia

Mile 3 N. Road, from FM 492 to FM 2221, West Hidalgo County TX – Client: Hidalgo County: L&G was responsible for the schematics, environmental and public involvement then later the ROW acquisition and PS&E for a six mile project consisting of reconstructing the existing road and extending it on new location to provide continuity and connectivity in western Hidalgo County. A public meeting and a hearing were held and meetings with large tract property owners were held to develop the preferred alignment. Ref: Commissioner Everado "Ever" Villarreal, PCT 3; 724 N. Breyfogle, Mission TX 78572; Tel. (956) 585-4509; email: ever.villarreal@co.hidalgo.tx.us Proposed Personnel: Jacinto Garza, P.E., Behrooz Badiozzamani, P.E., Jordan B. Sinclair, P.E. and Velma N. Garcia

Mile 6 W. Rd, from Mile 9 to SH 107, Mile 10 N. Rd, from Mile 6 W to FM 1015, Weslaco, Hidalgo County, TX - Clients: Hidalgo County/City of Weslaco: L&G was responsible for the schematics, environmental and public involvement then later the ROW acquisition and PS&E for these 11 and 3 mile projects, respectively, which consisted of widening and reconstructing the existing roadways in the city of Weslaco. Several public meetings were held to keep the public informed due to right of way taking. Ref: Commissioner David Fuentes, PCT 1, former City of Weslaco Mayor David Suarez; 1902 Joe Stephens Ave., Weslaco TX 78596; Tel. (956) 968-8733; email: david.fuentes@co.hidalgo.tx.us, david.suarez@co.hidalgo.tx.us, Proposed Personnel: Jacinto Garza, P.E., Behrooz Badiozzamani, P.E., Jordan B. Sinclair, P.E. and Velma N. Garcia

Example Projects by C&M Associates, Inc.

Brownsville and Matamoros International Bridge Feasibility Study, TX (2021) – C&M developed a binational travel demand model to forecast border crossing demand and support the B&M International Bridge in its aim to accommodate expected additional crossing volumes within the footprint of the existing facility by utilizing the existing POE components and optimizing border crossings waiting times. The study includes all existing border crossing types (passenger vehicles, pedestrians, and bicycles).

SH 365 TOLL Investment Grade Traffic and Revenue Study, TX (2021): C&M developed a Level 3 T&R study of the proposed 365 TOLL facility to support the HCRMA in financing the project by providing an investment grade T&R forecast and support with rating agencies.

Donna-Rio Bravo International Bridge Investment Grade Traffic and Revenue Study, TX (2020): C&M developed an Investment Grade T&R forecast for the commercial expansion of the Rio-Bravo Bravo International Bridge at the U.S./ Mexico border to support the City of Donna in their effort to finance the Project. Development of a binational travel demand model, designed and administered several surveys at the border, including origin and destination and company stated preference surveys to estimate the VOT for commercial vehicles. Together with city staff, led several public outreaches and stakeholder interviews.

References

1. SH 48 Corridor Master Plan (Traffic Projections and Analysis) Ref: Eric Davila, Chief Development Engineer, CCRMA, 3461 Carmen Ave.; Rancho Viejo, TX 78575; Tel. (956) 621-5571; email: edavila@ccrma.org Proposed Personnel: Axel Herrmann, P.E., Fernando Escobar
2. Trenton Road Traffic Projections (CSJ# 0921-02-442) Ref: Velinda Reyes (RPIC), Hidalgo County PCT 4, 1501 N. Doolittle Rd., Edinburg TX 78539, Tel. (956) 383-3112, email: velinda.reyes@co.hidalgo.tx.us, Proposed Personnel: Axel Herrmann, P.E., Fernando Escobar

Example Projects by SWG Engineering, LLC

Canal to Pipeline Conversion of Canal A-20 and Pump Station – Client: Delta Lake Irrigation District: For this important project, a grant from the Bureau of Reclamation (BOR) of $1,000,000 was procured by the SWG to aid in the cost of construction. The project will convert approximately 28,000 linear feet (~5.3 miles) of deteriorated canal into a modern pipeline system. This 36”-18” pipeline will contain flowmeters at strategic points to monitor water flow, and has sluice gates and line gate valves at specific locations to isolate pipeline sections as necessary. Additionally, the main diesel pump station will be deleted and has been designed to be replaces as a state-of-the art pump station, with VFD controlled twin electric pumps, which will enable the deletion of 5 total diesel pump stations in the system. Ref: Troy Allen, General Manager; 10370 Charles Green Rd., Edcouch, TX 78538; Tel: (956) 262-2101; email: troy@deltalakeid.org Proposed Personnel: Randy Winston, P.E.

City of La Feria Waterline Project, La Feria TX – Client: City of La Feria: City of La Feria selected SWG Engineering to design, prepare contract and bid documents for the installation of 46,600 LF of water line varying in sizes from 6” to 12”. The project consisted of: 2,675 Water Meters (entire city); 16,600 LF of 6” to 12” Water Lines for the West Colonias; 30,000 LF of 6 to 12” Water Lines for Recently Annexed Areas East of La Feria; UV Water Treatment Plant; Replace MCC (motor control center) add SCADA (supervisory control and data acquisition). Ref: Frank Rios, Interim City Manager; 115 E. Commercial Ave., La Feria, TX 78559, Tel**:** (956) 797-2261; email: frios@cityoflaferia.com, Proposed Personnel: Randy Winston, P.E.

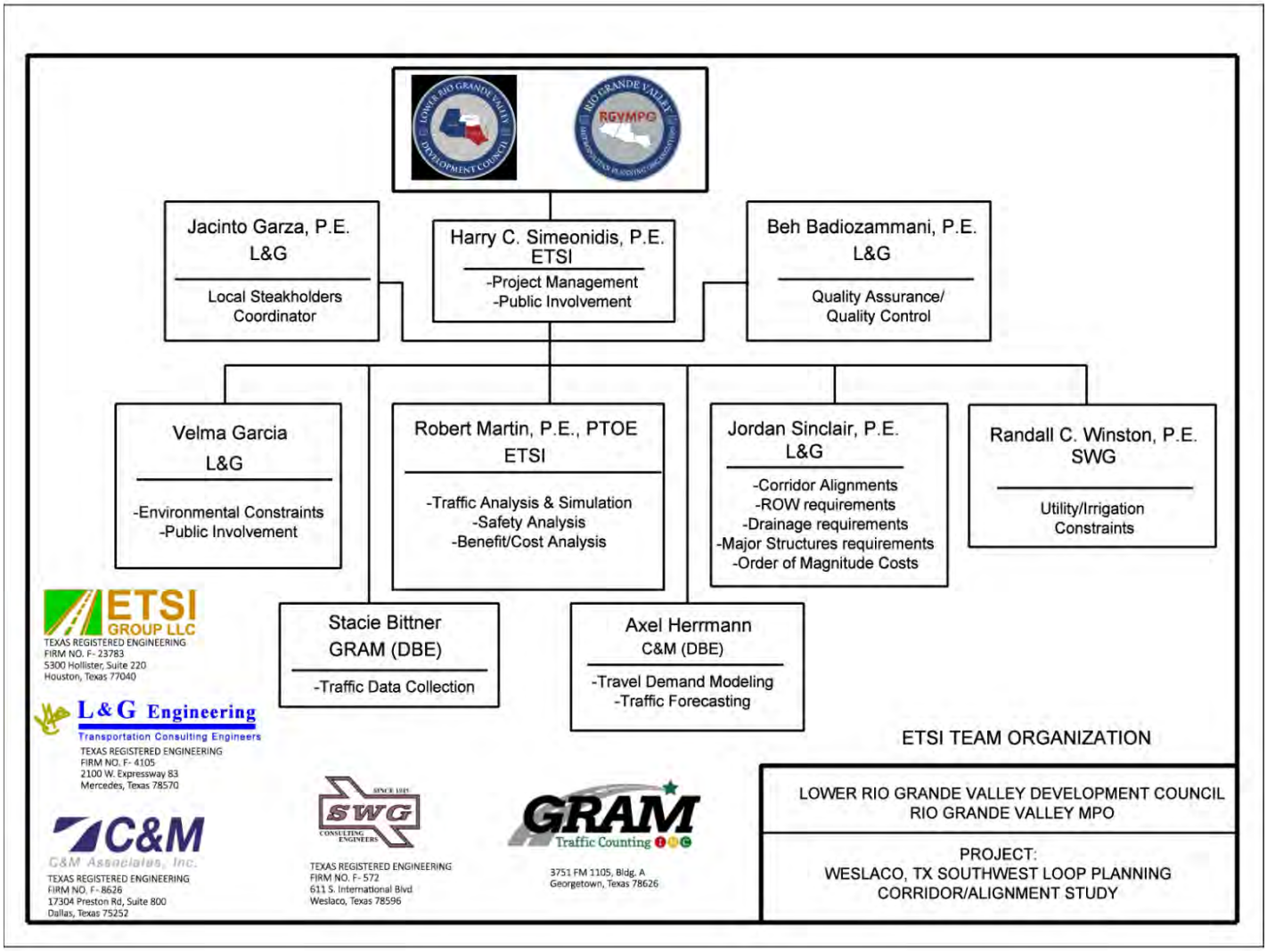
Example Projects by GRAM Traffic Counting, Inc.

Hidalgo County Courthouse Square, Edinburg, TX - Client: ETSI Group LLC: Conducted 24 hour directional traffic counts and turning movement counts at 30 locations to support the Traffic Analysis study to convert the courthouse square into a roundabout operation. Traffic Counts included pedestrians and bicycles, as well trucks to meet FHWA classification requirements. Ref: Harry Simeonidis, P.E., 5300 Hollister, Ste. 220, Houston TX 77040, Tel (713) 956-9601; email: hsimeon@etsiteam.com Proposed Personnel: Stacie Bittner

US 77/US 83 South Parallel Corridor, TX: Client: ETSI Group LLC: Conducted 24 hour directional traffic counts and turning movement counts to support the Traffic Signal Warrant Analyses at three intersections. Traffic Counts included pedestrians and bicycles, as well trucks to meet FHWA classification requirements. Ref: Harry Simeonidis, P.E., 5300 Hollister, Ste. 220, Houston TX 77040, Tel (713) 956-9601; email: hsimeon@etsiteam.com Proposed Personnel: Stacie Bittner

5. Personnel and Staffing

The ETSI Team has assigned expert task leaders according to the following organization chart:



Representative experience and project specific assignment of each Task Leader is presented in the resumes below:

ETSI GROUP LLC

5300 Hollister, Suite 220
Houston, Texas 77040
Tel: (713) 956-9601
Fax: (713) 956-9667

Harry C. Simeonidis, P.E.,
Task Leader for:
Project Management

EDUCATION
University of Texas at Austin, M. of Sc. in Transp. Engineering, 1981
Oregon Institute of Technology, B. of Sc. in Civil Engineering, 1979

PROFESSIONAL REGISTRATION/ASSOCIATION
Professional Engineer in the State of Texas since 1986, P.E. No. 60919
Fellow, Institute of Transportation Engineers
Member, American Society of Civil Engineers

PROFESSIONAL EXPERIENCE
Mr. Simeonidis has hands on experience in the planning, design and construction management, of transportation and traffic engineering projects for over 40 years, with a significant number in the Rio Grande Valley. His expertise are in the areas of Traffic Engineer and Transportation Planning and includes the full spectrum of Roadway and Traffic Engineering studies and designs. Specifically it includes Financial Feasibility studies, Geometric Design, preparation of Plans, Specifications and Estimates, Area Wide Transportation Mobility Plans, Corridor Feasibility Studies, Traffic Signal Systems Analysis and Design, Highway/Rail Road Crossing Design, Intelligent Transportation Systems, Roadway Lighting Design, At Grade Rail Crossing design, Safety Studies, as well as development of Access Management strategies. Mr. Simeonidis started his carrier in the Traffic Design Group of the Houston District of TxDOT.

The following are project examples, managed by Mr. Simeonidis that covered feasibility studies, traffic forecasting, travel demand modeling, alternative alignments, drainage studies, environmental assessment, utilities conflicts, traffic and safety analysis, public involvement and Benefit/Cost analysis.

IH 2 at Inspiration Rd/BUS 83 interchange reconstruction, Mission, Texas - Client: L&G/City of Mission
Reference: Mr. JP Terrazas, PE, City of Mission; 1201 E. 8th St, Mission, TX 78572, Tel. (956) 580-8604;
Email: jpterrazas@missiontexas.us

Mile 10 North, from Mile 6 West to FM 1015 (Weslaco North Loop) - Client: L&G/Precinct 1 - Hidalgo County
Reference: Mr. David Fuentes, Commissioner Precinct 1, Hidalgo County; 1902 Joe Stephens Ave., Weslaco TX 78596
Tel. (956) 968-8733; Email: David.fuentes@co.hidalgo.tx.us

ISTEA Corridor 20 (IH 69) Feasibility Study-Laredo to Texarkana, Texas through Houston - Client: TxDOT TPP
The estimated cost of this 954 mile (1536 km) corridor was $4.83 billion with a benefit/cost ratio of 1.49.
Reference: Ms. Peggy Thurin, P.E., TxDOT-TPP; Tel. (512) 486-5024; Email: Peggy.Thurin@txdot.gov

City of Houston Multiple Corridor Pre-Engineering Studies, Houston, Texas - Client: City of Houston
Over 100 intersections were studied within 28 corridors. Reference: Mr. Juan Rendon, P.E., City of Houston, 611 Walker, 18th Floor; Houston, Texas 77002, Tel. 832-395-2688; email: Juan.Rendon@houstontx.gov

Harlingen/South Padre Island Mass Transit System Study - Client: Lower Rio Grande Development Council
Determined financial feasibility of alternative mass transit modes from Harlingen Airport to South Padre Island to include a bus system as well as a Light Rail System. Alternative Bus routes, as well as Light Rail Alignments were developed.
Reference: Richard Hinojosa; Completion Date: July 1993

Loop 20 Extension Feasibility Study, Laredo, Texas - Client: TEDSI/TxDOT
The study area covered FM 1472, IH 35, the existing Loop 20 and the Laredo Outer Loop. Calculated life cycle costs and conducted a benefit cost analysis to determine feasibility. Completion Date: October 2003

ETSI GROUP LLC

5300 Hollister, Suite 220

Houston, Texas 77040

Tel: (713) 956-9601

Fax: (713) 956-9667

Robert Martin, P.E., PTOE,
Task Leader for:
Traffic/Safety Analysis

EDUCATION
University of Texas at Arlington, Bachelor of Science (B.S.) in Civil Engineeri

PROFESSIONAL REGISTRATION
Professional Engineer in the State of Texas since 2016, P.E. No. 123284
Professional Traffic Operations Engineer since 2019, PTOE No. 4713

PROFESSIONAL EXPERIENCE
Senior Traffic Engineer, ETSI Group LLC 2012 – Present
Research Assistant, Texas Transportation Institute 2011-2012

Mr. Martin has over 12 years of experience in the practice of traffic engineering and transportation planning with ETSI Group. His experience includes traffic engineering analysis and simulation, corridor studies, safety analysis, benefit-cost analysis, traffic impact analysis, signal warrant analysis studies, signal coordination planning, traffic signal system designs, bicycle and pedestrian facilities design and illumination designs. He has extensive experience in the use of computer aided design software, Microstation and analysis software such as Vissim, Synchro, Vistro, AGI-32 and HCS. Mr. Martin has served as Senior Traffic Engineer for various corridor analysis studies for Texas Department of Transportation (TxDOT) projects, Hidalgo County and local government.

PROJECT EXPERIENCE

SH 107 Traffic Engineering Study; Client: Hidalgo County; Role: Lead Traffic Engineer
Traffic analysis of the SH 107 corridor in the vicinity of FM 2128. Performed peak hour analysis on the study network to determine existing traffic patterns and identify factors contributing to degradation of the quality of traffic flow. Projected traffic to horizon year to analyze alternative improvement scenarios. Conducted a Benefit/Cost analysis of the base case scenario and 3 alternative options, considering construction costs, engineering costs, Right-of-Way acquisition costs, travel time, vehicle operating costs and expected crash rates.

Hidalgo County Court House Traffic Impact Analysis; Client: Hidalgo County; Role: Lead Traffic Engineer
Hidalgo County Court House is being reconstructed, resulting in the closure of Closner Road. The Court House square is being redeveloped with urban design elements, which is expected to increase traffic demand in the area. Analyzed the existing traffic patterns throughout the courthouse square and developed future traffic volume and patterns (vehicular, pedestrian parking), considering the closure of Closner Road. Performed Peak Hour analysis of all major intersections and simulated vehicular traffic within the study area. Recommended implementation of a roundabout, additional parking facilities, new lane arrangements and lane assignments and new signalization o serve the anticipated volume of traffic.

US 290/SH 36 Traffic Forecasting and Analysis; Client: TxDOT, Bryan District; Role: Lead Traffic Engineer
Senior Traffic Engineer, analyzed existing traffic trends and capacities on the US 290/SH 36 interchange study area network and analyzed future scenarios with projected traffic volumes. 24 hour tube counts were collected at 35 locations, turning movement counts were collected at 11 locations and origin/destination data was collected throughout the study area to develop existing traffic patterns. The study determined and assessed future traffic patterns of a "No Build" and "Build" alternatives, potential diverted traffic from competing corridors, geometric requirements to ensure acceptable quality of traffic flow, analyzed intersections to establish proper controls, evaluated existing access management treatments and made recommendations. US 290/SH 36 interchange experiences significant volumes of traffic. In its current configuration, vehicles traveling along US 290 must utilize a partial cloverleaf to continue along the freeway. This study evaluated separating the US 290 mainlanes from its interchange with SH 36. Alternatives were evaluated using microsimulation software (VISSIM) to measure network performance. ETSI recommended geometric alternatives to improve network mobility.

L&G Engineering

JACINTO GARZA, P.E

EDUCATION

Texas A&I University, Bachelor of Science in Civil Engineering, 1984

PROFESSIONAL REGISTRATION

Professional Engineer, State of Texas, 1991, #68941

PROFESSIONAL ASSOCIATIONS & CERTIFICATIONS

TxDOT Certification in Local Government Project Procedures

PROFESSIONAL EXPERIENCE

President/CEO L&G Engineering	2001 – Present
City of Mission Transportation Consultant	2001 - 2018
City of Mission RGVMPO Technical Representative	2001 – Present
City of Harlingen Transportation Consultant	1999 - 2008
Cities of Harlingen/San Benito RGVMPO Technical Representative	1997 – 2005
Hidalgo County RGVMPO Technical Representative	1999 - Present
City Engineer - City of Harlingen	1997 - 2000
Area Engineer - TxDOT Raymondville, Texas	1996 - 1997
Bridge Engineer & Brinsap Coordinator - TxDOT Pharr District	1996 - 1997
Associate Area Engineer - TxDOT Pharr Area Office Pharr, Texas	1993 – 1996
Surveying Coordinator - TxDOT Pharr District	1988 - 1997

EXPERIENCE

Mr. Garza has over 35 years of engineering experience on transportation related projects. He spent his early years at TxDOT working in different capacities in the Pharr and Houston Districts. After serving as a city engineer for the City of Harlingen, Mr. Garza established L&G Consulting Engineers, Inc. in 2001 to provide clients the highest quality of engineering services. As CEO/President, Mr. Garza oversees all administrative, engineering and laboratory operations of the company. He is responsible for meeting with current and potential clients to provide progress reports on ongoing projects and to solicit new projects. As a Technical Representative in the RGVMPO, he provides input on upcoming projects in the metropolitan transportation plan and educates his clients on upcoming project funding. Mr. Garza attends city and county commissioner's courts to address any questions on projects. He meets with project stakeholders and is involved in the public involvement process of the projects.

L&G Engineering

BEHROOZ BADIOZZAMANI, P.E.

EDUCATION

University of Texas at Austin, Bachelor of Science in Civil Engineering, 1976
Texas A&I, Master of Science in Civil Engineering, 1979

PROFESSIONAL REGISTRATION

Professional Engineer in the State of Texas since 1983, Serial No. 53972

PROFESSIONAL ASSOCIATIONS & CERTIFICATIONS

TxDOT Certification in Local Government Project Procedures

PROFESSIONAL EXPERIENCE

Executive Vice President of Engineering Operations– L&G Engineering	2008 – Present
Deputy District Engineer – TxDOT Pharr District Office	1993 – 2008
Director of Transportation Planning & Development / Deputy District Engineer	1999 – 2008
Supervising Resident Engineer – TxDOT Pharr Area Office	1990 – 1993
District Design Engineer – TxDOT Pharr District	1987 – 1990
Assistant District Design Engineer – TxDOT Pharr District	1985 – 1987
District Bridge Engineer – TxDOT Pharr District	1983 – 1985
Engineering Assistant (District Design Section) – TxDOT Pharr District	1980 – 1983
Recipient of the TxDOT Luther DeBerry Award	2004

EXPERIENCE

Mr. Badiozzamani has *over 40 years of transportation engineering experience* on transportation related projects. He spent 28 years with TxDOT and 15 years with L&G Engineering. Mr. Badiozzamani served in many capacities with TxDOT as well as Deputy District Engineer for fifteen years. He is also the recipient of the TxDOT Luther DeBerry Award for outstanding contributions toward transportation in the State of Texas in 2004. As Executive Vice President of Engineering Operations with L&G Engineering, Mr. Badiozzamani is responsible for ensuring that all deliverables related to financing, design, ROW, environmental and construction are met and in a timely manner. In addition, he is responsible for QA/QC for all deliverables to clients. In his QA/QC role, Mr. Badiozzamani assures compliance with TxDOT/FHWA requirements and that the technically preferred alignment is selected in compliance with NEPA; and assures that impacts to property owners is minimal while providing the safest alignment for traveling public.

IN THE AREA OF FEASIBLITY STUDIES

As Deputy District Engineer for the Pharr District, Mr. Badiozzamani oversaw the feasibility studies for the extension of the IH 69 Corridor via US 77 through Cameron/Willacy Counties, as well as US 281 through Hidalgo/Brooks Counties. His role was to conduct the public meetings/hearings to explain the results of the study.

IN THE AREA OF ROW MAPPING & ACQUISITION

As Executive Vice President of Engineering Operations with L&G Engineering, Mr. Badiozzamani oversees the ROW Administrator and staff with a heavy work load to ensure all ROW Acquisitions are conducted in a timely manner, follow Title II and III of the Uniform Act and Uniform Relocation and Real Property Acquisition Policies and are within budget.

IN THE AREA OF ROADWAY DESIGN

As Executive Vice President of Engineering Operations with L&G Engineering, Mr. Badiozzamani oversees the engineering groups responsible for the plans, specifications and estimates for L&G projects. He is responsible for the QC/QA of all design work and ensures the projects receive bids for construction and within budget.

IN THE AREA OF STRUCTURAL DESIGN

As Executive Vice President of Engineering Operations with L&G Engineering, Mr. Badiozzamani oversees the engineering group responsible for the design of bridges for L&G projects. He was responsible for the QC/QA of the bridge layouts and designs of bridge class structures.

IN THE AREA OF GEOTECHNICAL ENGINEERING

As Executive Vice President of Engineering Operations with L&G Engineering, Mr. Badiozzamani oversees the geotechnical testing and design for structures and retaining walls for L&G projects.

L&G Engineering

JORDAN B. SINCLAIR, P.E.

EDUCATION

University of Texas - Pan American, Bachelor of Science in Civil Engineering, 2012

PROFESSIONAL REGISTRATION

Professional Engineer in the State of Texas since 2017, P.E. No. 127491

PROFESSIONAL ASSOCIATIONS & CERTIFICATIONS

TxDOT Certification in Local Government Project Procedures

PROFESSIONAL EXPERIENCE

Project Engineer, L&G Engineering	August 2017 – Present
Engineering Assistant, L&G Engineering	April 2013 – July 2017

Mr. Sinclair has over 10 years of experience in the private sector working for L&G Engineering (L&G). His experience covers a wide variety of engineering with primary focus in geotechnical studies, roadway design, hydrologic studies, and hydraulic design. As a **Project Manager** with L&G, Mr. Sinclair is responsible for the design, development, and management of several roadway reconstruction projects in Hidalgo County, Texas. These schematic and PS&E projects include designing and/or developing roadway and bridge geometrics, drainage, ROW determination, traffic control plan, project specifications, and project estimates. In his role at L&G, Mr. Sinclair is also responsible for the management of project schedules and sub-consultant efforts, as well as the coordination of various project development tasks such as geotechnical and traffic studies, design surveys, ROW mapping, and utility management. Mr. Sinclair has served as **Project Engineer** during preliminary engineering and PS&E phases of several on and off-system roadway reconstruction projects in Hidalgo County. He has gained extensive knowledge of regional drainage patterns and drainage issues in Hidalgo County as a result of working on several drainage studies and drainage improvement projects in Hidalgo County. His experience in the geotechnical field extends statewide for private party, local government, Regional Mobility Authority (RMA), and Texas Department of Transportation (TxDOT) projects.

PROJECT EXPERIENCE (IN THE AREA OF ROADWAY DESIGN)

Mile 6 W (SH107 - Mile 11 N) – Redevelopment of an existing schematic to include outfall channel improvements and intersection improvements in accordance with the latest TxDOT guidelines. Performed an extensive hydrologic and hydraulic evaluation of the project area and existing drainage system to define channel improvement needs for the proposed outfalls.

Mile 10 N (Mile 6 W – FM 1015) – Development of schematic for this off-system roadway to be widened from a 2-lane rural facility into a 4-lane, divided, urban facility with bike and pedestrian accommodations in the form of shared-use paths. Performed an extensive hydrologic and hydraulic evaluation of the project area and existing drainage system to define channel improvement needs for the proposed outfalls.

PROJECT EXPERIENCE (IN THE AREA OF HYDROLOGY & HYDRAULICS)

SH 365 Toll Outfalls – Oversaw schematic design and plan production of 9 off-system drainage facilities for this proposed Hidalgo County RMA project. Geotechnical efforts were also performed to ensure stability of ditch and detention pond side slopes, evaluation of water table, and suitability of soils for constructability of drainage structures.

US 77 – 83 South Parallel Corridor (Phase II) – Performed a Level II Scour Analysis on a proposed bridge structure crossing a controlled flow waterway, the Resaca de los Fresnos, which included HEC-RAS modeling for an evaluation of existing and proposed conditions, a backwater analysis, and scour calculation. Similar evaluations were completed for other Hidalgo County projects such as Los Ebanos Bridge Replacement, Taylor Rd Improvement Project, and 10th St Extension.

L&G Engineering

VELMA N. GARCIA

Education:

- Bachelor of Science in Industrial Arts, Southwest Texas State University, San Marcos, Texas, 1984

Professional Experience:

- Environmental Project Manager, L&G Engineering, 2001 – Present
- Environmental Quality Specialist/Supervisor, TxDOT PHR, 1990 – 2001
- Engineering Technician, Area Office, TxDOT, 1985 – 1990

Professional Associations & Certifications:

- TxDOT Certification in Local Government Project Procedures

Experience:

Ms. Garcia worked a total of 17 ½ years at Texas Department of Transportation's (TxDOT) Pharr District. Her last 12 years were spent as **District Environmental Coordinator,** where she was directly responsible for the preparation, development and processing of all environmental documents through the National Environmental Policy Act (NEPA) process for construction projects in the 11 county district. She managed and directed a small group of technical employees engaged in conducting environmental studies for clearance of transportation projects and ensured projects were compliant with federal/state environmental laws. Ms. Garcia has been **Environmental Project Manager** for L&G Engineering for 21 years. Her duties include: Supervise, manage, and direct environmental scientists/GIS analysts in development of environmental technical reports/documents, wetland delineations/permits; provide QA/QC on work performed; coordinate with sub-consultants and review their work; lead projects through the public involvement phases by scheduling, organizing, and directing the activities; translate documents from English to Spanish; and assist engineering groups in developing route studies by providing expertise to avoid, minimize and compensate for environmental impacts. She also prepares and reviews technical reports in the areas of community impacts, environmental justice, Section 4(f), traffic noise, air/water quality, wetlands, hazardous materials, biological, and/or cultural/historic resources.

Project Experience:

In her 38 years' of transportation experience, Ms. Garcia has worked on projects from the planning and route development stage through the NEPA process in different sizes and varieties of scopes and saw them to completion. Ms. Garcia has worked on such projects in Cameron and Hidalgo Counties. Projects in Cameron County include the **Dixieland Road Extension** project from Garrett Road to FM 1479 which consisted of extending Dixieland Road on new location crossing the Arroyo Colorado. The extension of Dixieland Road continued with the **South Parallel Corridor** project, from FM 1479 to FM 1577. This project was entirely on new location except for a portion of county road utilized as part of the route. In Hidalgo County, the **FM 396 (Anzalduas Road Extension)** from US 83 Expressway to FM 1016 was partially on new location that extended the existing roadway to the Anzalduas International Bridge. The **Nolana Loop** project also extends and an existing roadway on new location to connect cities in west Hidalgo County to the cities in the mid-Rio Grande Valley. All of these projects included an alternative analysis with environmental constraints maps and matrix to develop the proposed alignments and determine the fatal flaws. These projects utilizing federal funds required NEPA documents such as Environmental Assessments (EA) which were prepared by Ms. Garcia. In addition, extensive public involvement with affected property owners, city/county leaders, and irrigation/drainage districts assisted in determining the proposed alignments and routes for these new location projects.

C&M Associates, Inc.

Axel Herrmann, Dipl.-Ing.
Project Role: Task Leader for Traffic Forecasting/Travel Demand Modeling

EDUCATION

Master of Civil Engineering, DiplomIngenieur, Technische Universität Braunschweig, Germany
IBTTA Leadership Academy Graduate

PROFESSIONAL EXPERIENCE

Principal Transportation Planner, C&M Associates, Inc., Dallas, TX (2019–Present)
Senior Transportation System Modeler, C&M Associates, Inc., Dallas, TX (2007–19)
Project Manager, Ayesa Infrastructure, Seville, Spain (2006–07)
Research Assistant, Technische Universität Braunschweig, Germany (2005–06)

Mr. Herrmann has 19 years of public and private consulting engineering experience in the fields of travel demand modeling, traffic and revenue analysis of toll facilities, traffic and revenue forecast development, and transportation planning for projects in the United States, Europe, and Latin America. His role at C&M as project manager includes the supervision of modeling activities, ranging from the development and analysis of travel demand models to estimating final project traffic and revenue. He has extensive experience managing international border crossing projects, having served as Project Manager for nearly all C&M border-crossing projects. He is currently serving as PM for an investment grade T&R study of the proposed Gordie Howe International Bridge.

He is an expert in the use of several travel demand modeling software packages, the design and implementation of traffic data collection programs, traffic forecasting, statistical data analysis, and presenting findings to the financial community, including rating agencies, investor road shows, and local government commissioners/ supervisors.

PROJECT EXPERIENCE

Del Rio/Acuña International Bridge II Investment Grade T&R Study, Tx (2022) – Project Manager responsible for developing an Investment Grade T&R forecast for the proposed Del Rio/ Acuña International Bridge II at the U.S./ Mexico border to support the City of Del Rio in their effort to finance the Project and to be able to redirect commercial vehicle traffic out of the city centers of the cities of Del Rio and Acuña. Supervised the update of C&M's binational travel demand model. Designed and administered several surveys at the border, including origin and destination and company stated preference surveys to estimate the VOT for passenger and commercial vehicles. Supervised the risk analysis in this study.

I-580 and I-680 Express Lanes Level 2 T&R Study, CA (2022) – Project Manager responsible for developing a Level 2 T&R study and 20-year forecasts of the existing I-580 Express Lanes, the existing I-680 Sunol South Sunol Express Lanes, and the proposed I-680 Sunol North Express Lanes. The analysis included dynamic as well as an intermediate time-of-day variable toll schedule depending on the facility and considered toll-free or discounted tolls for HOV2, HOV3+, and Clean Air vehicles. The study also considered toll equity scenarios for these projects due to the rising equity concerns for managed lane users, especially in the San Francisco Bay Area.

365 TOLL Investment Grade Traffic and Revenue Study, TX (2021) – Project Manager responsible for developing a Level 3 T&R study of the proposed 365 TOLL facility to support the HCRMA in financing the project by providing an investment grade T&R forecast and support with rating agencies. The 365 TOLL project letting date for the construction was in early spring 2022.

Brownsville and Matamoros International Bridge Feasibility Study, TX (2021) – Project Manager responsible for developing a binational travel demand model to forecast border crossing demand and support the B&M International Bridge in its aim to accommodate expected additional crossing volumes within the footprint of the existing facility by utilizing the existing POE components and optimizing border crossings waiting times. The study includes all existing border crossing types (passenger vehicles, pedestrians, and bicycles).

C&M Associates, Inc.

Fernando Escobar
Project Role: Support for Traffic Forecasting/Travel Demand Modeling

EDUCATION

B.S., Industrial Mechanics Engineer, Instituto Politenico Nacional. (2005)

PROFESSIONAL EXPERIENCE

Senior Transportation System Modeler II, C&M Associates, Inc. (2023–Present)
Senior Transportation Planner, C&M Associates, Inc. (2020 – 2023)
Transportation Specialist, Cal y Mayor y Asociados, S.C. (2007-2019)

Mr. Escobar has 16 years of experience working in traffic and transit projects for private and public sectors clients. His experience covers the areas of travel demand modeling and data collection and analysis. he has worked on traffic and revenue studies for roadway projects at national and international levels, as well as survey design and data collection for transportation planning studies.

PROJECT EXPERIENCE

I-70 Floyd Hill Investment Grade Study (2023) – Developed and calibrated the travel demand model for dynamic tolling. Collected and analyzed traffic counts and operating speeds. Performed a sensitivity analysis of value of time (VOT). Prepared tables and illustrations for the Final Report.

I-10 Calcasieu River Bridge Investment Grade Traffic & Revenue Study Level 2/Intermediate Traffic and Revenue Study (2022) – Developed and calibrated the travel demand model and analyzing project alternatives. Collected and analyzed traffic counts and operating speeds. Performed a sensitivity analysis of value of time (VOT). Prepared tables and illustrations for the Final Report.

I-25 North Segment 2 to segment 8 (US 36 to SH-14) Level 2 Traffic and Revenue Study (2022) – Developed and calibrated the travel demand model for dynamic tolling. Collected and analyzed traffic counts and operating speeds. Performed a sensitivity analysis of value of time (VOT). Prepared tables and illustrations for the Final Report.

Donna-Rio Bravo International Bridge Investment Grade Traffic and Revenue Study Update (2021) – Travel Demand Modeler responsible for modeling and analyzing project alternatives.

I-25 North Segments 2 and 3 (US 36 to E-470) Level 2/Intermediate Traffic and Revenue Study (2021) – Developed and calibrated the travel demand model to analyze dynamic tolling. Collected and analyzed traffic counts and operating speeds. Performed a sensitivity analysis of VOT. Prepared tables and illustrations for the Final Report.

365 TOLL Investment Grade Traffic and Revenue Study (2021) –Updated network and traffic counts for the travel demand model (TDM) and updated generation and distribution based on the information from the existing LRGV model. Calibrated the base scenario and assignment to the project for the years 2025, 2030, 2040, and 2045. Developed

I-25 North Segment 2 (US 36 to 120th Avenue) Level 2/Intermediate Traffic and Revenue Study (2020) – Developed and calibrated the travel demand model for the analysis of the sub-area. Collected and analyzed traffic counts and operating speeds. Performed a sensitivity analysis of value of time (VOT). Prepared tables and graphs for the report.

Traffic and Revenue Study Update for Otay Mesa II International Bridge Project, Tijuana, Mexico (2019) – Updated the information in the travel demand model such as fare and traffic counts, calibrated the simulation model, and estimated the demand forecast.

Project Role: Task leader for Traffic Data Collection

STACIE BITTNER

PRESIDENT/CHIEF OPERATING OFFICER



PROFILE

Since 2016, Stacie Bittner has acquired a wide range of operations and field experience with GRAM Traffic Counting, Inc. She has developed an overall understanding and knowledge of all aspects of various collection methods, policies, and procedures. Stacie possesses a unique skill set needed to pursue and accomplish any project with professionalism, integrity, and efficiency. Stacie plans and oversees all GRAM Traffic operations and special projects with an attention to detail, while maintaining prompt and effective client relations and correspondence. In June 2022, Stacie purchased GRAM Traffic Counting, Inc. from the previous owner.

CONTACT

☎ 512-832-8650 (Office)

☎ 512-642-8912 (Direct)

Stacie@gramtraffic.com

www.gramtraffic.com

EXPERIENCE

IH 14, IH 35, US 190, Temple – Parsons

10/2023-11/2023

This project included sixty-four (64) 7-day & 3-day mainlane classification counts, as well as sixty-three (63) 2-day & 1-day peak-hour turning movement counts along IH 14, IH 35, & US 190 in Temple.

IH 35, San Marcos – GRAM North Texas

09/2023

This project included thirty-four (34) 48-hour turning movement counts, as well as thirty-one (31) 48-hour volume counts, and two (2) mainlane classification counts along IH 35 in San Marcos.

IH 10/US 90, New Orleans – Arcadis

04/2023

This project included seven (7) 7-day mainlane classification counts, fifty-three (53) 48-hour basic classification counts, and thirty-six (36) turning movement counts along IH 10/US 90 in New Orleans.

SH 46, New Braunfels – RPS

10/2019

This project included turning movement counts and 24-hour volume counts along SH 46 in New Braunfels. Additionally, video classification counts and an origin and destination study around the IH 35 & SH 46 interchange were required.

SKILLS

- Knowledgeable
- Customer Relations
- Quality Control/ Quality Assurance
- Operational Management
- Marketing & Planning
- Safety Training
- Government Certifications

EDUCATION

Associates of Arts - Accounting

2011-2012

University of Phoenix

Randall Winston, P.E.
Project Role: Utility/Irrigation Constraints

EDUCATION

M.S., Civil Engineering, Texas A&M University
B.S., Civil Engineering, Texas A&M University

PROFESSIONAL EXPERIENCE

Mr. Winston has 37 years of experience in the Civil Engineering industry. His experience includes being principal engineer for several largescale water and wastewater projects in design, regulations, budget and schedule control, and construction management. He has been lead engineer for many treatment projects, detention facilities, large water and wastewater plants, rapid dewatering drying beds, lift stations, and collection and distribution systems. As Project Manager, Mr. Winston will be responsible for providing superior client service to ensure complete client satisfaction. He'll ensure technical delivery of the design, and adherence to QA/QC, safety and health requirements, managing project staffing, and financial performance tracking.

Mr. Winston has expertise in working with regulatory agencies such as TCEQ, TxDOT, Army Corp of Engineers, IBWC, and other regulatory agencies. In additional to regulatory agencies, Randall has extensive knowledge with funding agencies such as TWDB, USDA, NADBANK/BECC, FEMA, CDBG, GLO, HUD, TDEM, EDA, among others.

PROJECT EXPERIENCE

Delta Lake Irrigation District Canal Conversion -- Canal to Pipeline Conversion of Canal A-20 and Pump Station
For this important project, a grant from the Bureau of Reclamation (BOR) of $1,000,000 was procured by the SWG to aid in the cost of construction. The project will convert approximately 28,000 linear feet (~5.3 miles) of deteriorated canal into a modern pipeline system. This 36"-18" pipeline will contain flowmeters at strategic points to monitor water flow, and has sluice gates and line gate valves at specific locations to isolate pipeline sections as necessary. Additionally, the main diesel pump station will be deleted and has been designed to be replaces as a state-of-the art pump station, with VFD controlled twin electric pumps, which will enable the deletion of 5 total diesel pump stations in the system. The flow meters will also connect to this master pump station, and the entire system will be capable of being monitored and controlled remotely

Laguna Madre Water District Water Distribution Improvements -- Improvements to the Water Distribution System for Laguna Blvd, Causeway Bypass, and Valve Upgrades. SWG was selected by LMWD to design and conduct construction management for waterline upgrade in Laguna Blvd. from Marisol St. to Gardenia St. Also, design services for the Installation of VFDs for the High Service Pumps.

Laguna Madre Water District Clarification and Flocculation Basin Rehabilitation and Improvements – Rehabilitation and Improvements of Clarification and Flocculation Basins at Water Treatment Plant No. 1. SWG was selected by LMWD to design Water Treatment Plant No. 1 in Port Isabel, TX. Design of clarifier a rehabilitation including removal and replacement of 60 FT. upflow clarifier butterfly valve, Mag meter for 10" and 14" raw water lines along with electrical as required.

City of La Feria Water Line Installation -- City of La Feria selected SWG Engineering to design, prepare contract and bid documents for the installation of 46,600 LF of water line varying in sizes from 6" to 12". The project consisted of 2,675 Water Meters (entire city), 16,600 LF of 6" to 12" Water Lines for the West Colonias, 30,000 LF of 6 to 12" Water Lines for Recently Annexed Areas East of La Feria, UV Water Treatment Plant and Replace MCC (motor control center) add SCADA (supervisory control and data acquisition.

6. Required Certification and Submittal

L&G Engineering

Transportation Consultants

February 5, 2024

Mr. Harry C. Simeonidis, P.E.
President
ETSI Group LLC
5300 Hollister, Suite 220
Houston, Texas 77040

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

Dear Mr. Simeonidis:

I attest that L&G Consulting Engineers Inc. (dba L&G Engineering) will provide engineering, environmental and public involvement services for this project as required by the contractual scope of services in the ETSI's agreement with the LRGVDC.

Our staff is familiar with the procedures, specifications, design policies, and standards required for this project. We are committed to perform the work in a timely and efficient manner.

We appreciate the opportunity to be part of your team and look forward to working with you on this assignment.

Sincerely,

Jacinto Garza, P.E.
President/CEO

C&M Associates, Inc.
17304 Preston Road, Suite 800
Dallas, TX 75252
Tel: +1 (214) 245-5300
www.candm-associates.com

February 13, 2024

Mr. Harry C. Simeonidis, P.E.
President
ETSI Group, LLC
5300 Hollister, Suite 220
Houston, TX 77040

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

Dear Mr. Simeonidis:

I attest that C&M Associates, Inc. will provide Traffic Forecasting and Travel Demand Modeling for this project as required by the contractual scope of services in ETSI's agreement with the LRGVDC.

Our staff is familiar with the procedures, specifications, design policies, and standards required for this project. We are committed to perform the work in a timely and efficient manner.

We appreciate the opportunity to be part of your team and look forward to working with you on this assignment.

Sincerely,

Carlos M. Contreras
President

February 2, 2024

Mr. Harry C. Simeonidis, P.E.
President
ETSI Group LLC
5300 Hollister, Suite 220
Houston, Texas 77040

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

Dear Mr. Simeonidis:

I attest that GRAM Traffic Counting, Inc. will provide Traffic Data Collection and Counting Services for this project as required by the contractual scope of services in the ETSI's agreement with the LRGVDC.

Our staff is familiar with the procedures, specifications, design policies, and standards required for this project. We are committed to perform the work in a timely and efficient manner.

We appreciate the opportunity to be part of your team and look forward to working with you on this assignment.

Sincerely,

Stacie Bittner

Stacie Bittner
President/ Chief Operating Officer
GRAM Traffic Counting, Inc.

Corporate Office
3751 FM 1105, Bldg A
Georgetown, TX 78626
Stacie Bittner, President

Houston
13940 Bammel North Houston Rd, Suite 216
Houston, TX 77066
Randall Smith, Branch Manager

San Antonio
6323 Sovereign Drive, Ste 178
San Antonio, TX 78229
Anthony Holguin, Branch Manager

Info@gramtraffic.com www.gramtraffic.com

SIGLER, WINSTON, GREENWOOD & ASSOCIATES
SWG ENGINEERING, LLC
611 Bill Summers International Blvd.
Weslaco, TX 78596
O 956.968.2194 F 956.968.8300

Consulting Engineers
Since 1945

Randall C. Winston, P.E., President

Joe B. Winston, Jr., P.E., Exec. VP

Jose G. Reyes, P.E., Associate VP

Christian Winston, Secretary

Ron Peynado, Treasurer, CFO

William F. Ueckert, P.E., Special Consultant

Jacob D. Castaneda, EIT, CFM

Dalinda Ramos, EIT

Firm Registration No.: F-592

Website:
www.swgeng.com

February 5, 2025

Mr. Harry C. Simeonidis, P.E.
President
ETSI Group LLC
5300 Hollister, Suite 220
Houston, Texas 77040

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

Dear Mr. Simeonidis:

I attest that SWG Engineering, LLC will provide Civil Engineering Services for this project as required by the contractual scope of services in the ETSI's agreement with the LRGVDC.

Our staff is familiar with the procedures, specifications, design policies, and standards required for this project. We are committed to perform the work in a timely and efficient manner.

We appreciate the opportunity to be part of your team and look forward to working with you on this assignment.

Sincerely,

Randall C. Winston, P.E.
President

DBE Forms 1, 2, and 3

and

DBE Certifications

LRGVDC FORM (A) DBE FORM 1

Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

DBE SCHEDULE OF DBE PARTICIPATION

Name of Proposer: ETSI Group LLC

Project: Weslaco, TX Southwest Loop Project

Project No.: N/A

Proposal No: N/A

Total Proposal Amount: To be determined after award

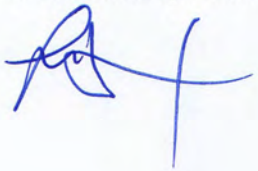
NAMEOF ~~DBE~~ SUBCONTRACTOR	ADDRESS	TYPE OF WORK SUBCONTRACTE	DBE	SUBCONTRACT VALUE
L&G Engineering	Roadway, Drainage, Environmental		NOT DBE	$ To be determined
	Design			$ after contract award
C&M Associates, Inc.	Traffic Forecasting, Travel Demand		YES	$ 15% appx.
	Modeling			$
Gram Traffic		Traffic Counts	YES	$ 5% appx.
SWG ENGINEERING, LLC		Utilities Coordination	NO	5% appx.

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.

Harry C. Simeonidis, President Date: 3/1/2024



LRGVDC

FORM (A) DBE FORM 2

Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

DBE SUBCONTRACTOR IDENTIFICATION

(Reproduce as necessary) ETSI Group LLC

NOT DBE

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 2

Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

DBE SUBCONTRACTOR IDENTIFICATION

(Reproduce as necessary) L&G Engineering

NOT DBE

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 2

Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

DBE SUBCONTRACTOR IDENTIFICATION

(Reproduce as necessary)

SWG Engineering, LLC

NOT DBE

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 2

Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

DBE SUBCONTRACTOR IDENTIFICATION

I HEREBY DECLARE AND AFFIRM THAT I AM THE President and duly authorized representative of C&M Associates, Inc. and I hereby declare and affirm that I am a certified DBE.

(Signed)

Carlos M. Contreras

(Printed)

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

North Central Texas Regional Certification Agency (NCTRCA)

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: ETSI Group LLC (Name of General Contractor Proposing)

PROJECT: Weslaco, TX Southwest Loop 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:

Traffic Forecasting, Travel Demand Modeling

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

at the following price: $ To be determined after award

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

2/15/2024	(214) 245-5300 x405	C&M Associates, Inc.
Date	Telephone No.	Name of DBE Subcontractor

By: 17304 Preston Road, Suite 800 (Firm Address)

(Signature)

Name: Dallas, TX (City and State)

Carlos M. Contreras (Typed)

Title: President

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 President (Title - Owner, President, etc.) and duly authorized representative of Gram Traffic Counting, Inc. (Name of Firm) and I hereby declare and affirm that I am a certified DBE.

Stacie Bittner

(Signed)

Stacie Bittner

(Printed)

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

City of Austin, Lousiana DOTD

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: ETSI Group LLC (Name of General Contractor Proposing)

PROJECT: Weslaco, TX Southwest Loop 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:

Traffic Data Collection

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

at the following price: $ To be determined after award

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

02/13/2024	512-832-8650	Gram Traffic Counting, Inc.
Date	Telephone No.	Name of DBE Subcontractor

By: 3751 FM 1105, Bldg A. (Firm Address)

Stacie Bittner (Signature)

Name: Georgetown, TX 78626 (City and State)

Stacie Bittner (Typed)

Title: President/Chief Operating Officer

City of Austin
Small & Minority Business Resources Department, 811 Barton Springs Rd. Suite 805, Austin, TX 78704
Mailing Address: PO Box 1088, Austin, Texas 78767, Certification Division Telephone (512) 974-7645

August 16, 2023

GRAM Traffic Counting, Inc.
Attn: Stacie Michelle Bittner
3751 FM 1105, Bldg. A
Georgetown, TX 78626
RE: DBE ANNUAL REVIEW COMPLETE
Dear Ms. Bittner:
Congratulations!
This letter is to inform GRAM Traffic Counting, Inc. that the August 16, 2023 annual review has been completed. This review confirms the continued eligibility of the firm as a Disadvantaged Business Enterprise (DBE) for purposes of the US Department of Transportation's (DOT) Disadvantaged Business Enterprise (DBE) Program. The City of Austin is a member of the Texas Unified Certification Program (TUCP) and adheres to the DOT standards set forth in 49 CFR Part 26 and Part 23.

This DBE certification is valid at any Texas entity that receives DOT funds and has a DBE Program for the following NAICS Code(s):

NAICS 541990: ALL OTHER PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES

As a DBE you must provide to the recipient (SMBR), every year on the anniversary of the date of your certification, an affidavit sworn to by the firm's owner(s) before a person who is authorized by state law to administer oaths or an unsworn declaration executed under penalty of perjury of the laws of the United States. This affidavit must affirm that there have been no changes in the firm's circumstances affecting its ability to meet size, disadvantaged status, ownership, or control requirements of this part or any material changes in the information provided in its application form, except for changes about which you have notified the recipient
under paragraph (i) of this section. The affidavit shall specifically affirm that your firm continues to meet SBA business size criteria and the overall gross receipts cap of this part, documenting this affirmation with supporting documentation of your firm's size and gross receipts. If you fail to provide this affidavit in a timely manner, you will be deemed to have failed to cooperate under §26.109(c).

This firm′s next Annual Review documents are due prior to September 30, 2024.

YOU MAY SUBMIT YOUR ANNUAL DOCUMENTS ON OUR ONLINE PORTAL AT THIS LINK: https://austintexas.mwdbe.com/

If you are a City of Austin registered vendor, you are responsible for maintaining accurate information on your vendor profile. You are asked to update ***any*** changes related to your business in the City′s Vendor Connection system at:

https://www.austintexas.gov/financeonline/vendor_connection/index.cfm.

You can perform these changes daily from 7:00AM to 7:00PM. If you need assistance making changes, please contact Vendor Registration at (512) 974-2018 or by email at vendorreg@austintexas.gov.

Thank you for your interest in the program and we wish you continued success. Please contact the City of Austin′s Certification Division at (512) 974-7645 if you need further information.

Michelle Meadows
Business Developm ent Supervisor
512-974-7811 or Michelle.Meadow s@austintexas.gov



South Central Texas Regional Certification Agency of Bexar County, Texas hereby duly affirms that:

GRAM Traffic Counting, Inc.

has successfully met the established requirements of SCTRCA's Business Enterprise Certification Program to be certified as a

*SBE WBE

Certified NAICS Codes

NAICS 541990: ALL OTHER PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES

SOUTH CENTRAL TEXAS REGIONAL CERTIFICATION AGENCY

Certification Number: 2220[illegible]
Effective Date: August 17, 2022
Expiration Date: August 31, 2024

Charles Johnson
Executive Director

Note: This certificate is the property of the South Central Texas Regional Certification Agency and may be revoked should the above named firm graduate from or fails to comply with SCTRCA's Business Enterprise Program. A Certification Renewal Application is required every two years.

NCTRCA

Minority Business Enterprise (MBE)
C & M Associates, Inc.

C & M Associates, Inc.

has filed with the Agency an Affidavit as defined by NCTRCA Minority Business Enterprise (MBE) Policies & Procedures and is hereby certified to provide service(s) in the following areas:

NAICS 488999: ALL OTHER SUPPORT ACTIVITIES FOR TRANSPORTATION
NAICS 541330: ENGINEERING SERVICES
NAICS 541690: OTHER SCIENTIFIC AND TECHNICAL CONSULTING SERVICES

This Certification commences January 11, 2023 and supersedes any registration or listing previously issued. This certification must be updated every two years by submission of an Annual Update Affidavit. At any time there is a change in ownership, control of the firm or operation, notification must be made immediately to the North Central Texas Regional Certification Agency for eligibility evaluation.

Certification Expiration: January 31, 2025
Issued Date: January 11, 2023
CERTIFICATION NO. HMMB74814N0125

Certification Administrator

7. Tools, Equipment and Supplies

The following is a list of equipment and software that may be used in the conduct of this study:

Traffic Counting Equipment

- Video Recorders
- Radar Detectors
- Road Tube Counters
- Proprietary Video Decoding Software

Travel Demand Modeling Software

- TransCAD
- CUBE

Traffic Analysis Software

- SYNCHRO
- VISSIM
- VISTRO
- Highway Capacity Software

Roadway Design Software

- Openroads
- Geopak

Drainage Analysis Software

- HEC-RAS
- HEC-HMS

Other Software

- Microstation
- AutoCAD
- Typical Office Suite and other software

APPENDIX A

Letter from

Hidalgo County Commissioner Precinct 1

and the

Mayor of the City of Weslaco

DAVID L. FUENTES
HIDALGO COUNTY COMMISSIONER PCT. 1
1902 JOE STEPHENS AVE. STE 101
WESLACO, TEXAS 78599
Office: (956) 968-8733 • Fax (956) 969-1417

February 6, 2023

Andrew A. Cannon, Executive Director
RGVMPO
617 West University Drive
Edinburg, Texas 78539

In Coordination With:

Mayor, David Suarez

RE: Weslaco SW Loop Planning Corridor/Alignment Study

Dear Mr. Cannon:

Hidalgo County Precinct 1 and the City of Weslaco respectfully request that the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) conduct 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). Project information is as follows:

Project Name: Weslaco Loop Southwest System
Location: City of Weslaco, Texas/County of Hidalgo Precinct 1

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

Project Information:

- The scope of project is to widen the existing roadways to a four lane divided facility for both vehicular and pedestrian/bicycle facilities. *(See attached Proposed Typical Section)* This would complete the proposed Weslaco Loop System. (*See attached Location Map)*
- This project is currently in the RGVMPO MTP.
- This project is being considered for development in full cooperation between Hidalgo County Precinct 1 and the City of Weslaco.
- This project's total estimated cost is currently at $78 Million. Cooperatively, Hidalgo County Precinct 1 and the City of Weslaco respectfully requests that RGVMPO perform a planning study for this corridor/alignment to determine its feasibility.
- Hidalgo County and the City of Weslaco are prepared to participate with 25% of a $250,000 cost for the planning study.

Hidalgo County Precinct 1 and the City of Weslaco would like to thank you in advance for your continuing support towards the transportation needs of our community. If you have any questions please feel free to contact us.

Sincerely,

Honorable David L. Fuentes
Commissioner, Hidalgo County Precinct 1

Honorable David Suarez
Mayor, City of Weslaco

Attachments

Cc: Martin Garza, Jr., Weslaco City Manager
Jorge Pena, Hidalgo County Precinct 1 RPIC

CALL FOR PLANNING PROJECTS FORM
FY 2024-2025 UNIFIED PLANNING WORK PROGRAM



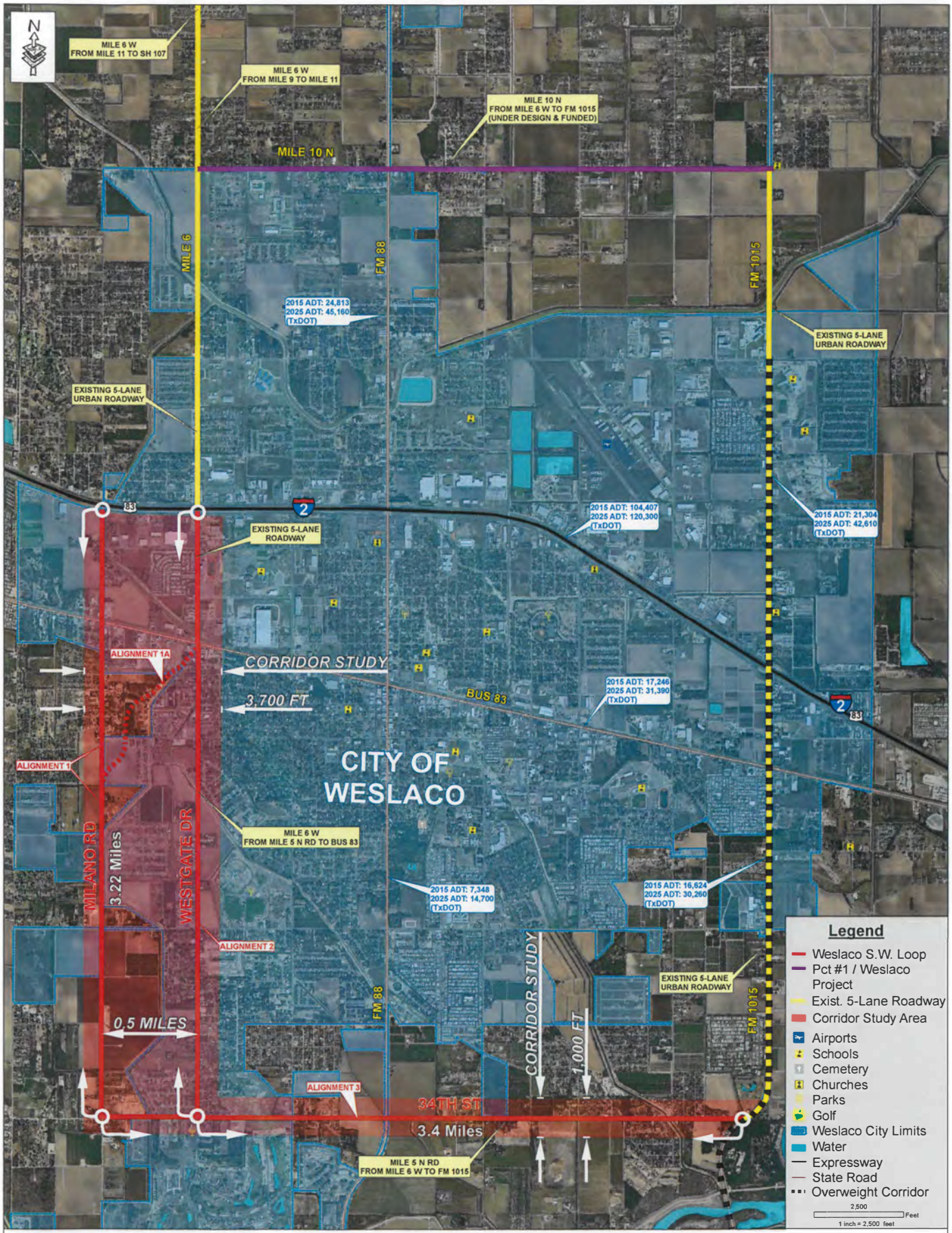
Sponsoring Agency:	Hidalgo County Precinct No. 1
Contact Person:	Honorable, David L. Fuentes
Phone Number:	956-968-8733
Email Address:	david.fuentes@co.hidalgo.tx.us

Title of Proposed Project:	Weslaco Southwest Loop
Study Area Location and Boundaries (if applicable):	CORRIDOR STUDY: FROM: Intersection of FM 1015 & 34th St. thence West 3.4 Miles to encompass & study Mile 6 (S. Westgate Dr.) & S. Milano Rd. thence North to IH-2, (See location Map attached).
Estimated Schedule for Project (beginning and ending dates):	FY 2024 - FY 2030
Amount of Funding Requested:	$250,000
Other Contributions and Sources of Funding:	City of Weslaco & Hidalgo County to participate with 25% of cost.

Please describe the goals and vision of the project and how these goals relate to local/regional planning efforts. This description should discuss the need and purpose of the project as well as the desired outcomes.

The City of Weslaco and Hidalgo County would like to determine the feasibility and need for the Weslaco Southwest Loop by having the RGVMPO perform a planning corridor/alignment study.

The need and purpose of this project is to enhance the safety of the traveling public by separating the passenger vehicular traffic from the freight commercial international truck traffic, thus resulting in less accidents and improve efficiency and reduce delays.



HIDALGO COUNTY PRECINCT ONE

CITY ON THE GROW CITY OF WESLACO

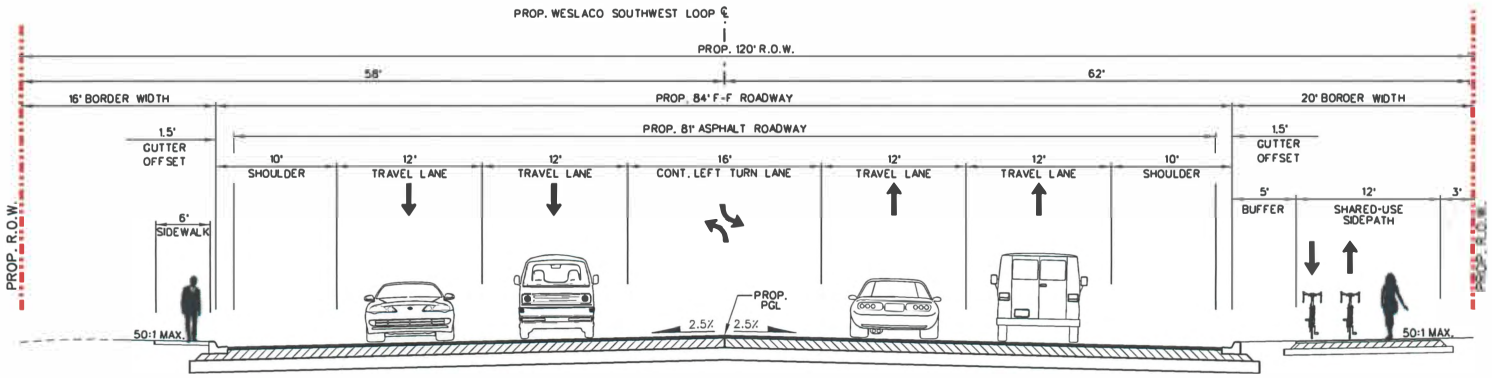
PROPOSED WESLACO LOOP CORRIDOR STUDY AREA

(APPROX. 6.62 MILES)

L&G Consulting Engineers, Inc.

Firm No. F-4305

SHEET 1 OF 2



WESLACO SOUTHWEST LOOP TYPICAL SECTION

SHEET 2 OF 2

WESLACO SOUTHWEST LOOP CORRIDOR STUDY

FROM THE INTERSECTION OF FM 1015 & 34TH ST, THENCE WEST 3.4 MILES
TO ENCOMPASS AND STUDY MILE 6 W (S. WESTGATE DR)
& MILANO RD (3.32 MILES), THENCE NORTH TO IH-2
(SEE LOCATION MAP - SHEET 1 OF 2)

L&G Engineering
Highway / Civil
Structural / Bridge
Environmental
Firm No. : F-4105

2100 W. Expressway 83
Mercedes, TX. 78570
Phone : (956) 565-6813
Fax : (956) 565-9018

906 S. Stewart Rd., Ste. 10
Mission, TX. 78572
Phone : (956) 585-1909
Fax : (956) 585-1927

TEDSI

Request for Proposal

Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

March 1, 2024

In association with:

GDJ Engineering

Gradient systematics, llc

CJ Hensch & Associates, Inc.

Prepared by
TEDSI Infrastructure Group
1201 E. Interstate Highway 2
Mission, TX 78572
Phone: (956) 424-7898

TEDSI INFRASTRUCTURE GROUP

Consulting Engineers

1201 E. Interstate Highway 2 ♦ Mission, Texas 78572

March 1, 2024

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

Re: ***Request for Proposals (RFP): Weslaco, Texas Southwest Loop Planning Corridor/Alignment Study***

To whom it may concern:

TEDSI Infrastructure Group, Inc. (TEDSI) is pleased to submit our Request for Proposal for the above referenced RFP.

We are a team of professionals with a wide range of experience on similar services described in scope of service and have demonstrated our successful experience in our design of similar projects provided to public sectors. **TEDSI** can perform **Preliminary Engineering Services for data collection analysis, preliminary drainage analysis, and Traffic Engineering and Operations, Traffic Data and Projections, Safety Analysis, Traffic and Operational Analysis and Evaluation of Constraints and Feasibility of Implementation for Southwest Loop.** Our team has the competent level of innovation and design ability to carry out the needs for the LRGVDC/RGVMPO of multiple projects not limited to a specific discipline throughout the city. We understand the importance of these projects and are committed to the completion of the project within a time frame required.

Founded over 37 years ago, **TEDSI** is a well-established Engineering Consultant Firm with a local office in Mission, Texas. We are registered with the Texas Board of Professional Engineers (# F-1640) to perform engineering services in the State of Texas. Our professional staff has extensive experience with municipalities across the State of Texas and has experience in working with programs funded by local, county, state and federal entities.

The experience of our team's professional staff covers a broad spectrum of Professional Services. This experience will allow the **TEDSI Team** to provide solutions needed to complete these projects on time and with the utmost professionalism.

Our client relationships are a crucial part of our day-to-day business. Our staff is committed to the philosophy of establishing and maintaining long term relationships with our clients in order to provide them the product they need. We have assembled a very capable team of engineers, surveyors and scientists who can meet the challenges and provide a quality product for the LRGVDC/RGVMPO. **Mr. Eric R. Dietrich, P.E., PTOE, will be the assigned Project Manager and Point of Contact** for responding to any questions, or for negotiating any contracts.

This proposal is valid for ninety (90) days after the deadline for delivery of the proposal to the LRGVDC/RGVMPO.

We look forward to the opportunity to provide professional engineering services to the LRGVDC/RGVMPO.

Sincerely,

TEDSI INFRASTRUCTURE GROUP, INC.

Jesus Salinas
CEO/President

EXECUTIVE SUMMARY

The study assesses the feasibility and potential impacts of the proposed Southwest Loop around the City of Weslaco, considering various factors, including future traffic and safety conditions. Section 1 is a 3,700 feet strip located from west of Milanos Rd to east of Westgate Drive (Mile 6 N), starting from Interstate Highway 2 (I-2) to Mile 5 N (34th St), as described on the Metropolitan Transportation Plan (MTP). Section 2 is a 1,000 feet strip with center on 34th St, from FM 1015 (International Boulevard) to Westgate Drive. According to available information from Hidalgo County Map, for both Section 1 and Section 2 roadways the ROW width varies from 60 to 120 feet.

Existing Typical Sections Section 1

Milanos Rd is a rural section with 1 travel lane north and 2 travel lanes south. From I-2 frontage road to W Pike Blvd, From W Pike Blvd to Bus 83 it has 2 lanes in each direction and from Bus 83 to Mile 5 N (34th St) has one lane in each direction.

Westgate Dr is an urban section with curb and gutter. From I-2 frontage road to 18th St it has 2 travel lanes in each direction plus a continuous two-way left turn lane (CTWLTL). From 18th St to Mile 5 N (34th St) has one very wide lane in each direction.

Existing Typical Sections Section 2

Mile 5 N (34th St) is a rural section with 1 lane in each direction from Westgate Dr to FM 1015.

Average Annual Daily Traffic (AADT): According to the TxDOT Statewide Planning Map

Milanos Rd: AADT south of Bus 83 is 6,451 vehicles per day (vpd)

Westgate Dr: AADT near I-2 is 22,749 vpd

Mile 5 N (34th St): AADT east of Mile 4.5 W (Bridge Ave) is 3,180 vpd

Speed Limit

Section 1 – On Milanos Rd, the Posted Speed Limit is 30 mph. On Westgate Dr, the Posted Speed Limit varies from 30 mph to 45 mph to the south of 18th St.

Section 2 – On Mile 5 N (34th St) the Posted Speed Limit is 30 mph.

Control at Intersections for Section 1 & 2

Section 1 – Stop signs facing Milanos Rd at the intersection with I-2 frontage road, at 18th St and at Mile 5 N (34th St). The intersection with Bus 83 is controlled by a traffic Signal.

Westgate Dr has traffic signals at the intersections with I-2 frontage road, entrance to commercial plaza, W Pike Blvd and Bus 83 and all way stop signs at the intersections with 6th St, 18th St and Mile 5 N (34th St).

Section 2 – All way stop signs at Westgate Dr and Bridge Ave and at the fork west of FM 1015, and stop signs facing Mile 5 N (34th St) only at the intersection with FM 88.

Traffic Safety Section

Crash data from 2021-2023 was obtained from Crash Records Information System (CRIS) Database.

From 2021-2023

- Section 1: 75 crashes were reported along Milanos/Hopper Rd.
- Section 1: 206 crashes were reported along Westgate Dr
- Section 2: 28 were reported along Mile 5 N (34th St).

Land Development

Section 1

Along Milanos Rd, most of the land adjacent to the roadway consists of agricultural use except for the segment from Bus 83 to 18th St which is for residential use.

Westgate Dr consists of commercial use from I-2 to Bus 83 and residential use from Bus 83 to Mile 5 N (34th St).

Section 2

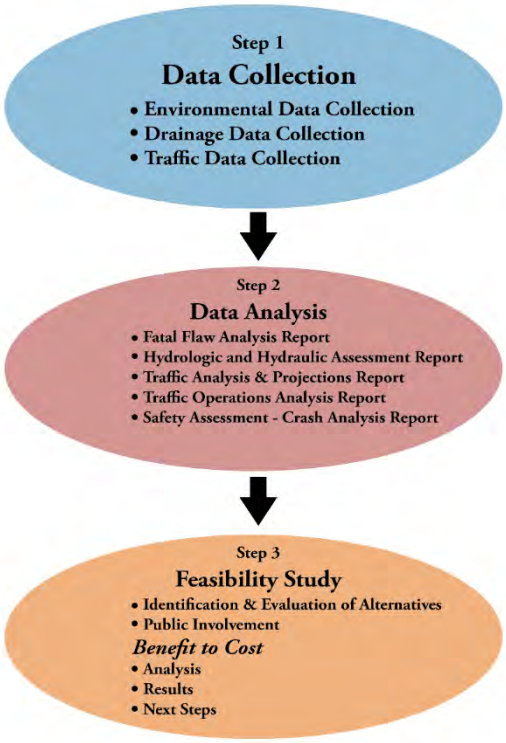
Along Mile 5 N (34th St), most of the land adjacent to the roadway consists of a mixture of residential and agriculture use.

FEMA Flood Maps

Based on the existing FEMA FIRM information, there are special flood hazard areas that are subject to inundation in certain areas of the project along this proposed corridor. These are designated as Zone A, Zone AH.

TEDSI recently completed the FM 509 Corridor Feasibility Study for LRGVDC, RGVMPO and City of Harlingen and highly recommends for this Weslaco Southwest Loop Corridor/Alignment Study to complete a Benefit to Cost Analysis (BCA) to help determine the cost-to-benefit ratio of the selected alignment. **TEDSI** will report this coefficient and the rest of the BCA results to comprehensively evaluate the project's cost- effectiveness and feasibility, making it a valuable decision-making criterion in project funding.

The proposed Work Plan for this study is the to first conduct data collection for environmental constraints, drainage, and traffic data. Once data is collected, the next step is to perform data analysis by evaluating the environmental constraints, preliminary drainage, traffic data and projections and traffic operational and safety analysis.



Upon the completion of data collection and analyses, the feasibility study will begin so we can provide a detailed and thorough route study report including evaluation of alternatives, selection of a preferred Alternative and the BCA.

TEDSI highly recommends engaging in public involvement with all stakeholders for the collection of data, input on issues, needs and opportunities along the corridor considering existing traffic operations, crash history, existing access, land use, transit routes and stops, and the existing bicycle network within the study area.

TEDSI's belief is that adding one more lane in each direction and having a turning lane in the middle, the Southwest Loop would result in a faster and safer connection between I-2 and FM 1015. However, confirmation will come after the route analysis has been performed. The CTWLTL will keep left turning vehicles separated from through vehicles, which comes with an added safety benefit and 5-lane section will provide ample capacity for projected traffic volumes.

If awarded the contract, TEDSI anticipates completing the project within 8 months of the issuance of the Notice to Proceed.

TEDSI acknowledges and assures that the proposal addresses all of the requirements for the completion of the corridor study which includes the scope of providing preliminary engineering services for data collection analysis, preliminary drainage analysis, traffic projections, and traffic engineering and operations including Traffic Data and Projections, Safety Analysis, Traffic and Operational Analysis and Evaluation of Constraints and Feasibility of Implementation with recommendations for next steps to be taken towards the construction of the Weslaco Southwest Loop corridor.

FIRM QUALIFICATIONS/CONSULTANT REFERENCES

TEDSI INTRASTRUCTURE GROUP, INC. (TEDSI)

TEDSI Infrastructure Group, founded in 1984, is a Texas Corporation registered with the Texas Board of Professional Engineers (F-1640) to perform engineering services in the State of Texas. **TEDSI** has been providing engineering services in the State of Texas for over 39 years. **TEDSI** has successfully completed projects for Cities, Counties, TxDOT, Regional Mobility Authorities and Toll Road Authorities.

Our staff's reputation, commitment to quality and service to our clients has allowed us to keep their doors open and continue to be rewarded with work from existing and new clients. In 2003, the TxDOT Pharr District was awarded the Texas Quality Initiative Achievement Award for Quality Gold Level for the US 83 Expressway-Palmview Project designed by **TEDSI**.

TEDSI has offices located in:

MISSION

1201 E. Expressway 83

Mission TX 78572

Tel: (956) 424-7898

Fax: (956) 424-7022

HOUSTON

738 Highway 6 South Ste 430

Houston TX 77079

Tel: (832) 619-1000

Fax: (832) 619-1018

As prime consultant, **TEDSI** offers a present staff level of 26 full time employees, including 11 Professional Engineers (including 1 Professional Traffic Operations Engineer), 4 Engineers in Training, 2 Certified Flood Plain Manager, and 2 Registered Public Land Surveyors.

TEDSI's professional staff has extensive experience working in transportation and drainage projects with the Texas Department of Transportation (TxDOT), multiple municipalities, and companies such as Texas Gas Service, American Electric & Power, Time Warner Communications, Total E&P USA, Sprint, MCI and SBC.

TEDSI personnel is fully cognizant of all applicable Federal, State, County and municipal codes, ordinances, regulations, and standards relating to Civil Engineering. We pride ourselves in the ability to provide personalized quality-assured service and timely responses to our clients' needs. Our track record has demonstrated our performance and earned us a distinguished reputation in the field of Civil Engineering.

We have demonstrated our staff's qualifications and necessary expertise for these types of projects through our previously completed work. We have the utmost confidence that the team will fulfill your needs to your complete satisfaction, on time and within budget. TEDSI has proven track records and have demonstrated their on-time performances on similar projects with governmental agencies. We commit to you our pledge of total quality and superior performance within time and budget constraints.

TEDSI has selected **CJ Hensch & Associates, Inc. (CJH)** to lead the Data Collection Efforts**, GDJ Engineering (GDJ)** to lead Environmental, **and Gradient Systematics, LLC** to lead Traffic Projections as sub consultants.

CJ HENSCH & ASSOCIATES, INC. (CJH)

CJ Hensch & Associates, Inc., established in 1995, is a Texas corporation based out of Houston, Texas. The firm specializes in traffic data collection and provides engineering studies for governmental agencies, engineering firms, and developers. CJH has qualified staff and modern equipment available to conduct several large projects simultaneously. The company is a HUB.

GDJ ENGINEERING (GDJ)

GDJ Engineering, LLC. is a diverse, multi-discipline engineering company with experience in a wide variety of fields including transportation planning, highway/civil, structural/bridge, construction management, environmental document preparation & permitting, GIS services, and ROW acquisition. The GDJ environmental team has extensive knowledge and experience in the NEPA process from planning to construction. The team has completed over 27 NEPA clearances in the past 10 years, 13 of which were FONSIs. This includes maintenance and drainage projects, local/state road expansions, new location roadways, and pedestrian/shared-use facilities.

The team has experience in all aspects of public involvement required throughout the NEPA process such as public meetings, meetings with affected property owners, opportunity for public hearings, public hearings, noise workshops, and notices of availability. The team is experienced in both traditional, virtual, and hybrid PMs/PHs.

The team has extensive experience in working closely with the TxDOT Pharr District and local government sponsors to ensure open communication and transparency. This ensures that the sponsor is included and aware of all activities throughout the process. GDJ is currently working with TEDSI on Russell Road and CCRMA projects.

GRADIENT SYSTEMATICS, LLC

Gradient Systematics, LLC is a Texas-based engineering firm specializing in planning, assessing feasibility, forecasting traffic and revenue, and risk analysis for toll roads and managed/Express lanes. Gradient Systematics, LLC was co-founded by **Nassim Sohaee, Ph.D.**, and **Shahram "Sam:" Bohluli, Ph.D., PE**. We are proud to be a Disadvantaged Business Enterprise (DBE), Women's Business Enterprise (WBE), and Minority Business Enterprise (MBE) in Texas certified by NCTRCA.

They offer over 25 years of toll facility modeling, transportation planning, and engineering experience within private consulting and public planning organizations. Our expertise includes developing sophisticated travel demand models to produce Investment Grade Traffic and Revenue studies and various toll feasibility projects throughout the United States.

TEDSI and its TEAM Specializes in the following Engineering Services:

ADVANCED PROJECT DEVELOPMENT	ROADWAY & PS&E	TRAFFIC STUDIES	TRAFFIC PS&E
Route Studies	Roadway Design	Traffic Impact Analysis	Intelligent Transportation Systems
Schematics	Bridge Design	Traffic Projections	ITS Integration
Environmental Report	Storm Sewer System	Level of Service Analysis	Toll Infrastructure Design
Design Field Surveying	Culvert Crossings/Outfall Design	Lighting Contour Studies	Traffic Control Plan
Hydrologic & Hydraulic Studies	Subsurface Utility Engineering	Traffic Signal/Warrants	Illumination
Preliminary Bridge Layouts	Utility Coordination Management	Intersection Control Evaluation	Signal Design
Preliminary Utility Coordination	Final Utility Relocation Letters	Speed Zone Studies	Signing
Geotechnical Testing	Final Utility Coordination Package	Traffic Analysis for Highway Design	Pavement Markings
Pavement Design	Meets & Bounds	Ramps Capacity Analysis	Traffic Control
Preliminary Engineering Report	Title Report	Freeway Weaving Analysis	
ROW Strip Map	ROW Acquisition Negotiations	Traffic Signal Phasing & Timings Development	
Title Reports	Title Commitment	Origin Destination Surveys	
Metes and Bounds	Closing Documents		
Appraisals	Construction Management/Inspection		

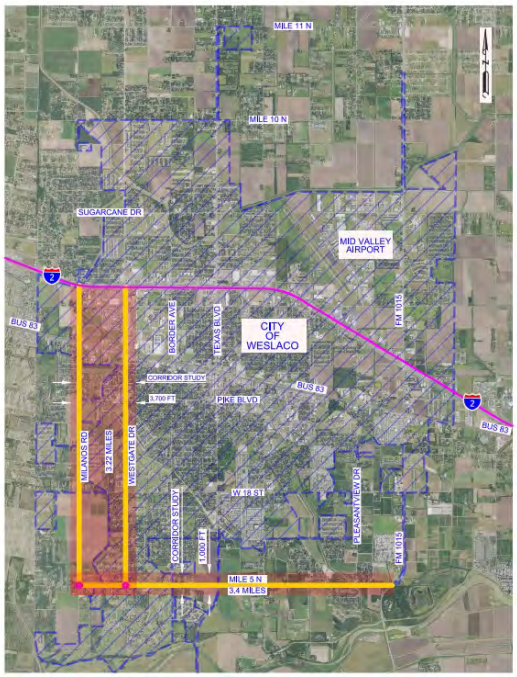
Please refer to APPENDIX for Subconsultant Commitment Letters

TECHNICAL PROPOSAL

5.1.1 UNDERSTANDING OF THE PROPOSED PROJECT

Project Location

The study assesses the feasibility and potential impacts of the proposed Southwest Loop around the City of Weslaco, considering various factors, including future traffic and safety conditions. Section 1 is a 3,700 feet strip located from west of Milanos Rd to east of Westgate Drive (Mile 6 N), starting from Interstate Highway 2 (I-2) to Mile 5 N (34th St), as described on the Metropolitan Transportation Plan (MTP). Section 2 is a 1,000 feet strip with center on 34th St, from FM 1015 (International Boulevard) to Westgate Drive, as illustrated in the following aerial image.



Existing Conditions

TEDSI compiled information for the project on the following areas:

Transportation System Characteristics

Section 1 - According to the RGVMPO UMAP Thoroughfare, Milanos Rd is an Existing Collector 80' and for its Functional Classification is a Minor Collector. South of 18th St this street is named Hopper Rd. Hopper Rd is an Expansion Collector 80' and its Functional Classification is still a Minor Collector. Westgate Dr is an Existing Principal Arterial 120' from I-2 to Bus 83, an Expansion Minor Arterial 100' from Bus 83 to 18th St and an Existing Minor Arterial 100' from 18th St to Mile 5 N (34th St). Its Functional Classification is a Minor Arterial from I-2 to Bus 83 and a Major Collector from Bus 83 to Mile 5 N (34th St).

Section 2 - According to the RGVMPO UMAP Thoroughfare, Mile 5 N (34th St) is a Principal Arterial 120' from Hopper Rd to FM 1015 and for its Functional Classification is a Minor Collector for the same limits.

Existing Typical Sections

Section 1 -Milanos Rd is a rural section with 1 travel lane north and 2 travel lanes south. From I-2 frontage road to W Pike Blvd, From W Pike Blvd to Bus 83 it has 2 lanes in each direction and from Bus 83 to Mile 5 N (34th St) has one lane in each direction.

Westgate Dr is an urban section with curb and gutter. From I-2 frontage road to 18th St it has 2 travel lanes in each direction plus a continuous two-way left turn lane (CTWLTL). From 18th St to Mile 5 N (34th St) has one very

wide lane in each direction.

Section 2 Mile 5 N (34th St) is a rural section with 1 lane in each direction from Westgate Dr to FM 1015.

Speed Limit Section 1 – On Milanos Rd, the Posted Speed Limit is 30 mph. On Westgate Dr, the Posted Speed Limit varies from 30 mph to 45 mph to the south of 18th St.
Speed Limit Section 2 – On Mile 5 N (34th St) the Posted Speed Limit is 30 mph.

Average Annual Daily Traffic (AADT): According to the TxDOT Statewide Planning Map
Milanos Rd: AADT south of Bus 83 is 6,451 vehicles per day (vpd)
Westgate Dr: AADT near I-2 is 22,749 vpd
Mile 5 N (34th St): AADT east of Mile 4.5 W (Bridge Ave) is 3,180 vpd

Control at Intersections for Section 1 & 2
Section 1 – Stop signs facing Milanos Rd at the intersection with I-2 frontage road, at 18th St and at Mile 5 N (34th St). The intersection with Bus 83 is controlled by a traffic Signal.
Westgate Dr has traffic signals at the intersections with I-2 frontage road, entrance to commercial plaza, W Pike Blvd and Bus 83 and all way stop signs at the intersections with 6th St, 18th St and Mile 5 N (34th St).

Section 2 – All way stop signs at Westgate Dr and Bridge Ave and at the fork west of FM 1015, and stop signs facing Mile 5 N (34th St) only at the intersection with FM 88.

Traffic Safety Section
Crash data from 2021-2023 was obtained from Crash Records Information System (CRIS) Database.
From 2021-2023

- Section 1: 75 crashes were reported along Milanos/Hopper Rd
- Section 1: 206 crashes were reported along Westgate Dr
- Section 2: 28 were reported along Mile 5 N (34th St)

Land Development
Section 1
Along Milanos Rd, most of the land adjacent to the roadway consists of agricultural use except for the segment from Bus 83 to 18th St which is for residential use.
Westgate Dr consists of commercial use from I-2 to Bus 83 and residential use from Bus 83 to Mile 5 N (34th St).

Section 2
Along Mile 5 N (34th St), most of the land adjacent to the roadway consists of a mixture of residential and agriculture use.

Transit - No Transit activity along the corridor.

Utilities - Existing utilities will always be a major concern for any roadway/drainage project. For this project, there are existing water, sewer, storm drain, raw water, and reclaimed water lines that are within the project limits that will need to be addressed. Additionally on Westgate Dr there are important power lines from 18th St to the north. Once project development begins, all utilities will be identified, and coordination will be completed throughout the project.

Understanding of the Potential Project Problems
As a result of numerous similar past projects, **TEDSI** and its team (for the rest of the report referred as **TEDSI**) have acquired extensive experience in understanding all the tasks involved in the accomplishment of a successful project. Based on past experience, **TEDSI** identifies the following potential problems/concerns:

Possible Environmental Constraints

The project area is mainly residential and commercial with some scattered agricultural land. Vegetation appears to be urbanized with areas of row crops. Evidence of new subdivisions is present along Westgate Dr. and Mile 5 N. Some community resources within the project area include Harlon Block Sports Complex, Memorial Elementary School, Weslaco Fire Department #3, The Door Christian Fellowship Church, Westgate Learning Academy, Abiding Savior Church, Mid Valley Christian School, the Church of Jesus Christ of Latter-Day Saints, and Weslaco High School.

Four drainage ditches intersect the corridor, and the Arroyo Colorado River is located approximately 0.8 miles south of Mile 5 N. A preliminary review of the National Wetlands Inventory (USFWS) indicated the potential presence of freshwater emergent wetlands at an existing drainage ditch running parallel to Mile 5 N. and west of Vera Ave. Las Palomas Wildlife Management Area (WMA) tracts, owned by TPWD, are present approximately 0.7 miles south of Mile 5 North Rd.

Based on a preliminary review of the Texas Historical Commission's Site Atlas, one historical marker, Cpl. Harlon Block, USMC, was identified northwest of the intersection of Westgate Dr. and 18th St. No cemeteries or national registered historic districts were identified in the area.

Based on a review of the Texas Commission on Environmental Quality's (TCEQ) Texas Petroleum Storage Tank (PST) viewer, two sites located at the intersection of Westgate Dr. and BUS 83 are listed as active facilities with registered PSTs.

Possible Drainage Issues/Concerns

This project at certain locations is covered by Flood Insurance Rate Maps (FIRM) for Hidalgo County and the City of Weslaco. These FIRM maps show areas that are usually subject to flooding and provide information to help determine the risk of flooding. Coordination with the Hidalgo County Drainage District, County floodplain administrator, and compliance with the TXDOT Hydraulic Design Manual would be required.

Lack of Connectivity (Pedestrian and Bicycle)

A primary issue is the lack of pedestrian and bicyclist connectivity throughout and across the corridor. This lack of connectivity suppresses active transportation throughout the corridor and presents an opportunity for increased multimodal use. Limited and/or poor accommodations for non-motorized users can lead to less active trips when some are converted to use vehicle or transit instead. There is only a designated bike lane from 18th St to 6th St on Westgate Dr.

Lack of Comfortable Crossings

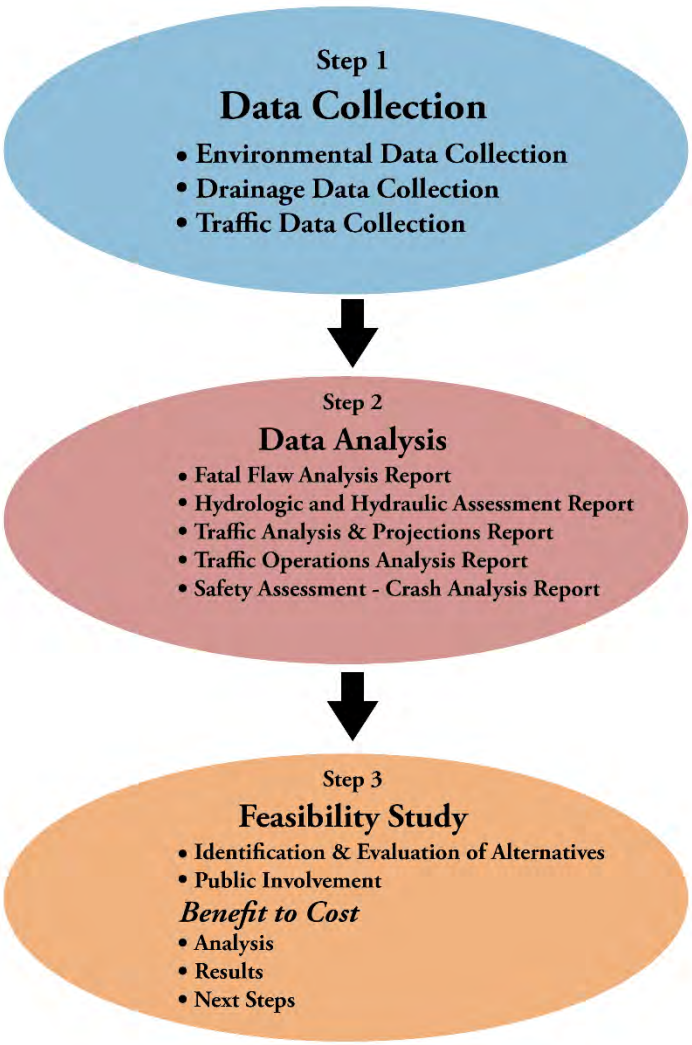
A primary issue is the lack of comfortable pedestrian and bicyclist crossings across and throughout the corridor. Lack of designated pedestrian crossings in desirable locations.

Benefit to Cost Analysis

TEDSI recently completed the FM 509 Corridor Feasibility Study for LRGVDC, RGVMPO and City of Harlingen and highly recommends for this Weslaco Southwest Loop Corridor/Alignment Study to complete a Benefit to Cost Analysis to help determine the cost-to-benefit ratio of the selected alignment. **TEDSI** will report this coefficient and the rest of the BCR results to comprehensively evaluate the project's cost- effectiveness and feasibility, making it a valuable decision-making criterion in project funding.

5.1.2 PROPOSED WORK PLAN

TEDSI's approach to the Southwest Loop Planning Corridor/Alignment Study will include three steps, as shown in the following Figure.



DATA COLLECTION

I. ENVIRONMENTAL DATA COLLECTION

The environmental team would begin with coordinating with the engineers to establish the general area of potential effects. The team would then begin desktop research into the subject and surrounding areas to identify any potential environmental constraints. The team uses various, state, federal and local websites, aerial and topographic maps to conduct the necessary research into the project area. Research would include, but is not limited to Texas Historical Commission, FEMA, National Wetland Inventory, Texas Parks and Wildlife Department, Texas Commission on Environmental Quality, Environmental Protection Agency Envirofacts Database, United States Fish and Wildlife Service IPaC. The team would then complete a field survey to identify any potential hazards or resources of note not identified during the desktop research.

II. DRAINAGE DATA COLLECTION

Western Hidalgo County is a nearly flat plain which encompasses portions of the Gulf Coastal Plain and the Rio Grande Delta. Due to its flat topography and lack of natural channels, most of storm precipitation more than soil infiltration capacity runs off slowly as sheet flow. The objective of drainage data collection is to determine the existing drainage conditions of the roadways along the corridor, identify outfalls and cross drainage structures, document the analysis and findings within the preliminary drainage report. This preliminary hydrology and hydraulic analysis report will provide information with regards to any existing or potential flooding problems that may exist along the proposed Weslaco Southwest loop.

III. TRAFFIC DATA COLLECTION

TEDSI will perform traffic data collection for the Southwest Loop Planning Corridor/Alignment Study project as follows:

1. 24-Hour Volume/Classification Counts (13-Vehicle Type)
2. Turning Movement Counts (TMC's)

DATA ANALYSIS

I. EVALUATION OF ENVIRONMENTAL CONSTRAINTS

Based on the desktop research and field survey, interviews with local utilities or agencies, such as irrigation or drainage districts, may occur. The environmental team would analyze water resources, biological resources, noise, air quality, cultural resources, community impacts, hazardous materials, and specially designated lands. All information would be complied into an environmental constraints/feasibility report.

II. PRELIMINARY DRAINAGE ANALYSIS

Drainage in the Weslaco Southwest Loop project area in Hidalgo County is served by a network of roadside ditches, drainage ditches, roadway flow and storm sewer system within the Weslaco city limits that convey excess runoff. The absence of topographic relief and the limited capacity of roadside drainage ditches may contribute to flooding in the County portion. The City of Weslaco also experiences street flooding, sometimes to the south side of Business 83. Perhaps the capacity of existing drainage ditches may need to be increased or an upgrade of the existing storm sewer system may be required. The flat terrain and low soil infiltration capacities combined make shallow ponding of rainfall runoff the most common type of flooding in Hidalgo County. Based on the existing FEMA FIRM information, there are special flood hazard areas that are subject to inundation in certain areas of the project along this proposed corridor. These are designated as Zone A, Zone AH.

TEDSI will develop hydrologic and hydraulic models for the drainage system utilizing appropriate software, HEC-HMS, HEC-RAS, HY-8, etc. All drainage systems shall be analyzed with enough detail to identify hydraulic constraints, predict pipe, channel, and conduit overflows, and quantify the effects of detention, surcharge storage, and overflow storage.

This analysis will include consideration of existing and future buildout conditions for the 5-, 10-, 25-, and 100-year, 24-hour rainfall frequencies storm durations. For this project, "NOAA Atlas 14 Precipitation Frequency Estimates will be used.

The plan shall also identify locations for facilities that show potential strategic value as detention, water quality, or controlled surcharge flood storage area based on geography, ownership, capacity, land value and development potential.

The study area for each watershed shall include the review of publicly owned structures and channels draining five acres or more on all tributaries that are included in the project. All hydrologic and hydraulic components will follow the latest version of the Hydraulic Design Manual from the Texas Department of Transportation.

III. TRAFFIC DATA ANALYSIS AND PROJECTIONS

TEDSI's methodology follows the Texas Department of Transportation (TxDOT) Transportation Planning and Programming (TPP) Division's standard operating procedures (SOP) for traffic projection under Option B. The main steps are as follows:

- Review of existing Traffic Count Database System (TCDS) available documentation
- Review of proposed future network improvements (via RGV MPO data)
- Development of traffic projections utilizing TxDOT's TPP methodology
- Development of Traffic forecast memo, traffic exhibits, and supporting calculations/materials
- Submittal of final report

TEDSI's scope of service includes all the tasks which will fulfill TxDOT's requirements for traffic projection under Option B, as follows:

A. Review of Existing Information

TEDSI will review/analyze historical traffic counts on the major roadways within the study area from TxDOT's Traffic Count Database System (TCDS) to determine historical traffic growth patterns in the form of annual average daily traffic (AADT) counts. This data source will extract the Project's base year traffic volumes and historical traffic within the study area. **TEDSI** will review all relevant available documentation regarding the Project.

B. Data Collection and Summarization

TEDSI will collect/acquire the required traffic counts with classification, turning movements, origin- destination (OD) data, and travel time data to supplement the available data—through the TxDOT STARS II portal and TxDOT Planning Maps (GIS)—as needed for the development of the traffic projections. **TEDSI** will also collect freight traffic, oversized/overweight vehicles, border crossings, transit, and land use development plans to be elaborated in the forecast.

C. Demographic Data Review

The LRGV travel demand model provided demographics, including population, employment by sector (basic,

retail, service), and the corresponding square footage. Linear extrapolation will be used to produce the demographic data for the Mobility Plan Update years. **TEDSI** will also compare these socioeconomic data with available statistics from other sources, including U.S. Bureau of Labor Statistics data.

D. Access to MPO Modeling Platform

Through the provided direct access to the LRGV travel demand modeling platform (preferred option), **TEDSI** will run all the scenarios and analyze the configuration of the Project in comparison with the no-build scenario.

E. Model Calibration

TEDSI will develop a calibrated network utilizing the collected traffic data. The calibration will be performed for cars and trucks. The area of influence for this macroscopic model calibration will focus on both sections of Southwest Loop in a one-mile buffer ofthe study area.

F. Development of Future Networks

TEDSI will develop future network configurations representing different Southwest Loop roadways or demographic alternatives (If required).

G. Development of Future Trip Tables

The calibrated base year and future year models will be used to develop the sub-area trip tables for operational analysis. The trip tables may be adjusted to account for the effects of high-density developments on travel patterns.

H. Traffic Growth Rate Prediction

TEDSI will determine 20 and 30-year growth rates based on historical trends and guidance from TPP's SOP. Then, the resulting historical growth rate will be used to develop traffic projections. To complement and verify the resulting growth, **TEDSI** will also adopt the latest version of the Lower Rio Grande Valley (LRGV) travel demand model (TDM) developed by the Texas Transportation Institute (TTI) for the regional MPO.

TEDSI will use this model to estimate potential diversion to the Project due to future roadway improvements in the vicinity of the Project. In addition, GS will calculate the traffic growth over the next 20-year period based on the model results.

I. Traffic Projections

TEDSI will utilize the identified growth rate to develop the future traffic projected for the study corridor. **TEDSI** will develop average daily traffic (ADT) No-Build and Build scenarios for a horizon of 20 and 30 years based on the current/opening year of the corridor after the proposed improvements. The projected traffic will be presented in tabular format and a detailed Project description, analysis, and document of the existing roadway network and the current traffic composition.

J. TAHD Tabulation

TEDSI will prepare Traffic Analysis for Highway Design (TAHD) tabulations regarding the 20-year and 30-year design periods. **TEDSI** will mark the final results as final after obtaining the approval from TPP and will not be intended for construction, bidding, or permit purposes.

Per TPP's direct instruction, some items above must be calculated by TPP's provided access to their proprietary software (Calypso). Until granting that access, GS will use its internal algorithm, which closely matches TXDOT's final numbers, for these calculations; however, only TxDOT has access to the vast amount of data used in their official calculations. Therefore, there is always the chance to observe differences in the final results. Therefore, TEDSI will include its calculations in a separate memorandum for the CLIENT's temporary use until TP&P's official calculations are received.

K. Traffic Projection Methodology Memorandum

TEDSI will develop and finalize a traffic projection methodology memorandum through coordination with TPP and local TxDOT. The methodology will be sensitive to demographics, roadway networks, and access point changes.

L. Safety Assessment and Crash Analysis

After collecting crash data, **TEDSI** will analyze the roadway segment and intersection crash rates. TEDSI will assess the impact of roadway improvements by calculating crash modification factors (CMF) and perform a crash benefit estimation from the expected crash reduction in the future.

M. Stakeholder Involvement

TEDSI will inform the stakeholders of the approved methodology and the utilized data sources.

IV. TRAFFIC OPERATIONAL AND SAFETY ANALYSIS

TxDOT defines the general work effort for **Traffic Operational Analysis** as follows:

The Engineer shall review and analyze traffic data (including percent trucks, design hourly volume, and directional distribution), existing roadway features (including ramp locations, weaving sections, number of lanes, offset to obstructions, lane widths, frontage road operations, and intersection operation and geometry), traffic flow patterns, accident patterns and frequencies, and transit and traffic operations. The Engineer shall develop and calibrate an existing traffic model. The calibration of the model shall be included in the traffic analysis report and Interstate Access Justification Report (IAJR) or both. A detailed level of service analysis with CORSIM, PASSER, HCS, VISSIM, SYNCHRO, and/or other acceptable model will be performed for the current year using current traffic and geometric conditions and for the build year and 20-year design year using traffic projections and proposed geometric designs to compare different geometric alternatives and ramp patterns. Results of this analysis shall be incorporated into the schematic design. The Engineer shall develop a traffic analysis report summarizing all analysis performed.

TEDSI highly recommends preparation of an **IAJR** along with the preparation of the operational analysis.

TEDSI will build and calibrate an AM and PM (with a peak period of 1-2 hours each) Synchro model of the study area covering one interchange east and west of the corridor boundaries and use the model to analyze existing, future no-action, and future action alternatives. This work effort will consist of the following sub-tasks:

- ***Build and Calibrate Micro-simulation Model in Synchro:*** **TEDSI** will review and analyze traffic data (including percent trucks and OD matrices from the travel demand model), existing roadway features (including ramp locations, weaving sections, number of lanes, frontage road operations, and intersection operation and

geometry), signal timing plans, traffic flow patterns, and bicycle/pedestrian, transit, and traffic operations. Using Synchro, traffic demand will be developed to take the demand model's sub-area OD matrices and assign vehicles to the roadway network. The model will be calibrated following guidance from FHWA's Traffic Analysis Toolbox: Volume III. Performance measures will be collected for the Southwest Loop Planning Corridor from the Synchro model during the two peak periods for the current calibration year using current traffic and geometric conditions.

- ***Model and Analyze Future No-Build Alternative:*** Starting with the existing calibrated model, a future No-Build alternative model will be developed, including committed roadway, bicycle/pedestrian, and transit projects within the study area. Performance measures will be collected for the Southwest Loop Planning Corridor segments from the Synchro model for the two peak periods.

- ***Model and Analyze Future Build Alternative:*** Starting with the future no-action model, the future Build alternative model will be developed. Using Synchro, traffic demand will be developed to take the demand model's sub-area OD matrices and assign vehicles to the roadway network. Performance measures will be collected for the Southwest Loop Planning Corridor segments from the Synchro model for the two peak periods.

- ***Signal Warrant Analysis:*** **TEDSI** will conduct a traffic signal warrant analysis based on the Texas Manual of Uniform Traffic Control Devices (MUTCD) for the intersections with LOS of E and F all along the project limits. The warrants are as follows:

  - *Warrant 1 – Eight-Hour Vehicular Volume*
  - *Warrant 2 – Four-Hour Vehicular Volume*
  - *Warrant 3 – Peak Hour*
  - *Warrant 4 – Pedestrian Volume*
  - *Warrant 5 – School Crossing*
  - *Warrant 6 – Coordinated Signal System*
  - *Warrant 7 – Crash Experience*
  - *Warrant 8 – Roadway Network*
  - *Warrant 9 – Intersection Near a Grade Crossin*

- ***Develop Traffic Operational Analysis Report:*** **TEDSI** will develop a report summarizing the traffic and operational analysis performed. The report will include the model development, calibration, and analysis methodology, as well as the results of the Synchro analysis. The model results will be incorporated into other project communications, such as stakeholder meetings, public meetings, and other presentations.

- ***Coordination with TXDOT:*** Traffic-specific meetings will be held to ensure that the model meets state and federal requirements. Initially, a microsimulation methodology report will be developed. Milestone meetings are assumed at critical points in the model development process.

Safety/Crash Analysis: **TEDSI** will perform a crash analysis utilizing the crash data obtained from TxDOT Crash Records Information System (CRIS) Database for the most recent five-year period. Crash reports corresponding

to this data will be requested from and provided by TxDOT for this analysis. An analysis of crash type, severity, and causes will be conducted for each intersection and all the segments of the Project.

FEASIBILITY OF IMPLEMENTATION

I. CORRIDOR FEASIBILITY STUDY REPORT

➢ Identification and Evaluation of Alternatives

TEDSI will identify several alternative alignments within the strip for Section 1. Our initial sense suggests that acquiring ROW along Westgate Dr will be costlier than along Milanos/Hopper but this study will evaluate with more certainty the optimal alternative. Section 2 seems to be more straightforward but again, the purpose of the study is to assure that the best alignment is selected.

According to MPO's travel demand model results, the proposed development around this corridor suggests a significant growth rate per year for the next 25 years.

TEDSI's belief is that with 2 lanes and shoulders in each direction and having a turning lane in the middle, the Southwest Loop Corridor would result in a faster and safer connection between I-2 and FM 1015. However, confirmation will come after the route analysis has been performed.

The two-way-left-turn-lane will keep left turning vehicles separated from through vehicles, which comes with an added safety benefit and 5-lane section will provide ample capacity for projected traffic volumes.

➢ Public Involvement

Public involvement will be an integral part of the Southwest Loop Corridor Study. Input from local government agencies, transportation authorities, community representatives, environmental organizations, business owners, property owners, interested citizens, and other corridor users will be critical to understanding issues and needs and to vet improvement concepts and priorities.

The following methods will be used to promote public involvement during the study:

1. Public Informational Meetings – Two public information meetings will be held as a part of this study. The first will solicit input on issues, needs and opportunities along the corridor considering existing traffic operations, crash history, existing access, land use, transit routes and stops, and the existing bicycle network within the study area. The second occurred later in the study to gather input on the range of improvement concepts studied.

2. Pop-Up Meetings – Project staff met with business owners and residents at a variety of pop-up style meetings.

➢ Benefit-Cost Analysis (BCA)

BCA is a systematic process for identifying, quantifying, and comparing a potential infrastructure project's expected benefits and costs. A BCA estimates the anticipated benefits expected to accrue from a project over a specified period and compares them to the anticipated project costs. As described in the respective sections below, fees include the resources required to develop the project and the costs of maintaining the new or improved asset over time. Estimated benefits would be based on the project's projected impacts on facility users

and non-users, valued in monetary terms.

For developing a BCA following FHWA guidelines, **TEDSI** typically proceeds through the following stages:

- Identification and analysis of the problem to be solved
- Estimation of the costs of the proposed investment
- Projection of the expected impacts of the investment
- Monetization of expected impacts into estimated benefits
- Conversion of benefit and cost streams into their present value (discounting) and calculation of the benefit-cost ratio (BCR)
- Consideration of any unquantified benefits

A. Benefits

Benefits quantify the economic worth of anticipated outcomes from a project's execution. These benefits primarily affect transportation system users due to alterations in trip attributes, but they may also extend to the broader public. It is advisable to monetize and encompass all reasonably anticipated benefits from the project or program within a BCA. This section delineates acceptable methodologies for evaluating several prevalent benefit categories; however, it does not aim to be an exhaustive list, as diverse transportation improvement projects may yield other pertinent benefits.

A1. Safety Benefits

One of the primary objectives of numerous transportation infrastructure enhancements is to decrease the probability of fatalities, injuries, and property damage from accidents in the facility. This is achieved by reducing both the frequency and severity of such accidents. **TEDSI** will also monetize the safety benefits of implementing this project using the tool provided by FHWA.

A2. Travel Time Savings

Numerous transportation infrastructure improvement projects aim to reduce travel times for transportation system users. These enhancements often involve enhancing traffic flow, increasing transit vehicle operating speeds, reducing transit service headways, or providing more direct connections between destinations. Estimating potential travel time savings for a transportation project necessitates precise engineering calculations, traffic forecasts, and a comprehensive understanding of how the improvement will impact the operation of the upgraded facility and the local transportation network. Such improvements can lead to decreased travel time for drivers and passengers, encompassing in-vehicle travel time and waiting time for passengers. This is one of the critical steps **TEDSI** follows in the BCA process.

A3. Operating Cost Savings

Transportation infrastructure projects often yield operating cost savings, especially in the case of projects related to freight, roads, railways, and ports. These improvements can reduce carrier vehicle use costs, saving fuel consumption and other operational expenses. Furthermore, project enhancements can create operational

efficiencies that decrease operating costs, including terminal cargo fees and transfer expenses. **TEDSI** conducts calculations and reports these cost savings in the BCA as part of the project assessment. Similarly, passenger-related improvements can reduce vehicle operating and dispatching costs for service providers and private vehicle users.

A4. Emissions Reduction Benefits

Transportation infrastructure projects can play a crucial role in mitigating the environmental impact of the transportation system. They achieve this by decreasing the emissions of air pollutants from the production and combustion of transportation fuels. It's important to note that the economic damages resulting from exposure to air pollution are considered externalities, as their effects are shouldered by society as a whole rather than solely by travelers and operators responsible for emissions. Projects that reduce overall fuel consumption, whether through improved fuel efficiency or reduced vehicle miles traveled, result in lower emissions. Consequently, they can yield climate and other environmental benefits.

B. Costs

Project costs encompass the economic resources necessary to develop and maintain a newly constructed or enhanced transportation facility. These resources include capital, land, labor, and materials. In the context of a BCA, these costs are typically assessed in terms of their market values, as they represent direct expenditures incurred by developers and transportation asset owners.

B1. Capital Expenditures

The capital cost of a project is the total amount of financial resources required to construct the project. Capital costs typically encompass expenses related to land acquisition, labor, materials, and equipment rentals necessary for the project's implementation. Moreover, in addition to the direct construction expenses, capital costs may involve various other expenditures, such as those associated with project planning, design, environmental reviews, land acquisition, utility relocation, and transaction costs for securing financing.

B2. Operating and Maintenance Expenditures

Ongoing operation and maintenance (O&M) are essential for ensuring transportation facilities' continued operation and upkeep. The costs associated with O&M for the new or improved facility over the entire analysis period must be integrated into the BCA. These costs should be directly associated with the project's proposed service plans to accurately assess the project's long-term financial implications.

C. Comparing Benefits to Costs

The benefit-cost ratio (BCR) is a standard tool for project evaluation, particularly in situations where funding constraints are a concern. This metric calculates the present value of benefits (including negative ones) as the numerator and the current value of costs as the denominator. The BCR is typically represented as a quotient, such as $2.2 million in benefits divided by $1.1 million in costs, resulting in a BCR of 2.0.

D. Results

TEDSI will report this coefficient and the rest of the BCR results to comprehensively evaluate the project's cost-effectiveness and feasibility, making it a valuable decision-making criterion in project funding.

E. Next Steps

TEDSI will provide recommendations for further stages of project development, including ROW acquisition strategies, further environmental tasks that will be needed to complete and preparation of schematic first and full set of plans, specifications and estimate (PS&E) later.

5.1.3 SCHEDULE

PRELIMINARY PROJECT SCHEDULE

SOUTHWEST LOOP PLANNING CORRIDOR STUDY

AROUND THE CITY OF WESLACO

TASK AND DESCRIPTION	***MONTHS***
Data Collection	1 Month
Evaluation of Environmental	2 Months
Preliminary Drainage Analysis	3 Months
Traffic Analysis and Projections	3 Months
Traffic Operations and Safety Analysis	3 Months
Feasibility of Implementation	2 Months

Note: This schedule is a generic schedule that represents the approximate length of project (8 months). A more detailed project schedule will be submitted when the project begins.

TEDSI's Ability to Meet Schedules/Deadlines And Complete Projects Without Overruns

This type of contract, above all else, requires response and close coordination with the Agencies' staff. As on all previous contracts which we have performed, we will posture our team to:

- Expedite the scoping of a work order, fee proposal and resource allocation work plan.
- Negotiate the budget.
- Execute Prime and Sub Agreements
- Commence work upon issuance of a Notice to Proceed
- Complete Advance Planning Development, Environmental, ROW Mapping, Cost Estimating, and PS&E within the allocated schedule/deadline

Projects for which **TEDSI** has met schedules/deadlines and projects whose bids came in lower than Engineer's Estimate are as follow:

- **SH 365**
- **Dicker Road**
- **Westgate Dr. South – US 83 to Business 83**
- **Owassa Road**
- **Border Avenue**
- **Westgate Dr. North – US 83 to Mile 9N Rd.**

5.1.4 FIRM QUALIFICATIONS

The following are examples of projects that **TEDSI** completed in the past with identical or similar scope to the Southwest Loop Planning Corridor/Alignment Study:

1) **US 83 Zapata - TEDSI** was retained by TxDOT Pharr District to prepare an alignment and proposed roadway schematic layout to include projected traffic volumes, existing and proposed typical sections. TEDSI reviewed and evaluated existing and twenty-year projected traffic data for use in the preparation of the schematic design layout. The data was utilized in accordance with the requirements for schematic development and consistent with the policies of the State.

Traffic Projections Methodology

TxDOT TP&P Division provided **TEDSI** a "Consultant Corridor Information Packet" to perform a traffic analysis based on the available data provided. In addition, TEDSI performed its own traffic data collection efforts in order to supplement the data provided by TP&P Division. The following forecasting methodology was used to determine traffic projections for the years 2028, 2048 and 2058.

Step 1: Historical Growth Calculations

TxDOT manually selected a common growth rate of 2 percent for each of the CSJ's. The historical traffic count trend resulted in a negative growth rate, as there was a decrease in vehicular volume through the years.

Step 2: Recent Growth Calculations

TEDSI performed traffic data collection for the US 83 project in November 2018 as follows:

- 24-Hour volume counts
- Classification Counts (13-Vehicle Type)
- Turning Movement Counts (TMC's)

2018 counts were compared with 2017 and earlier counts provided.

A regression analysis was utilized to determine coefficients that best fits the set of historical traffic volumes. Year 2018 volume counts were inserted into TxDOT historical counts and were evaluated. Using the linear regression equation, the linear annual growth rate was determined.

Step 3: Model Growth Calculations

- **TEDSI** did not use a travel demand model to determine future growth rates.
- US 83 is a rural corridor with the city of Zapata (population 5,089) and does not demonstrate any major signs of development.
- Based on the above, the historical growth rates were utilized for traffic volume projections.

Step 4: Traffic Analysis for Highway Design data

- A Traffic Analysis for Highway Design (TAHD) data was not included in the Consultant Corridor Information Packet.
- This TAHD data is produced by TP&P, which includes base year and forecasted years that can be used as a reference point.
- As a result of this data not being available, **TEDSI** only used historical growth rates.

Step 5: Recommended Growth Rates

- Based on historical growth rates from Steps 1 and 2, growth factors were adjusted based on the vehicular volume trends and engineering judgement.
- Based on Steps 1 and 2, not much growth was exhibited on US 83. **TEDSI** recommended the utilization of 2.0 percent for future growth rates.
- It was assumed that the growth rates will not vary much through years 2028, 2048 and 2058, as large developments were not anticipated to occur along this rural corridor.

Step 6: Traffic Forecasts

- Using the recommended growth rates from Step 5, year 2018 counts were projected into year 2028, 2048 and 2058.

Step 7: Truck Percentages

- **TEDSI** collected FHWA 13-Category Scheme classification counts for CSJ's 0038- 04-064 and 0038-05-(040-044).
- **TEDSI** analyzed this data with the classification counts provided by TxDOT. After analyzing, TEDSI incorporated appropriately selected data into the development of the traffic projections.

TEDSI prepared preliminary drawings to identify any potential adverse impacts within the project corridor. Identification of all existing and proposed utilities (public and private), structures, burial grounds, neighborhood communities, historical landmarks, and undeveloped areas was required. Any potential utility conflicts and structural impediments were identified. **TEDSI** proposed alternative alignments which would avoid or minimize displacements and damage, and prepared additional exhibits illustrating a preferred alternative alignment. TEDSI attended various agency meetings during the development of the schematic design. **TEDSI** also organized 2 - public meetings and a public hearing.

All designs were prepared in accordance with the latest version of: TxDOT Roadway Design Manual, TxDOT Project Development Process Manual, AASHTO Policy on Geometric Design of Highways and Streets, TxDOT Standard Specifications for Construction of Highways, Streets, and Bridges, TxDOT Traffic Operations Manual on Highway Operations, Texas Manual on Uniform Traffic Control (TMUTCD), and Highway Capacity Manual - Transportation Research Board.

The schematic development and alternative analysis required the incorporation and consideration of the environmental studies and findings, public involvement feedback, data collection analysis, drainage studies, and right-of-way determinations to complete the schematic design process. The results of geotechnical engineering, traffic engineering, and subsurface utility engineering services impacted the development of the schematic layout.

Client Contact Name: Ms. Dora Robles, Project Manager, TxDOT Pharr District

Phone Number: (956) 702-6100

Personnel: Eric R. Dietrich, P.E., PTOE, Evan M. Roberts, P.E., CFM, Jose A. Sanchez, P.E.

2) **Trenton Rd, Hidalgo County, Texas from US 281 to FM 491.**

TEDSI was retained by Hidalgo County to perform a Route Study Analysis for Trenton Rd.

Following is the Table of Content showing the activities completed by TEDSI and listed in the Route Study Analysis Report.

1.0 **PURPOSE OF AND NEED FOR THE PROPOSED ACTION**

2.0 **DESCRIPTION OF THE PROPOSED ACTION**

- 2.1 PROJECT LOCATION
  - 2.1.1 Study Area
- 2.2 PROJECT NEED
  - 2.2.1 Traffic Considerations
  - 2.2.2 Growth Considerations
  - 2.2.3 General Feasibility as provided by the MPO.
- 2.3 DESIGN DESCRIPTION

2.3.1 Project Limits
2.3.2 Roadway Construction (Lanes, Typical Sections)
2.3.3 Proposal Phasing
2.4 RIGHT-OF-WAY REQUIRMENTS
2.5 UTILITY CONSTRUCTION
2.6 PROJECT COST ESTIMATE/FUNDING
3.0 **ALTERNATIVE ANALYSIS**
3.1 DESCRIPTION OF ALTERNATIVES
3.2 PROJECT CORRIDOR ANALYSIS
3.2.1 Alternative Route A
3.2.1.1 Description of Alternative - Alignment A
3.2.1.2 Environmental Impacts - Alignment A
3.2.1.3 Project Costs - Alignment A
3.2.2 Alternative Route B
3.2.2.1 Description of Alternative - Alignment B
3.2.2.2 Environmental Impacts - Alignment B
3.2.2.3 Project Costs - Alignment B
3.2.3 Alternative Route C
3.2.3.1 Description of Alternative - Alignment C
3.2.3.2 Environmental Impacts – Alignment C
3.2.3.3 Project Costs – Alignment C
3.2.4 Alternative D
3.2.4.1 Description of Alternative – Alignment D
3.2.4.2 Environmental Impacts – Alignment D
3.2.4.3 Project Cost – Alignment D
4.0 **PRELIMINARY ENVIRONMENTAL CONSTRAINTS**
4.1 LAND USE
4.1.1 Regional Land Use Trends
4.1.2 Land Use in the Vicinity of the Project Area
4.1.3 Site Specific Land Use Information
4.2 SOCIAL/COMMUNITY CONDITIONS
4.2.1 Population
4.2.2 Demographics

4.2.3 Income
4.2.4 Other Social-Economic Characteristics
4.3 ECONOMIC/EMPLOYMENT CONDITIONS
4.3.1 Economic Conditions
4.3.2 Employment
4.3.2.1 Employment by Industry
4.3.2.2 Labor Force Statistics
4.4 AMBIENT NOISE CONDITIONS
4.4.1 Existing Noise Environment
4.4.2 Sensitive Receptors within the Study Area
4.4.3 Existing Sources of Noise
4.4.4 Existing Noise Levels
4.5 GEOLOGY AND SOILS
4.5.1 Geology
4.5.2 Soils
4.5.3 Prime Farmlands
4.6 CLIMATE AND AIR QUALITY
4.6.1 Regional Climate and Rainfall Conditions
4.6.2 Dispersion Meteorology
4.6.3 Regional Compliance Standards
4.6.4 Relevant Pollutants
4.6.5 Identification of Sensitive receptor locations
4.7 WATER RESOURCES
4.7.1 Surface Water
4.7.1.1 Regional Surface Water
4.7.1.2 Site - Specific Surface Water
4.7.2 Groundwater
4.8 ECOLOGIC RESOURCES
4.8.1 Vegetation
4.8.1.1 Regional Information
4.8.1.2 Site - Specific Vegetation Description
4.8.2 Terrestrial Wildlife
4.8.3 Aquatic Resources

4.9 WETLANDS
4.10 THREATNED AND ENDANGERED SPECIES
4.10.1 Mammals.
4.10.2 Reptiles and Amphibians
4.10.3 Birds
4.10.4 Plants
4.11 FLOODPLAINS/DRAINAGE ISSUES
4.12 CULTURAL RESOURCES
4.13 HISTORICAL & ARCHEOLOGICAL RESOURCES
4.14 VISUAL RESOURCES
4.15 HAZARDOUS WASTE SITES
4.16 SECTION 4(f) LANDS
5.0 **PUBLIC INVOLVEMENT PROGRAM**
5.1 STAKEHOLDER MEETINGS
5.2. PUBLIC INFORMATION WORKSHOPS AND MEETINGS
6.0 **SUMMARY OF ASSESSMENT**
6.1 MATRIX OF CONSTRAINTS
6.1.1 Summary of Alternatives
6.1.2. Summary of Environmental Impacts
6.1.3 Comparison of Project Costs
6.2 SUMMARY OF PUBLIC INVOLVEMENT PROGRAM
6.3 **RECOMMENDATIONS OF PREFERRED ROUTE**
6.3.1 Support Rationale
6.3.2. Mitigation and Monitoring Commitments
6.3.3 Recommendation for Route Selection and FONSI

Client Contact Name: Commissioner Ellie Torres, Hidalgo County Pct. 4

Phone Number: (956) 383-3112

Personnel: Eric R. Dietrich, P.E., PTOE, Jose A. Sanchez, P.E.

3) **FM 509, Harlingen, Texas from I-69 E to US 281.** - TEDSI developed corridor study like the Trenton Rd Route Analysis Study, detail schematic, public involvement, and environmental documentation to convert existing roadway from a two-lane roadway to four lanes with continuous left turn lane.

Client Contact Name: Luis M. Diaz**,** RGVMPO Assistant Director

Phone Number: (956) 279-7909

Personnel: Eric R. Dietrich, P.E., PTOE, Juan Bernal, P.E., CFM, Ponciano N. Longoria, P.E., CFM

4) **Mile 2 West, Hidalgo County, Texas from Mile 9 North to SH-107.** - TEDSI developed route study like the Trenton Rd Route Analysis Study, detail schematic, public involvement, environmental documentation, and determination of right of way (ROW) to convert existing roadway from a two-lane roadway to four lanes with continuous left turn lane.

Client Contact Name: Former Hidalgo County Precinct 1 Commissioner Sylvia Handy

Phone Number: (956) 968-8733

Personnel: Eric R. Dietrich, P.E., PTOE, Jose A. Sanchez, P.E.

5) **Hidalgo County Outer Loop -** TEDSI prepared a Route Study Analysis and Schematic for the Hidalgo County Outer Loop using a similar approach to the US 83 Zapata Project.

Client Contact Name: Hidalgo County Judge Eloy Pulido

Phone Number: (956) 318-2600

Personnel: Eric R. Dietrich, P.E., PTOE, Jose A. Sanchez, P.E.

5.1.5 PERSONNEL AND STAFFING

PROJECT MANAGER

Mr. Eric R. Dietrich, P.E., PTOE (Texas P.E. No. 94970, PTOE No. 1590) will serve as the Project Manager for the **TEDSI Team.**

Mr. Dietrich has over 26 years of experience in traffic and transportation engineering. Mr. Dietrich has a thorough working knowledge of the design requirements set forth by the American Association of State Highway Transportation Officials (AASHTO) and the Texas Department of Transportation (TxDOT). This knowledge coupled with his experience in developing civil roadway projects for both the public and private sector have given Mr. Dietrich the ability to successfully bring projects from conception to construction. He is precertified by TxDOT in 8 different categories, the majority being in the groups of Traffic Engineering and Operations Studies and Traffic Operations Design. The following is a description of projects completed by Mr. Dietrich on various of the traffic and transportation engineering fields. *Please refer to resume for specific project involvement.*

TRAFFIC DATA COLLECTION

Mr. Roger Allen will serve as the Traffic Data Collection Task Leader for the **TEDSI Team.**

Roger Allen has 22 years' experience in the field of transportation engineering studies and data collection. He has completed and directed numerous projects in all areas of data collection. Mr. Allen holds a BS from the

University of Houston, Clear Lake and an AS Mathematics/Engineering from San Jacinto College has extensive experience in project management and quality control. Roger worked for the City of Pasadena's Engineering Department for 3 years in the field as a problem solver. Mr. Allen has worked closely with industry software and hardware developers to test and improve reliability and accuracy of various types of traffic data collection technologies including Tru Traffic, Miovision, Jamar Technologies, and CJ Hensch's proprietary automatic license plate recognition system. He is proficient with TraxPro, Petra, TSPPD, PC Warrants, AutoCad, and Synchro. Roger also implemented a total quality management system which includes proactive testing and maintenance of traffic data collection equipment to minimize equipment failure during projects. He also developed all safety and installation methods for CJH data collection efforts. His goal is to perform a project right the first time. As Technical Advisor and Principal in Charge, Mr. Allen will ensure that the CJ Hensch Team will deliver the highest quality traffic data by ensuring adequate resources are assigned to the contract or project. *Please refer to resume for specific project involvement.*

ENVIRONMENTAL DATA COLLECTION AND DATA ANALYSIS

Ms. Corina Argullin from **GDJ Engineering** will serve as the Environmental Data Analysis Task Leader for the **TEDSI Team.**

Ms. Corina Argullin has over 15 years of NEPA experience. Her duties include environmental constraints analysis, technical reports and documentation, public involvement, agency coordination, environmental permitting, and environmental inspections. Ms. Argullin has a working knowledge/understanding of what it takes to environmentally clear projects on time and within budget. She has worked with state and federal government agencies, as well as local governments (cities and counties) to complete various types of environmental projects. *Please refer to resume for specific project involvement.*

Mrs. Roxanne Lara from **GDJ Engineering** will serve as Environmental Data Analysis support for the **TEDSI Team**

Mrs. Lara has several years of experience in the design process, Plans, Specifications, and Estimate (PS&E) Development Process, and utility coordination of various public improvement projects. For the past several years Roxy has worked for GDJ Engineering, LLC in multiple roles including as a project engineer, project manager, and utility coordinator. She had previously worked for L&G Engineering, which provided her with excellent hands-on experience as to how multiple government entities function. She has worked on multiple aspects of transportation and drainage projects, from Utility Coordination, PS&E preparation, Hydrology & Hydraulics Design. Her design experience includes utility coordination, project estimate preparation, bid document preparation, drainage design and PS&E preparation. Roxy has coordinated multiple concurrent design projects for various entities including municipalities, counties, state agencies, private developments, drainage, and irrigation districts, etc.

DRAINAGE DATA COLLECTION AND DATA ANALYSIS

Mr. Ponciano N. Longoria, P.E., CFM (Texas P.E. No. 92969, CFM No. 1554-09N) will serve as the Drainage Data Analysis Task Leader for the **TEDSI Team.**

Mr. Longoria has over 25 years of comprehensive experience in the design and construction management of civil engineering projects. Project experience include Hydrologic and Hydraulic studies, Traffic Engineering Studies as well as Plans, Specifications and Estimates (PS&E) for various projects such as traffic signalization, traffic control, signing, pavement markings, roadway design and drainage design/analysis, transportation and construction management services for municipal facilities, Federal Emergency Management Agency (FEMA),Texas Water Development Board (TWDB) and Texas Commission on Environmental Quality (TCEQ), Federal Transit Administration (FTA), and the Texas Department of Transportation (TXDOT) Projects. *Please refer to resume for specific project involvement.*

Mr. Marcos De Leon, EIT will serve as Drainage Data Analysis support for the **TEDSI Team.**

As an Engineer-in-Training at TEDSI, Mr. De Leon brings over 6 years of experience and knowledge in various aspects of roadway design, hydrologic and hydraulic design, Plans Specifications and Estimate (PS&E) preparation and Utility Coordination.

TRAFFIC DATA ANALYSIS AND TRAFFIC PROJECTIONS

Dr. Sam Bohluli from **Gradient Systematics** will serve as the Traffic Projection Task Leader for the **TEDSI Team.**

Dr. Bohluli has over 25 years of toll facility modeling, transportation planning, and engineering experience within private consulting and public planning organizations. His experience includes developing sophisticated travel demand models to produce Investment Grade Traffic and Revenue studies and various toll feasibility projects throughout the United States. He has more than 10 years of experience in management—from junior level to project managers—regarding their technical and administrative activities. He is an expert in the use of all common platforms such as Caliper, Cube and PTV (GIS and transportation macroscopic modeling software) in combination with meso- and microscopic simulation models. His recent traffic projections following TP&P's state of practice have been used on many roadways all over Texas. *Please refer to resume for specific project involvement.*

Mr. Aris Meisandika will serve as Traffic Data Analysis and Traffic Projections support for the **TEDSI Team.**

Mr. Meisandika is a transportation engineer with experience in government, private and multilateral development bank projects. Mainly involved in transportation engineering, data analysis, and modeling using traffic analysis software.

TRAFFIC OPERATIONS

Mr. Jose A. Sanchez, P.E. (Texas P.E. No. 87890) will serve as the Traffic Operations Task Leader for the **TEDSI Team.**

Mr. Sanchez has over 28 years of comprehensive experience in transportation engineering projects. Project experience includes Construction Management, Plans, Specifications and Estimates (PS&E) for City, County, and TXDOT projects. Mr. Sanchez will be available to commit at minimum 75% of his time to the project; additional time will be allocated as necessary. *Please refer to resume for specific project involvement.*

Ms. Martina Mejia, P.E. (Texas P.E. No. 143950) will serve as Traffic Operations support for the **TEDSI Team.**

Ms. Mejia has six (6) years of experience in the design and construction management of civil engineering projects. Project experience includes Traffic Engineering studies, Traffic Design and Roadway Design. As well as Plans, Specifications and Estimates (PS&E) for various projects, traffic control plans, signing, pavement markings, illumination, and roadway design.

FEASIBILITY OF IMPLEMENTATION

Mr. Evan M. Roberts, P.E., CFM (Texas P.E. No. 86360, CFM No. 0963-06N) will serve as the Feasibility of Implementation Task Leader for the **TEDSI Team.**

Mr. Roberts is a registered professional engineer in the State of Texas, TxDOT precertified, and has over 25 years of professional engineering experience in the development of transportation projects including freeway systems and toll roads conforming to Interstate Standards. Mr. Roberts is a skilled and organized transportation engineer with over 25 years of experience working for the Texas Department of Transportation (TxDOT). He also has 13 years of supervisor experience with TxDOT guiding the Pharr District Design and Design Support Sections. He also has over 2 years of transportation engineering experience with his current employer TEDSI Infrastructure Group. He will apply his 26 years of experience and lessons learned to efficiently manage resources and independently guide the project team in alignment with the goals and objectives of our clients. *Please refer to resume for specific project involvement.*

Mr. Juan Bernal, P.E., CFM (Texas P.E. No. 80565, CFM No. 20019715 will serve as Feasibility of Implementation Support for the **TEDSI Team.**

Mr. Bernal brings considerable experience and is a skilled and organized transportation engineer with over 18 years of experience working for the Texas Department of Transportation (TxDOT). He was also the Cameron County Engineer for 8 years and in Charge of the County Public Works offices in Harlingen, San Benito, and Brownsville. *Please refer to resume for specific project involvement.*

ORGANIZATIONAL CHART

Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

Principal	Project Manager
Jesus Salinas	Eric R. Dietrich, P.E., PTOE

DATA COLLECTION

ENVIRONMENTAL DATA	DRAINAGE DATA	TRAFFIC DATA
GDJ Engineering	TEDSI	CJ Hensch
Corina Argullin	Ponciano Longoria, P.E., CFM	Roger Allen

DATA ANALYSIS

EVALUATION OF ENVIRONMENTAL CONSTRAINTS	PRELIMINARY DRAINAGE ANALYSIS	TRAFFIC DATA ANALYSIS, TRAFFIC PROJECTIONS & SAFETY ANALYSIS	TRAFFIC OPERATIONAL ANALYSIS
Develop Environmental Constraints Report	Develop H&H Models Ex & Fut. Buildout Id. locations for Detention	Projections TAHD Tabulation Methodology Memo Crash Analysis	Develop Report Coordination w/TxDOT
GDJ Engineering	TEDSI	Gradient Systematics, LLC	TEDSI
★ Corina Argullin	★ Ponciano Longoria, P.E.,CFM	★ Shahram "Sam" Bohluli, Ph.D., P.E.	★ Jose A. Sanchez, P.E.
Roxanne Lara	Marcos De Leon, EIT	Aris Meisandika	Martina Mejia, P.E.

FEASIBILITY OF IMPLEMENTATION

CORRIDOR FEASIBILITY STUDY	BENEFIT TO COST ANALYSIS
Identification and Evaluation of Alternatives Public Involvement	Results Next Steps
TEDSI	Gradient Systematics, LLC
★ Evan M. Roberts, P.E., CFM	★ Shahram "Sam" Bohluli, Ph.D., P.E.
Juan Bernal, P.E.	Aris Meisandika

Task Leader ★

TEDSI Infrastructure Group, Inc.
1201 E. Interstate Hwy 2
Mission, Texas 78572
(956) 424-7898

GDJ Engineering
2805 Fountain Plaza Blvd.
Edinburg, TX 78539
(956) 603-2025

Gradient Systematics, LLC
603 Munger Ave.
Dallas, TX 75202
(972) 926-3480

CJ Hensch & Associates, Inc.
5215 Sycamore Ave.
Pasadena, TX 77503
(281) 487-5417

5.1.6 REQUIRED CERTIFICATION AND SUBMITTAL

Please refer to the APENDIX for a copy of applicable certificates.

5.1.7 TOOLS, EQUIPMENT AND SUPPLIES

TEDSI offers the most “state of the art” tools within the various areas of expertise to provide the best quality services.

TEDSI routinely utilizes GEOPAK, Open Roads and ArcView for roadway projects; HEC-HMS, HEC-RAS, GEOPAK Drainage, and SWMM softwares for drainage design; and Synchro, VisSim™, Highway Capacity Software (HCS), TransCAD®, AGI 32, GuidSIGN™, which provide an efficient and detailed analysis of the most complex traffic situations. Our facilities here in the Rio Grande Valley office are furnished with over 25 personal computer workstations which are equipped with Microstation® v8 software, and we maintain an FTP site which provides swift file transfers to our subconsultants and our clients.

APPENDIX

ERIC R. DIETRICH, P.E., PTOE

Education

B.S., Civil Engineering, Universidad Nacional de Tucuman Argentina, 1990

Professional Registration

Licensed Professional Engineer, State of Texas No. 94970
Licensed Professional Traffic Operations Engineer No. 1590

Experience

Mr. Dietrich has 25 years of experience in traffic and transportation engineering. His past experience includes conducting existing traffic volume collection efforts, performing traffic projections, conducting highway and intersection capacity analysis, freeway weaving and ramp analysis, traffic signal design, development of signal timing plans, traffic signal coordination for optimum vehicular progression on arterials, preparation of traffic study reports, development of speed zone strip maps, Access Management and Traffic Impact studies, ITS planning and design, signing and pavement markings design and roadway design. He is precertified by TxDOT in 8 different categories, the majority being in the groups of Traffic Engineering and Operations Studies and Traffic Operations Design.

Specific Project involvement includes:

US 83. Zapata, Texas, TxDOT Pharr District
Services consist in project management, preliminary engineering including schematic development and alternative analysis, environmental studies and documentation, public involvement, value engineering, surveying and mapping including ROW mapping, utility engineering and coordination and geotechnical engineering for 22.45 miles of US 83 in Zapata County. Project engineer. $79 Million Construction Cost.

LP 1604, TxDOT San Antonio District
Services consisted in the preparation of PS&E to provide turnarounds to existing diamond interchanges at Bitters Rd, Huebner Rd and FM 2252 intersections along LP 1604, in Bexar County for San Antonio, TxDOT, District 15.
Plans included preparing roadway and drainage design, diamond traffic signal design for intersection of LP 1604 frontage roads with Bitters Rd, Huebner Rd and FM 2252. Signing and pavement markings design including relocation of an existing bridge overhead sign near the FM 2252 overpass. Project Engineer. $12 Million Construction Cost.

US 83. Zapata, Texas, TxDOT Pharr District
Services consist in project management, preliminary engineering including schematic development and alternative analysis, environmental studies and documentation, public involvement, value engineering, surveying and mapping including ROW mapping, utility engineering and coordination and geotechnical engineering for 22.45 miles of US 83 in Zapata County. Project engineer. $79 Million Construction Cost.

Master Drainage Plan for the City of Mission, Texas
Services consist in the preparation of a Master Drainage Plan for the City of Mission. The City has experienced flooding problems in several locations within city limits. The Master Drainage Plan will identify and list the locations with the most problems and propose improvements to mitigate them. Plan will also include identification of possible grants to accomplish the flood mitigation projects.

PONCIANO N. LONGORIA, P.E., CFM

Education

B.S. Civil Engineering, Texas A&M University- Kingsville, 1996

Professional Registration

Licensed Professional Engineer, State of Texas, No. 92969
Certified Flood Plain Manager, CFM # 1554-09N
TxDOT Certification #13335

Professional Affiliations

National Society of Professional Engineers, Member
American Society of Civil Engineers, Member
American Public Works Association, Member
Texas Floodplain Management Association (TFMA)

Experience

Mr. Longoria has over twenty-two (22) years of experience in engineering planning, design, and construction management of civil engineering projects including water resources. Project experiences include hydrologic and hydraulic modeling, stormwater drainage system analysis and design, bridge scour analysis, as well as plans, specifications, and estimates (PS&E), and project management for various projects completed for municipal, county, and state facilities. Mr. Longoria has extensive knowledge and experience working with Federal Emergency Management Agency (FEMA), Texas Water Development Board (TWDB), Texas Commission on Environmental Quality (TCEQ), Federal Transit Administration (FTA), General Land Office (GLO), and the Texas Department of Transportation (TXDOT) funded projects.

Specific project involvement includes:

US Highway 77 - Responsible for the development of the plans, specifications and estimates, drainage area map and design of storm sewer system (hydrology and hydraulics) along with the outfalls for US 77 overpasses from south of Spur 413 to Business 77.

FM 494 (Shary Road)- Responsible for the development of the plans, specifications and estimates, drainage area map and design of storm sewer system (hydrology and hydraulics) for Shary Road from US Expressway 83 to FM 1016. Analyzed, designed and preformed Scour Analyses for two major crossings (outfalls).

FM 396 (Bryan Road) – Responsible for the development of the plans, specifications and estimates, drainage area map and design of storm sewer system (hydrology and hydraulics) for Bryan Road from US Expressway 83 to FM 1016. Analyzed, designed and preformed Scour Analyses for one major crossing (outfall).

Joe Ochoa Drive – Responsible for the development of the plans, specifications and estimates, drainage area map and design of storm sewer system (hydrology and hydraulics), traffic control plans, utility coordination, signage, pavement markings and construction management for Joe Ochoa Drive from University Drive from University Drive to Fay Street.

JOSE A. SANCHEZ, P.E.

Education

B.S., Civil Engineering, Texas A&I University, Kingsville, TX – 1992
M.S., Civil Engineering, Stanford University, Stanford, CA – 1994

Professional Registration

Licensed Professional Engineer, State of Texas No. 87890

Experience

Mr. Sanchez has over 27 years of experience in the design of traffic and transportation engineering projects. Project experience includes Traffic Engineering Studies as well as Plans, Specifications and Estimates (PS&E) for various projects such as intelligent transportation systems, toll infrastructure, toll system integration, illumination, traffic signalization, traffic control, signing, pavement markings, roadway design and drainage design/analysis for freeway and arterial facilities.

Specific project involvement includes:

Westgate Dr South, Weslaco, City of Weslaco – Project Manager responsible for PS&E and Construction Inspection associated with widening and reconstruction of Westgate Dr – US 83 to Business 83. Tasks included drainage design, utility design, roadway design, utility coordination, storm water pollution prevention design, traffic signal warrants, traffic signal design, pavement markings design, illumination design and small signing design. Construction Inspections task included daily inspections of construction progress, construction daily reports, record of material installations and traffic control compliance.

Tennessee Rd/Treasure Hills Lateral, City of Harlingen – Project Manager responsible for PS&E associated with new roadway construction of Treasure Hills lateral and extension of Tennessee Rd for New Veteran's Facility in Harlingen TX. Project had to be completed in less than 45 days to meet deadline on construction of Veteran's facility. Tasks included roadway design, utility coordination, traffic control, signing and pavement markings design. Construction support included preparation of bid documents, bid evaluation, bidder award recommendation, pre bid conference and preconstruction conference.

Sweezy Ln, City of Harlingen – Project Manager responsible for PS&E associated with new roadway construction of Sweezy Ln – Treasure Hills Blvd to FM 509 in Harlingen TX. Tasks included right of way acquisition, roadway design, utility coordination, traffic control, signing and pavement markings design.

Dixieland Extension, City of Harlingen - Project manager responsible for PS&E for the extension of Dixieland Rd to proposed Bass Pro Shop Development from Harrison Ave to Spur 54. Project required TxDOT approval for connection to Spur 54 as well as the preparation of Railroad exhibits. Brown, Leal and Associates (BLA) was Prime Consultant. BLA designed Dixieland Extension Rd up to TxDOT ROW. TEDSI designed roadway portion of the connections to Harrison Rd and Spur 54 and the traffic elements for the entire project limits. TEDSI's tasks included roadway design, storm water pollution prevention design, traffic signal design, signing, pavement markings and signing design.

EVAN ROBERTS, P.E., CFM

Education

B.S. Civil Engineering, Texas A&M University, 1994

Professional Registration

Licensed Professional Engineer, State of Texas, No. 86360

Certified Flood Plain Manager, CFM # 0963-06N

Experience

Mr. Roberts is a skilled and organized transportation engineer with over 25 years of experience working for the Texas Department of Transportation (TxDOT). He also has 13 years of supervisor experience with TxDOT guiding the Pharr District Design and Design Support Sections. He also has over 2 years of transportation engineering experience with his current employer TEDSI Infrastructure Group.

Specific project involvement includes:

US 83 - Responsible for helping develop the plans, specifications and estimates, that included roadway schematic design, roadway typical section, roadway and geometric alignment design, hydrologic/hydraulic design for cross-culverts, utility engineering & constructability review, signing, pavement markings and other roadway items. I was responsible for the roadway schematic design for this section of US 83 from 0.28 Miles North of FM 2687 to 0.22 Miles South of Lasso Lane

FM 495 (West Griffin Parkway)- Responsible for the development of the plans, specifications and estimates, that included roadway schematic horizontal and vertical alignments, plan and profile detail sheets, typical section details, traffic control plan details, drainage area maps, utility and drainage details sheets, design of drainage area maps and storm drain system details (hydrology and hydraulics) along with the outfalls for FM 495 from La Homa Road to SH 107.

SP 241 (Military Highway) – Responsible for the development of the plans, specifications, and estimates, that included roadway schematic horizontal and vertical alignments, plan and profile detail sheets, typical section details, traffic control plan details, drainage area maps, utility and drainage details sheets, design of drainage area maps and storm drain system details (hydrology and hydraulics) along with the outfalls for SP 241 from FM 2061 to SP 600.

US 83 (expressway) – Responsible for helping with the development of the roadway schematic design. This included the development of the roadway schematic horizontal and vertical alignments. It also included the roadway typical section development for this corridor from Vanderpool Road to West of Showers Road.

Corina Argullin

PROPOSED ROLE:	Environmental Manager



GRJ Engineering

REGISTRATIONS

Local Government Project Procedures Certified

Environmental Process for Local Governments Certified

NWI- Wetland Delineation Certified

CITY OF RESIDENCE

Rio Hondo

ROLE EXPERIENCE

15 Years

FIRM EXPERIENCE

2 Years

EDUCATION

Master of Science in Environmental Science
Texas A&M University – Corpus Christi

Bachelor of Science in Biology
Lubbock Christian University – Lubbock

EXPERIENCE

Miss Argullin has over 15 years of experience in National Environmental Policy Act (NEPA) documentation and procedures. She has obtained environmental clearances on over 25 different projects, ranging from categorical exclusions to environmental assessments. She has an extensive knowledge of federal and state environmental laws specifically with respect to roadway and transportation planning. Ms. Argullin has experience in coordinating and completing all aspects of the NEPA process, from project scoping to environmental inspections. Her experience includes but is not limited to environmental documentation, agency coordination, and public involvement.

PROJECTS

South Parallel Corridor from FM 1479 to FM 1577 in Cameron County, Texas.

Oversaw the NEPA clearance on an environmental assessment for a new location roadway for the county. She completed various technical reports and environmental assessment document for the project. Ms. Argullin prepared a mitigation plan and obtained two nationwide permits (#14) from the United States Army Corps of Engineers (USACE) for multiple resaca crossings. She handled the logistics and prepared all documentation for multiple public meetings, meetings with affected property owners, and an opportunity for public hearing.

I Road from Rancho Blanco Rd. to US 281 in Hidalgo County, Texas.

Oversaw the NEPA clearance of an open-ended D listed categorical exclusion for a roadway widening and hike/bike trail for the city. The project consisted of widening and reconstructing the existing two-lane roadway to provide a continuous center turn lane, shoulders, and a hike/bike trail. She prepared various environmental technical reports, obtained a NWP #14, submitted an IBWC license application, and oversaw the cultural resources team. Mr. Argullin coordinated logistics and prepared documents for a public meeting. She prepared all meeting materials (presentations, fact sheets/handouts, and notices).

Nolana Loop from FM 1426 to FM 88 in Hidalgo County, Texas.

Oversaw the NEPA clearance on an environmental assessment for a roadway on existing and new location for the county. The project consisted of reconstructing and widening an existing two-lane rural roadway to a four-lane urban roadway. Ms. Argullin prepared the classification letter, various technical reports, agency coordination, and environmental assessment document. She handled the logistics and meeting materials for a public meeting and a public hearing.

Shahram “Sam” Bohluli, Ph.D., P.E.

Executive Vice President



Tel: 972-926-3480
sbohluli@gradientsystematics.com

Dr. Bohluli has over 25 years of toll facility modeling, transportation planning, and engineering experience within private consulting and public planning organizations. His experience includes developing sophisticated travel demand models to produce Investment Grade Traffic and Revenue studies and various toll feasibility projects throughout the United States. He has more than 10 years of experience in management—from junior level to project managers—regarding their technical and administrative activities. He is an expert in the use of all common platforms such as Caliper, Cube and PTV (GIS and transportation macroscopic modeling software) in combination with meso- and microscopic simulation models.

His recent traffic projections following TP&P’s state of practice has been used in many roadways all over Texas.

Professional Career

- Executive Vice President, Gradient Systematics, Dallas, TX (July 2021–Present)
- Vice President, I.S. Engineers, LLC, Dallas, TX (2020–2021)
- Vice President, C&M Associates, Inc., Dallas, TX (2005–2020)
- Senior Transportation Engineer, Wilbur Smith Associates, Dallas, TX (2004–2005)
- Transportation Planner, North Central Texas Council of Governments, Arlington, TX (1999–2004)

Qualifications

- Ph.D., Civil Engineering – Specialization in Transportation Engineering, The University of Texas at Arlington (2003)
- **Registered Professional Engineer (P.E.)** in **Texas**, Arizona, Colorado, Florida, Kentucky, Maryland, Massachusetts, North Carolina, Pennsylvania, Virginia, and Washington
- **TxDOT Pre-certifications:** 1.1.1, Policy Planning 1.2.1, System Planning
  1.3.1, Subarea/Corridor Planning
  1.4.1, Land Planning/Engineering
  1.5.1, Feasibility studies
  1.6.1, Major investment Studies 1.7.1, Traffic Demand Modeling
  2.12.1, Socio. and Env. Justice Analysis 7.1.1, traffic Engineering studies
  7.5.1 Intelligent Transportation Systems

Areas of Expertise

- Traffic and Revenue Studies
- Travel Demand Modeling
- Traffic Forecasting

Professional Experience

Donna-Rio Bravo and Anzaldua’s International Bridges Traffic Assessment Study, TX (2017) – QA/QC Manager responsible for reviewing the development of a traffic assessment to forecast commercial vehicle traffic demand and capacity of Hidalgo County land ports of entry and to update regional truck traffic projections for the forecast period. This study aimed to support plans to accommodate the forecasted truck demand, including the addition of lanes, inspection booths, and other facilities, as well as provide an estimate of the number of users willing to use the new commercial land ports of entry.

SH 550 / US 281 Intermediate Traffic and Revenue Study, TX (2009) – Chief modeler for developing forecasts on behalf of the Cameron County RMA.

South Padre Island Second Causeway Intermediate Traffic and Revenue Study, TX (2007) – Technical Lead and supervisor of modeling group for this intermediate level T&R study on behalf of the Texas Turnpike Authority Division of TxDOT. The study served to assess the preliminary financial feasibility of the project and to screen different alignment alternatives.

SH 365 Investment Grade Traffic and Revenue Analysis, TX (2016) – Project Manager and supervisor of modeling group to analyze socioeconomic forecasts, external station traffic data, and origin-destination survey data, develop internal and external travel demand inputs for the four-step travel demand model, and develop a toll diversion model to predict traffic and corresponding revenue for 50 years of project operation.

Alliance International Bridge Traffic and Revenue Study, TX (2015) – Project Manager for this T&R study on behalf of a private investor seeking to invest in the Alliance International Bridge. The new bridge is expected to receive commercial vehicles, and it is vital to understand the dynamics of the area to determine the potential market share the new bridge would have, along with its corresponding impacts on revenue and operation.

Roger Allen

16903 Walnut Pond Ct.
Houston, Texas 77509
(281)713-376-1453
rogerallen@cjhensch.com

Education

University of Houston Clear Lake, Houston, Texas
Bachelor of Science in Accounting
December, 2002

'91-'94

San Jacinto College, Pasadena, Texas
Associate of Arts in Mathematics, Pre-Engineering

Experience

'01-Present

Vice President, C J Hensch & Associates, Incorporated, Pasadena, Texas

- Project Manager
- Implement and monitor Total Quality Management System
- Ensure accuracy of Traffic Data Deliverables
- Develop and Train Staff
- New Technologies Advisor/Developer

Vice President – Roger Allen

Roger Allen has 22 years' experience in the field of transportation engineering studies and data collection project management. Roger has directed the traffic data collection efforts for innovation with Bluetooth projects connected to Origin/Destination studies since 2013. During this time he has worked with the researchers and developers of the Bluetooth Technologies from Texas A&M's Transportation Institute which enables him to better understand the technologies capabilities. This allows Mr. Allen to scope and deliver innovative/cost effective solutions to complex problems many agencies/planners face. Mr. Allen has been a guest speak on the subject of Innovative Bluetooth solutions at the Texas Institute of Traffic Engineers City of Richardson Conference and for Texas Southern Universities' Transportation Program. C J Hensch & Associates has other projects that have been presented at professional organization such as Texas-Intelligent Transportation Systems including the City of College Station's Game Day Traffic Study - Texas A&M/Alabama Football Game and Txdot's Houston Regional Rider 42 Study.

He has completed and directed numerous projects in all areas of data collection while working in the industry for over 22 years. Mr. Allen holds a BS from the University of Houston, Clear Lake and has extensive experience in project management and quality control. Roger worked for the City of Pasadena's Engineering Department for 3 years in the field and worked 7 years for Ethyl Corporation as an Operations Coordinator/ Project Manager for 5 process units. During this time Mr. Allen was part of the Ethyl's corporate best practices/Six Sigma quality management team and worked as an ISO 9000 Internal Lead Auditor. As a Six Sigma project manager/ team leader, Mr. Allen has taken his previous petro chemical industry experience and has worked closely with traffic industry software and hardware developers to test and improve reliability and accuracy of various types of traffic data collection technologies including Thru Traffic, Miovision, Jamar Technologies, Post Oak Traffic's Bluetooth AWAM, and MicroTraffic. He has also has worked with Harris County's Engineering Group to develop and implement a progressive software output to accommodate planning, signalization, and quantitative MOEs on major arterials. Roger also implemented a total quality management system which includes proactive testing and maintenance of traffic data collection equipment to minimize equipment failure during projects. He also developed all safety and installation methods for C J Hensch and Associates' data collection efforts. His goal is to perform a project right the first time. As the team's key person for technical development/ project management, and technical support, Mr. Allen will ensure that the CJH Team will deliver the highest quality traffic data.

Renewal Status **JANUARY 9, 2024 (ACTIVE)**
Firm Name **TEDSI INFRASTRUCTURE GROUP, INC.**
Mailing Address 1201 E INTERSTATE HIGHWAY 2
MISSION, TX 78572
Firm Phone (956)424-7898

Areas of Certification

1.2.1	Systems Planning
1.4.1	Land Planning/Engineering
1.5.1	Feasibility Studies
3.2.1	Route Studies & Schematic Design
4.2.1	Roadway Design
4.4.1	Freeway Interchanges
4.5.1	Constructability Review
7.1.1	Traffic Engineering Studies
7.3.1	Traffic Signal Timing
7.4.1	Traffic Control Systems Analysis, Design And Implementation
7.5.1	Intelligent Transportation Systems
8.1.1	Signing, Pavement Marking, And Channelization
8.2.1	Illumination
8.3.1	Signalization
8.4.1	ITS Control Systems Analysis, Design & Implementation
8.6.1	Rail-Highway Design
9.1.1	Bicycle and Pedestrian Facility Devel. (Retired Category)
10.1.1	Hydrologic Studies
10.2.1	Roadway Hydraulic Design
10.3.1	Bridge Hydraulic Design
10.5.1	Bridge Scour Evaluations And Analysis
15.1.1	Right of Way Surveys
15.2.1	Design Survey
15.2.2	Construction Survey
15.3.5	Horizontal and Vertical Control
18.4.1	Utility Engineering

Renewal Status **JANUARY 17, 2024 (ACTIVE)**

Firm Name **LDG ENTERPRISES, LLC DBA GDJ ENGINEERING**

Mailing Address 2805 FOUNTAIN PLAZA BLVD., SUITE A

EDINBURG, TX 78539

Firm Phone (956)639-2404

Areas of Certification

1.1.1	Policy Planning
1.2.1	Systems Planning
1.3.1	Subarea/Corridor Planning
1.8.1	Public Involvement
1.9.1	Geographic Information System (GIS) and Data Analysis
2.1.1	Traffic Noise Analysis
2.2.1	Air Quality Analysis
2.3.1	Wetland Delineation
2.4.1	Nationwide Permit
2.4.2	Clean Water Act Sec. 404 Permits
2.6.2	Impact Evaluation Assessments (Retired Category)
2.6.5	Protected Species Evaluations
2.6.6	U.S. Fish and Wildlife Service (USFWS)/National Marine Fish
2.7.1	Sec. 4(F)/6(F) Evaluations
2.12.1	Socio-Economic And Environmental Justice Analyses
2.13.1	Hazardous Materials Initial Site Assessment
2.14.1	Environmental Document Preparation
3.2.1	Route Studies & Schematic Design
4.2.1	Roadway Design
8.1.1	Signing, Pavement Marking, And Channelization
10.1.1	Hydrologic Studies
10.2.1	Roadway Hydraulic Design
10.5.1	Bridge Scour Evaluations And Analysis
11.1.1	Roadway Construction Management And Inspection
11.4.1	Environmental Inspections
18.2.1	Subsurface Utility Engineering (Utility Eng. Investigation)
18.3.1	Utility Adjustment Coordination
18.6.1	Utility Management & Coordination Oversight

enewal Status	**JANUARY 17, 2024 (ACTIVE)**
Firm Name	**GRADIENT SYSTEMATICS, LLC**
Mailing Address	2200 VICTORY AVENUE, APT 1607 DALLAS, TX 75219
Firm Phone	(972)926-3480

Areas of Certification

1.1.1	Policy Planning
1.2.1	Systems Planning
1.3.1	Subarea/Corridor Planning
1.4.1	Land Planning/Engineering
1.5.1	Feasibility Studies
1.6.1	Major Investment Studies
1.7.1	Traffic Demand Modeling
2.12.1	Socio-Economic And Environmental Justice Analyses
7.1.1	Traffic Engineering Studies
7.5.1	Intelligent Transportation Systems

Texas Board of Professional Engineers and Land Surveyors

CERTIFICATE OF REGISTRATION

This acknowledges that

TEDSI Infrastructure Group Inc

has fulfilled the requirements of the Texas Board of Professional Engineers and Land Surveyors to offer and perform engineering services in the state of Texas.

Registration Number
F-1640

Expiration Date
9/30/2024

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: Eric Dietrich TITLE: Project Manager

ADDRESS: 1201 E. Interstate Highway 2

Mission, Texas 78572

TELEPHONE NO.: (956) 424-7898 FAX: (956) 424-7022

INTERNET EMAIL ADDRESS: edietrich@tedsi.com

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: Jesus Salinas TITLE: CEO/President

ADDRESS: 1201 E. Interstate Highway 2

Mission, Texas 78572

TELEPHONE NO.: (956) 424-7898 FAX: (956) 424-7022

INTERNET EMAIL ADDRESS: jsalinas@tedsi.com

LRGVDC FORM (A) DBE FORM 1

Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

DBE SCHEDULE OF DBE PARTICIPATION

Name of Proposer: TEDSI Infrastructure Group, Inc.

Project: Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

Project No.: N/A

Proposal No: N/A

Total Proposal Amount: TBD Upon Selection

NAME OF DBE SUBCONTRACTOR	ADDRESS	TYPE OF WORK SUBCONTRACTE	DBE	SUBCONTRACT VALUE
GDJ Engineering	2805 Fountain Plaza Blvd., Suite A Edinburg, Texas 78539	Environmental Constraints	No	$ TBD Upon Selection
C J Hensch & Associates, Inc.	5215 Sycamore Avenue Pasadena, Texas 77503	Data Collection	No	$ TBD Upon Selection
Gradient Systematics, LLC	603 Munger Ave., Suite 100 Dallas, Texas 75202	Traffic Projections/Safety Analysis	Yes	$ TBD Upon Selection
				$
				$

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

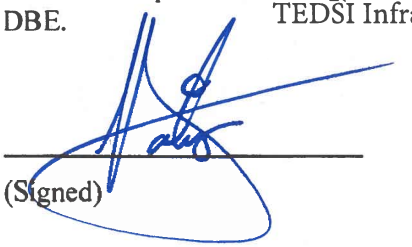
FORM (A) DBE FORM 2

Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

DBE SUBCONTRACTOR IDENTIFICATION

(Reproduce as necessary)

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



(Signed)

Jesus Salinas

(Printed)

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

Texas Department of Transportation

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

Disadvantaged Business Enterprise Program

This certifies that the following listed firm is certified as a **DBE**
in accordance with 49 Code of Federal Regulations Part 26

TEDSI Infrastructure Group, Inc. (VN: 26838)

This Certificate is subject to suspension or revocation, and DBE information verification annually, upon the anniversary month. Current certification information will be listed in the Texas Unified Certification Program (TUCP) Directory located at
https://txdot.txdotcms.com

July 27, 2016

Date Issued

Michael D. Bryant
Director
Civil Rights Division

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):

NON DBE

_____

_____

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 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.

S. Bohluli

(Signed)

Shahram "Sam" Bohluli - Executive Vice President / Co-Founder
Gradient Systematics, LLC

(Printed)

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

North Centrale Texas Regional Certification Agency

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

Disadvantaged Business Enterprise (DBE)
Gradient Systematics, LLC

Gradient Systematics, LLC

has filed with the Agency an Affidavit as defined by NCTRCA Disadvantaged Business Enterprise (DBE) 49 CFR Part 26 and is hereby certified to provide service(s) in the following areas:

NAICS 541330: CIVIL ENGINEERING SERVICES
NAICS 541330: ENGINEERING CONSULTING SERVICES
NAICS 541330: ENGINEERING SERVICES
NAICS 541330: TRAFFIC ENGINEERING CONSULTING SERVICES

This Certification commences December 19, 2023 and supersedes any registration or listing previously issued. This certification must be updated annually by submission of an Annual Update Affidavit. At any time there is a change in ownership, control of the firm or operation, notification must be made immediately to the North Central Texas Regional Certification Agency for eligibility evaluation.

Issued Date: December 19, 2023
CERTIFICATION NO. WFDB74442Y1224

Texas Unified Certification Program
TUCP

Ronald C. Jordan, Jr.

Certification Administrator

DocuSign Envelope ID: B0E2D4EF-9948-4580-8947-13761B86414E

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.

DocuSigned by:
Marshall Cheek
2E1A201262304E5...

(Signed)

Marshall Cheek

(Printed)

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

Non-DBE

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: TEDSI Infrastructure Group, Inc. (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:

NON DBE

(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.

03/01/2024	956-603-2025	GDJ Engineering, LLC
Date	Telephone No.	Name of DBE Subcontractor

By: 2805 Fountain Plaza Blvd. Ste. A
(Firm Address)

(Signature)

Name: Edinburg, Tx 78539
(City and State)

Robert J. Macheska, P.E., CFM
(Typed)

Title: Executive VP/COO

LRGVDC

FORM (A) DBE FORM 3

Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

To: TEDSI Infrastructure Group, Inc. (Name of General Contractor Proposing)

PROJECT: Weslaco, Southwest Loop

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:

Traffic projection and Safety analysis

(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.

03/01/2024	(972) 926-3480	Gradient Systematics, LLC
Date	Telephone No.	Name of DBE Subcontractor

By: Shahram "Sam" Bohluli _____
(Firm Address) (Signature)

Name: 603 Munger Ave., Suite 100, Dallas, TX, 75202 _____
(City and State) (Typed)

Title: Executive Vice President

DocuSign Envelope ID: B0E2D4EF-9948-4580-8947-13761B86414E

LRGVDC

FORM (A) DBE FORM 3

Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

To: TEDSI Infrastructure Group (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:

Traffic Data Collection Non-DBE

(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.

3/1/24	(281) 487-5417	CJ Hensch & Associates, Inc.
Date	Telephone No.	Name of DBE Subcontractor

By: 5215 Sycamore Ave. (Firm Address)

DocuSigned by: Marshall Cheek 2E1A201262304E5... (Signature)

Name: Pasadena, TX 77503 (City and State)

Marshall Cheek (Typed)

Title: General Manager

LRGVDC

FORM (A) DBE FORM 4

Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

UNAVAILABILITY CERTIFICATION

I, Jesus Salinas, of TEDSI Infrastructure Group, Inc.

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
03/01/2024	No	GDJ Engineering	Environmental
03/01/2024	No	C J Hensch & Associates, Inc.	Data Collection
03/01/2024	Yes	Gradient Systematics, LLC	Traffic Projections/Safety Analysis

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

None

_____ $_____

_____ $_____

_____ $_____

_____ $_____

_____ $_____

GDJ Engineering
www.GDJEng.com
2805 Fountain Plaza Blvd.,
Suite A, Edinburg, TX 78539
(956) 603-2025

March 01, 2024

RE: Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

This letter is to certify that we as a subprovider (GDJ Engineering, LLC) of the prime Proposer have agreed to provide the staff and services named in the accompanying proposal by (TEDSI) for **Planning Corridor/Alignment Study for Southwest Loop on Mile 6 W. from Mile 5 N. to I-2 in Weslaco, TX**. If awarded a contract, we agree to the teaming arrangement with the Proposer.

Sincerely,

Subprovider Signature

03/01/24
Date

Robert Macheska, P.E., CFM, Executive VP/COO
Printed Name and Title

TRANSPORTATIONUTILITIESDRAINAGEENVIRONMENTALSTRUCTU
PROJECTMANAGEMENTENGINEERINGDESIGNCIVILCONSTRUCTION
BRIDGEDESIGNROADWAYDESIGNTRAFFICDESIGNMPOCOORDINAT
WATER&WASTEWATERDESIGNPROJECTMANAGEMENTCONSTRUCT
TRANSPORTATIONUTILITIESDRAINAGEENVIRONMENTALSTRUCTU
PROJECTMANAGEMENTENGINEERINGDESIGNCIVILCONSTRUCTION
BRIDGEDESIGNROADWAYDESIGNTRAFFICDESIGNMPOCOORDINAT
WATER&WASTEWATERDESIGNPROJECTMANAGEMENTCONSTRUCT

603 Munger Ave., Suite 100
Dallas, TX 75202
Tel: (972) 926-3480

Date: March 1, 2024

To: Lower Rio Grande MPO

Subject: Weslaco, TX Corridor Study of Southwest Loop

This letter is to certify that Gradient Systematics, LLC, as a sub-provider of the prime Proposer, TEDSI Infrastructure Group, agreed to provide the staff and services named in the accompanying proposal for **Traffic Projections** for South west Loop in : H V O D F7 ,R , I D Z DFURQ-HGZUHD F W agree to the teaming arrangement with the Proposer.

6 L Q F H U H O \

Sam Bohluli, Ph.D., PE.,
Executive Vice President
sbohluli@gradientsystematics.com

March 1, 2024

Ms. Claudia Garza
Project Administrator
TEDSI Infrastructure Group
1201 E. Interstate Highway 2
Mission, TX 78572

RE: Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

Dear Claudia:

This letter is to certify that we as a sub-provider, C J Hensch & Associates, Inc., commit to provide the staff and services named in the accompanying proposal by (TEDSI) for data collection services for Southwest Loop Planning Corridor/Alignment Study in Weslaco, TX. If awarded a contract, we agree to the teaming arrangement with the Proposer.

Sincerely,

Marshall Cheek

Marshall Cheek, PE, PTOE

General Manager
C J HENSCH & ASSOCIATES, INC.

LRGVDC FORM (__) - ADDENDA ACKNOWLDEGEMENT

In the space provided below, acknowledge receipt of addenda: *(if applicable)*

	Date Received:
#1	01/22/2024 ERD
#2	02/02/2024 ERD
#3	
#4	
#5	
#6	
#7	
#8	

Addendum #1

From: lrgvdc
Sent:
To:
Cc:
Subject: RE: Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

Good Morning,

Thank you for your interest in the RGVMPO RFP. Response to your inquiry is in red text below following the question.

Hello,
We had the following question - Are any firms precluded from submitting on this proposal? If so, which firms?

Submission eligibility for this proposal is contingent on compliance with TxDOT and LRGVDC. Firms that are not debarred from these entities are welcome to submit. If you have any specific concerns about preclusion, please let us know, and we'll be happy to provide more information.

Thank you,

Lower Rio Grande Valley Development Council

Addendum #2

From: lrgvdc
Sent:
To:
Cc:
Subject: RE: Weslaco, TX Southwest Loop Planning Corridor/Alignment Study
Attachments: Addenda.Acknowledgement.Form.pdf

Importance: High

Good Morning,

Thank you for your interest in the RGVMPO RFP. Responses to your inquiry are in red text below following the question.

- Do we need to fill in the Forms DBE 1, 2, and 3 if we are the prime consultant and are DBE certified as well?
  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.
- Do we need to include any other forms besides Forms DBE 1, 2, and 3?
  DBE FORM 4
- In what section do you want the Firm/Team information placed?
  5.1.4 Firm Qualifications, 5.1.5 Personnel and Staffing
- Can we use a digital signature on the 10 original Technical Proposals?
  Yes
- Can you please confirm who the lead agency will be for this contract?
  RGVMPO
- Please specify what to include in 5.1.6 Required Certification and Submittal.
  DBE Certification if applicable
- The RFP states "8.6 Inquiries and Administrative Guidance - The respondent must acknowledge receipt of all addenda (amendments) by completing and emailing the Addendum Response Form to LRGVDC at lrgvdc@lrgvdc.org." Can you please provide the form?
- Please see attached Form.
- The RFP states "8.6 Inquiries and Administrative Guidance - The respondent must acknowledge receipt of all addenda (amendments) by completing and emailing the Addendum Response Form to LRGVDC at lrgvdc@lrgvdc.org." Please confirm that the form is to be returned with our submittal?
- Yes, the form can be returned with your submittal.
- Do you have a budget established for this project?
  Yes, cannot share this information
- Do you want tabs to separate the sections?
  Would be helpful but not necessary
- Do we organize our submittal to match/follow the Part V TECHNICAL PROPOSAL REQUIREMENT or Part VI TECHNICAL PROPOSAL FORMAT
  Both start with part 6 and then part 5
- In 6.1 Introduction it states, 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. Can you please clarify what the "state resources that will be devoted and required to fulfill each task" is asking for?
  State as is to make known not as in State of Texas
- Whose planning criteria will the consultant team be expected to follow in the development of the study: TxDOT, RGVMPO, LRGVDC, or other?
  RGVMPO

- Depending on the agency whose planning criteria is being followed, what additional certifications will be required of the consultant team other than those listed in the RFP?
  No additional certifications necessary.
- Under what agency or agencies is operational jurisdiction of the corridor anticipated to be?
  City of Weslaco and Hidalgo County

Thank you,

Lower Rio Grande Valley Development Council

IV. Action & Discussion Items

C. Discussion and Possible Action regarding Category 7 Utilization & Carryover

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

Presenter: **Eva Garcia, RGVMPO Planner III**

Summary: Continuation of the Texas Administrative Code (TAC) Chapter 16 revisions discussion. RGVMPO Staff will recapitulate questions and comments from the Transportation Policy Board and a summary of the March 2024 meeting with TxDOT's FIN Division.

Background: The Texas Transportation Commission approved Minute Order (MO) 116630 on January 17, 2024, officially amending the TAC. This MO impacts Transportation Allocation Funding Formulas for the Unified Transportation Program (UTP). The new TAC rules will require the RGVMPO to increase allocation utilization and decrease carryover to prevent the transfer of Category 7 funds exceeding the 200% fiscal year allocation threshold.

TAC Rule Change Impacts

On January 17, 2024, the Texas Transportation Commission passed Minute Order 116630 officially adopting amendments to

§ §16.105 Unified Transportation Program

& § §16.154 Transportation Allocation Funding Formulas

relating to Planning & Development of Transportation Projects to be codified under Title 43, Texas Administrative Code, Part 1.

§16.154 – Transportation Allocation Funding Formulas

Category Allocations

- Category 2 (Metro and Urban Corridors)
  - Clarifies Commission intent for Cat. 2 funding to be used on priority projects determined by MPOs
  - Adds districts to the Cat. 2 allocation and specifies funding is for projects within the MPO boundaries

Carryover Adjustments

- Clarifies definition of "carryover" and "committed" funds*
- Prescribes annual review of Cat. 5 and Cat. 7 carryover to address potential underutilization of funding
- Category 5 (CMAQ)
  - If a district or MPO carries over more than 200% of its Cat. 5 allocation from the previous year, TxDOT may redistribute the amount above 200% to other eligible districts or MPOs

Category 7 (Metro Mobility and Rehab)

- If an MPO carries over more than 200% of its Cat. 7 allocation, TxDOT may reduce the district/MPO's Cat. 2 carryover by an equivalent amount and transfer the amount to the district's Cat. 11 (District Discretionary) allocation for safety projects

- TxDOT will report to the Commission and notify impacted MPOs prior to making carryover redistributions*

*Revisions to rules after considering public comments

Federal funds lapse within 4 years of allocation.

- **§16.105 – Unified Transportation Program**

Major Changes

- Clarifies that "major changes" and changes to funding allocations in Category 12 (Strategic Priority) require adoption by the commission
- Clarifies that carryover redistribution does not constitute a major change

Increase Utilization & Decrease Carryover!

Category 7: Implementing Cat 2 Carryover Provisions

Cat 7 (STP MM)

% Remaining	200%

	a			b	c	d = b - c	d/a	
MPO	FY24 Allocation	FY23 Carryover	FTR adjs	FY24 Revised Allocation	*Total Used*	Remaining Allocation	Remaining Allocation as % of FY24 Allocation	Amount Subject to TAC Rule*
Alamo Area	60.82	133.84	0.00	194.66	*115.08*	79.58	131%	0.00
CAMPO	47.13	136.83	0.00	183.96	*152.90*	31.06	66%	0.00
Corpus Christi	11.07	24.83	0.00	35.90	*0.00*	35.90	324%	13.76
El Paso	26.72	41.38	0.00	68.10	*49.30*	18.80	70%	0.00
HGAC	179.34	420.45	0.00	599.79	*93.31*	506.48	282%	147.80
Killeen-Temple	7.53	14.95	0.00	22.48	*8.28*	14.20	189%	0.00
Laredo	8.15	55.46	0.00	63.61	*100.00*	(36.39)	-447%	0.00
Lubbock	8.21	(4.74)	0.00	3.47	*7.00*	(3.53)	-43%	0.00
NCTCOG	189.85	55.54	0.00	245.39	*150.95*	94.44	50%	0.00
RGVMPO	32.74	115.00	0.00	147.74	*25.14*	122.60	374%	57.12
Total	571.56	993.54	0.00	1,565.10	701.96	863.14		218.68

* Estimated impact of proposed TAC Rule change based on FY2024 allocation usage as of 1/3/2024

- Based on the 200% proposed TAC rule change, CRPMPO, HGAC and RGVMPO would be considered to p entially shift Category 2 funds to Category 11 Safety

Data as of 1/3/2024

= $65.48M

Category 7: ~~Proposed~~ TAC Rule Change Impacts

MPO	Balance Remaining					Estimated Utilization (%)				
	2024	2025	2026	2027	4-Year Total	2024	2025	2026	2027	4-Year Total
Corpus Christi	46,972,350	3,073,811	6,509,582	(3,943,308)	52,612,435	0.0%	72.8%	43.5%	135.6%	34.9%
HGAC	590,686,827	1,192,695	83,583,876	111,713,259	787,176,656	13.9%	99.3%	55.2%	37.7%	36.2%
RGVMPO	130,197,178	(3,709,833)	(43,197,795)	(17,981,845)	65,307,704	16.2%	111.1%	226.8%	154.9%	74.4%
	767,856,354	556,673	46,895,662	89,788,106	927,893,898	49.1%	88.7%	117.2%	59.0%	70.9%

= FY Scheduled (Est. Utilization)

- Based on programming and an assessment of remaining balances:
  - CRPMPO: Potentially transfer $13.76M from Cat 2 to Cat 11 Safety
  - HGAC: Potentially transfer $147.80M from Cat 2 to Cat 11 Safety
  - RGVMPO: Potentially transfer $57.12M from Cat 2 to Cat 11 Safety

Data as of 1/3/2024

Annual Review of Carryover

- Fall:
  - FIN finalize carryover
  - FIN/TPP run report of carryover
  - Assess programming / planned use for funds
  - Provide and discuss report to districts/MPOs
- Winter:
  - FIN/TPP rerun report and assess programming / planned use for funds
  - Present UTP Distribution to Commission
  - TxDOT leadership consider implementing TAC 200% threshold
  - Report provided to Commission and notification to impacted MPOs prior to redistribution of carryover

FY 2024 MPO Allocation Utilization

Category 5 Allocation

MPO	FY24 Revised Allocation	FY24 Scheduled	Allocation Remaining	% Scheduled to Allocation
AAMPO	$56.61	($18.93)	$37.68	33.40%
EL Paso MPO	$23.22	($15.67)	$7.55	67.50%
HGAC MPO	$364.71	($101.31)	$263.40	27.80%
NCTCOG MPO	$80.33	($70.83)	$9.50	88.20%
Total	**$524.87**	**($206.74)**	**$318.13**	**39.40%**

Category 7 Allocation

MPO	FY24 Revised Allocation	FY24 Scheduled	Allocation Remaining	% Scheduled to Allocation
AAMPO	$194.66	($115.08)	$79.58	59.10%
CAMPO	$183.96	($152.90)	$31.06	83.10%
Corpus Christi MPO	$35.90	$0.00	$35.90	0.00%
El Paso MPO	$68.10	($49.30)	$18.80	72.40%
HGAC	$599.80	($93.31)	$506.49	15.60%
KTUTS	$22.48	($8.28)	$14.19	36.80%
Laredo MPO	$63.61	($100.00)	($36.39)	157.20%
Lubbock MPO	$3.47	($7.00)	($3.53)	201.70%
NCTCOG	$245.40	($150.95)	$94.45	61.50%
RGV MPO	$147.74	($25.14)	$122.59	17.00%
Total	**$1,565.12**	**($701.96)**	**$863.14**	**44.90%**

= Carryover

- Allocations include federal plus state/local match
- Revised Allocations include prior fiscal year carryover
- FY 2025 UTP will reflect allocations for Bryan, Amarillo, McKinney-Frisco & Woodlands-Conroe

Data as of 1/3/2024

FY2024 Allocation Utilization:

Only 17% of allocated RGVMPO Category 7 (STP MM/Flex) funds are scheduled for construction projects in FY2024.

= Projects that were programmed for previous FY did not let/obligate.

= Low allocation utilization (est. obligation).

= High carryover!!!

= High revised allocation amounts.

= Increased risk of lapsing funds!!

Increase Utilization & Decrease Carryover!

Project Readiness Workshop
Goal & Objectives

Strategize to help optimize the use of federal funds.

= Maintain consistent project development.

= Advance projects from the MTP into TIP.

= Address projects in the TIP that are delayed or unlikely to obligate.

Project Reporting

= Prioritizing Category 7 (STP MM/Flex) projects due to TAC rule.

= Focus on projects with funds for construction.

Increase Utilization & Decrease Carryover!

Project Readiness Reporting

Transportation Improvement Program (TIP; 4-YR)

FY2024 Projects & Utilization

FY2025 Projects & Utilization

FY2026 Projects & Utilization

Metropolitan Transportation Plan (MTP; 10-YR)

FY2027 Projects & Utilization

FY2028 Projects & Utilization

Outer Years

Questions??

FOR REFERENCE ONLY

FY2024 Projects & Utilization

* Only Construction Project's CAT 7 Amounts (incl. Flex) ** Local Contribution included in Total Project Cost (*not 3LC*)

Project Sponsor	CSJ #	Project Name	Project Phase	Federal Amount	State Amount	Total Project Cost
Pharr	0921-02-479	Twin Span Bridge (Pharr Bridge Expansion)	C	$1,600,000	$260,000	$2,000,000
Pharr	0921-02-363	I Road (Rancho Blanco – Dicker Rd.)	C, CE	$9,142,657	$1,598,155	$10,824,925
TXDOT/ HC 4	1064-01-043	FM 676	C	$4,000,000	$1,000,000	$5,000,000
Pharr	0921-02-499	I Road (Dicker to Military Hwy)	C, CE	$6,962,135	$1,575,845	$8,621,083
Total Utilization (federal STP MM & Flex + state/local match) :				**$21,704,792**	**$4,434,000**	**$26,446,008**
					Total STP MM/Flex Scheduled to be Utilized for Construction (less CE amounts) :	**$25,142,582**

FY2025 Projects & Utilization

* Only CAT 7 *Construction* Amounts (incl. CRRSAA/Flex) ** Local Contribution included in Total Project Cost (*not 3LC*)

Project Sponsor	CSJ #	Project Name	Federal + State/Local Const. Amount
HC PCT 1	0921-02-254	Mile 1 East	$6,000,000
HC PCT 2	0921-02-361	Nolana Loop (S1)	$17,473,718
HC PCT 3	0921-02-332	Mile 3 N – Phase II	$5,922,500
McAllen	0921-02-512	Bensten Rd.	$4,060,840
CCRMA	0684-01-068	SH 550 Gap II	$19,131,922
Total STP MM/Flex Scheduled to be Utilized for *Construction*:			**$52,588,980**

Project Sponsor	CSJ #	FY2026 Project Name	Federal + State/Local Amount
HC PCT 3	0921-02-194	Liberty Blvd	$13,951,272
HC PCT 1	0921-02-447	Mile 6 W	$22,612,489
Pharr	0921-02-436	Moore Rd	$6,084,000
Edinburg	0921-02-440	Freddy Gonzalez Dr	$5,196,846
Mission/HC 3	0921-02-521	Los Ebanos Rd	
TxDOT	0921-02-142	IBTC	$20,000,000
CCRMA	0921-06-291	Morrison Rd	
CCRMA	0921-06-247	South Parallel Corridor III	$6,720,000
McAllen/HC 4	0921-02-362	Russell Rd	$4,950,000
Pharr	0921-02-376	Hi Line West Rd	$5,200,000
Pharr	0921-02-375	Hi Line East Rd	$6,665,273
HC PCT 3	0921-02-328	Taylor Rd	$12,600,000
CCRMA	0921-06-315	East Loop	$20,000,000
CCRMA	0921-06-340	West Blvd.	$150,000 (C, CE)
Cameron Co.	0921-06-290	Old Alice Rd (BSP to SH100)	$20,330,000 (C, CE)
		Total Utilization (federal STP MM & Flex + state/local match) :	**$144,459,880**

FY2027 Projects & Utilization

* CAT 7 Amounts (includes all phases) ** Local Contribution included in Total Project Cost (*not 3LC*)

Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
San Juan/ Alamo/ HC 1 & 2	0921-02-399	Cesar Chavez	$6,850,000
San Juan/ Alamo/ HC 1 & 2	0921-02-405	Cesar Chavez Rd	$21,350,000
Mission/ McAllen/ Hidalgo	0921-02-395	Inspiration/Military Parkway Loop	$22,250,000
HC PCT 1	0921-02-475	Nolana Loop (S4) (FM 493 – FM 88)	$4,000,000
Total Category 7/STP MM Programmed/Scheduled to be Utilized:			**$54,450,000**

FY2028 Projects & Utilization

* CAT 7 Amounts (includes all phases) ** Local Contribution included in Total Project Cost (*not 3LC*)

Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
HC 3	0921-02-322	Liberty Blvd (Phase II)	$10,800,000
Pharr/San Juan/HC 2	0921-02-403	Eldora Rd	$13,720,000
Total Category 7/STP MM Programmed/Scheduled to be Utilized:			**$24,520,000**

Outer Years

* CAT 7 Amounts (includes all phases) ** Local Contribution included in Total Project Cost (*not 3LC*)

MTP FY	Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
FY 2029	CCRMA	0921-06-292	Whipple Rd	$4,541,623
FY 2029	McAllen	0921-02-396	Nolana Loop (Ware Rd – 23rd St)	$3,420,000
FY 2029	Weslaco/HC PCT 1	0921-02-360	Mile 10 N	$18,920,000
FY2029	HC PCT 1	0921-02-448	Mile 6 W Rd	$12,000,000
FY 2030	CCRMA	0921-06-330	Dana Ave (FM 3248 – FM 802)	$16,180,000
FY 2030	Edinburg/HC PCT 4	0921-02-442	Trenton Rd (I-69/US 281 – FM 907)	$14,440,000
FY 2030	Edinburg	0921-02-466	Sprague Ave (Sugar Rd – SH 336)	$4,500,000
Total Category 7/STP MM Programmed/Scheduled to be Utilized:				**$74,001,623**

Outer Years Cont.'

* CAT 7 Amounts (includes all phases) ** Local Contribution included in Total Project Cost (*not 3LC*)

MTP FY	Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
FY 2032	Pharr	0921-02-437	Moore Rd East (Cage Rd – I Rd)	$7,950,000
FY 2032	Pharr	0921-02-434	Las Milpas Rd W (Jackson – Cage)	$6,240,000
FY 2032	CCRMA	0921-06-362	Morrison Rd (Seg 2)	$16,400,000
2034-2041	Brownsville	0921-06-329	Coffee Port Rd	$10,560,000
2034-2041	CCRMA	0921-06-335	San Roman Rd	$2,472,216
2034-2041	CCRMA	0921-06-332	Old Port Isabel Rd	$3,300,000
2034-2041	Brownsville	0921-06-328	14th Street	$3,888,000
2034-2041	Pharr	0921-02-435	Las Milpas Rd E (Cage – I Rd)	$8,460,000
2034-2041	Pharr	0921-02-438	Minnesota Rd West	$7,792,544
2034-2041	Pharr	0921-02-439	Minnesota Rd East	$7,792,544
Total Category 7/STP MM Programmed/Scheduled to be Utilized:				**$66,395,304**

IV. Action & Discussion Items

D. Discussion and Action for approval of Federal Functional Classification requests of SL 195 Projects Phase I and II.

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

Presenter: Luis Diaz RGVMPO Interim director

Summary: The RGVMPO is presenting projects requesting Federal Functional Classification:

- State Loop (SL) 195 Phase I
  - Project Limits: from FM 3167 to FM 755
  - CSJ: 3632-01-001
  - Rural principal arterial
- State Loop (SL) 195 Phase II
  - Project Limits from FM 649 to FM 3167
  - CSJ: 3632-01-002
  - Rural principal arterial

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 **(Resolution 2024-11 and Resolution 2024-12 to be presented to Policy Board for Approval on April 24, 2024).**

Federal Functional Classification Requests

State Highway Loop SL 195 Phase I			
Resolution 2024-11			
From	To	CSJ	Classification Requested
FM 3167	FM 755	3632-01-001	Rural principal arterial

State Highway Loop SL 195 Phase II			
Resolution 2024-12			
From	To	CSJ	Classification Requested
FM 649	FM 3167	3632-01-002	Rural principal arterial

DocuSign Envelope ID: 72E81E2B-BF7E-4BD1-A828-DD5ED58E4290

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

April 1, 2024

Luis M. Diaz
Interim Executive Director
Rio Grande Valley MPO
617 W. University Drive
Edinburg, Texas 78539

State Loop (SL) 195
Project Limits: from FM 3167 to FM 755
CSJ: 3632-01-001

Dear Mr. Diaz,

The purpose of this correspondence is to formally request the Functional Classification (FC) of the subject project from the RGVMPO and subsequently FHWA. The proposed project is a new location rural multilane divided highway that is to serve as a relief route for the communities between Rio Grande City and City of Roma in Starr County, Texas. State Loop (SL) 195 corridor, in its entirety, is 17.24 miles in length, beginning at US 83 (@ Loma Blanca) just West of Roma to FM 755 North- East of Rio Grande City. The proposed corridor is planned to be let in three (3) segments under the following CSJ's: *3632-01-001 from FM 3167* to FM 755, 3632-01-002 from FM 649 to FM 3167, and 3632-01-003 from US 83 (@ Loma Blanca) to FM 649. We are requesting the new corridor to be functionally classified as a rural principal arterial.

Currently, the existing US 83 corridor does not meet current traffic demand much less the future demands due to the anticipated regional growth in the local area and the Rio Grande Valley in general. The projected traffic volumes determined by the Transportation Planning and Programming Division (TPP) show this growth trend (Attachment B). The existing US 83 corridor does not provide adequate regional connectivity as inter-city motorists must transition from a 4-lane divided freeway with limited access points to a conventional roadway with at-grade signalized intersections that significantly hinder the level of service necessary for this corridor to function for its intended purpose. It is important to note that the US 83 corridor is a designated evacuation route. The construction of SL 195 will reduce congestion, improve safety, and improve mobility & regional connectivity by providing an alternative East-West arterial route for motorists to utilize.

The proposed design speed is 70 mph, and the project will include grade-separated crossings (overpasses) at intersections with other arterials which include signals where warranted, and cross overs at local streets. Major traffic generators adjacent to the project include several Rio Grande City Grulla Independent School District (RGCG-ISD) schools which include Ringgold Middle School, Veterans Middle School, Rio Grande City High School, Ringgold Elementary School, and Roque Guerra Jr. Elementary School. Adjacent to the project is a major hospital, Starr County Memorial Hospital, and a local college South Texas College Starr County Campus. Local Parks include Basilio Villarreal Municipal Park; and major businesses include Triple G Livestock Auction and the Rio Grande City Flea Market.

DocuSign Envelope ID: 72E81E2B-BF7E-4BD1-A828-DD5ED58E4290

The Texas Department of Transportation (TxDOT) has developed a full geometric schematic that has been approved by TxDOT Design Division as of 2017 (Attachment D), and the Environmental Assessment document (EA) has been cleared as of March 2021. The project is due for a re-evaluation which is scheduled to begin July 2024. Plans, Specifications, and Estimates are 100% complete, ROW is 100% acquired and utility coordination is underway to have the project ready to let August 2025. We anticipate to have the project open to traffic in FY 2029. In order to proceed with letting, TxDOT respectfully requests that the subject project be functionally classified as a rural principal arterial roadway.

Should the FC be granted in 2024, TxDOT commits to having the project ready-to-let in FY 2025. If you need any additional information or have any questions, please contact me at (956)702–6101.

Sincerely,

DocuSigned by:
Pedro R. Alvarez
EABA335C2DAA48C...

Pedro R. Alvarez, P.E.
District Engineer
TxDOT Pharr District

CC: Rex Costley, P.E., TxDOT Pharr District, Deputy District Engineer
Norma Y. Garza, P.E., TxDOT Pharr District, Director of Transportation Planning & Development
Dora E. Robles, P.E., TxDOT Pharr District, Advance Transportation Planning Director
Romualdo Mena, Jr., P.E., TxDOT Pharr District, Central Design Supervisor

Attachments

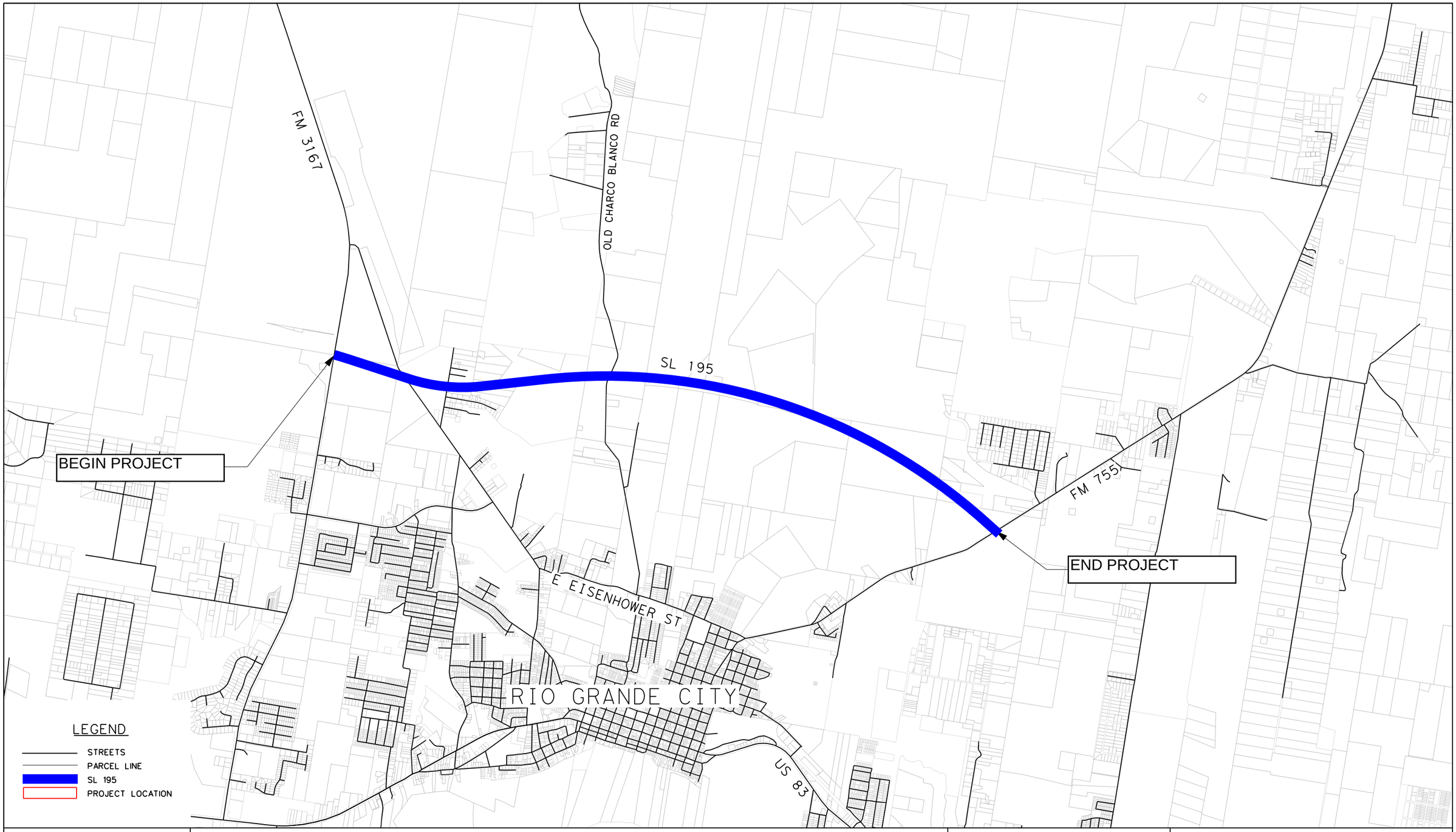
- Attachment A – Project Location Map
- Attachment B – TPP Traffic Data
- Attachment C – Facilities Map
- Attachment D - Approved Geometric Schematic

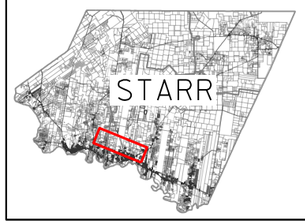
Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

ATTACHMENT A

Project Location Map & Land Use Map





SL 195 SEGMENT 1
LOCATION MAP

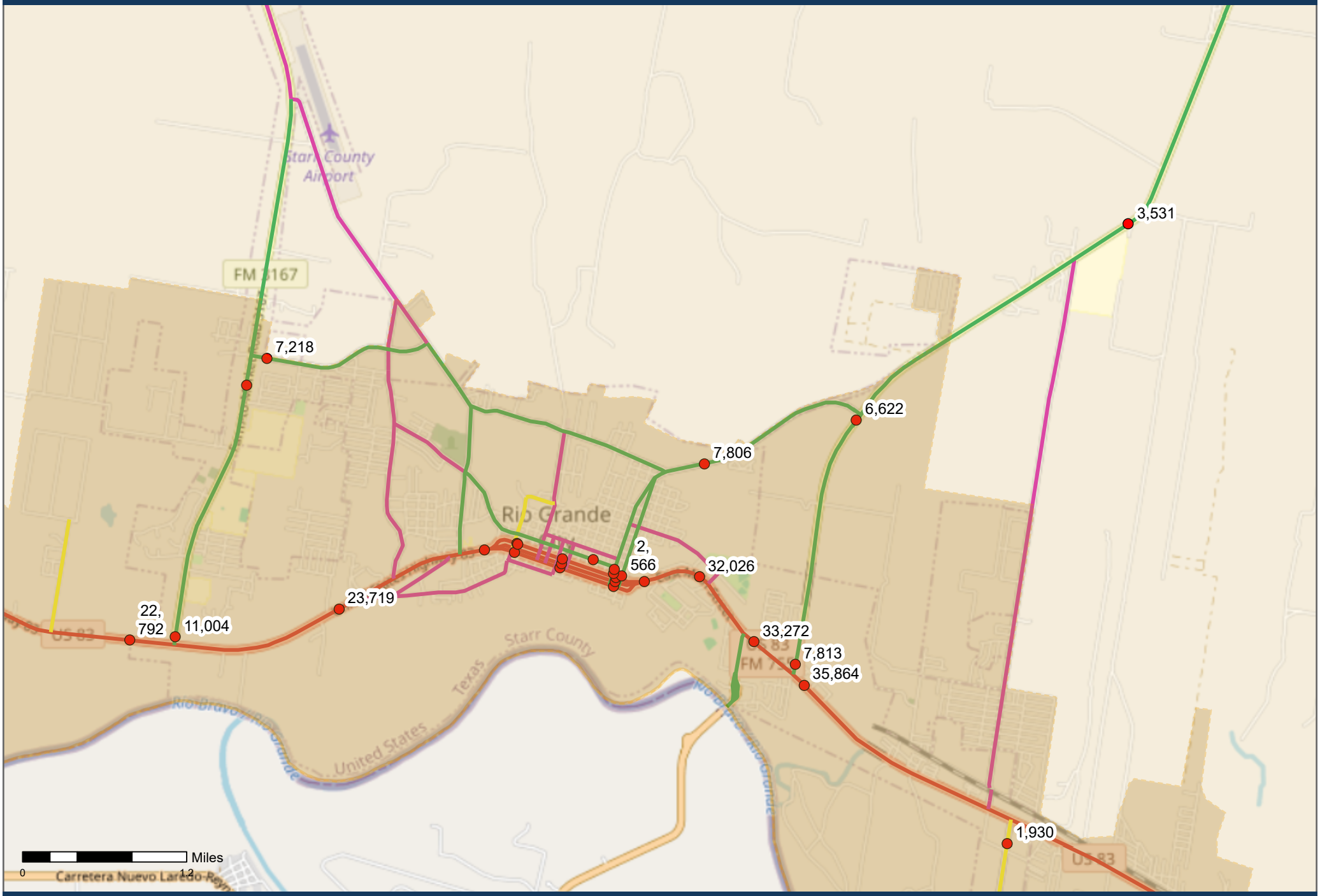
CSJ: 3632-01-001

0' 1500' 3000'
SCALE: 1"=3000'

N

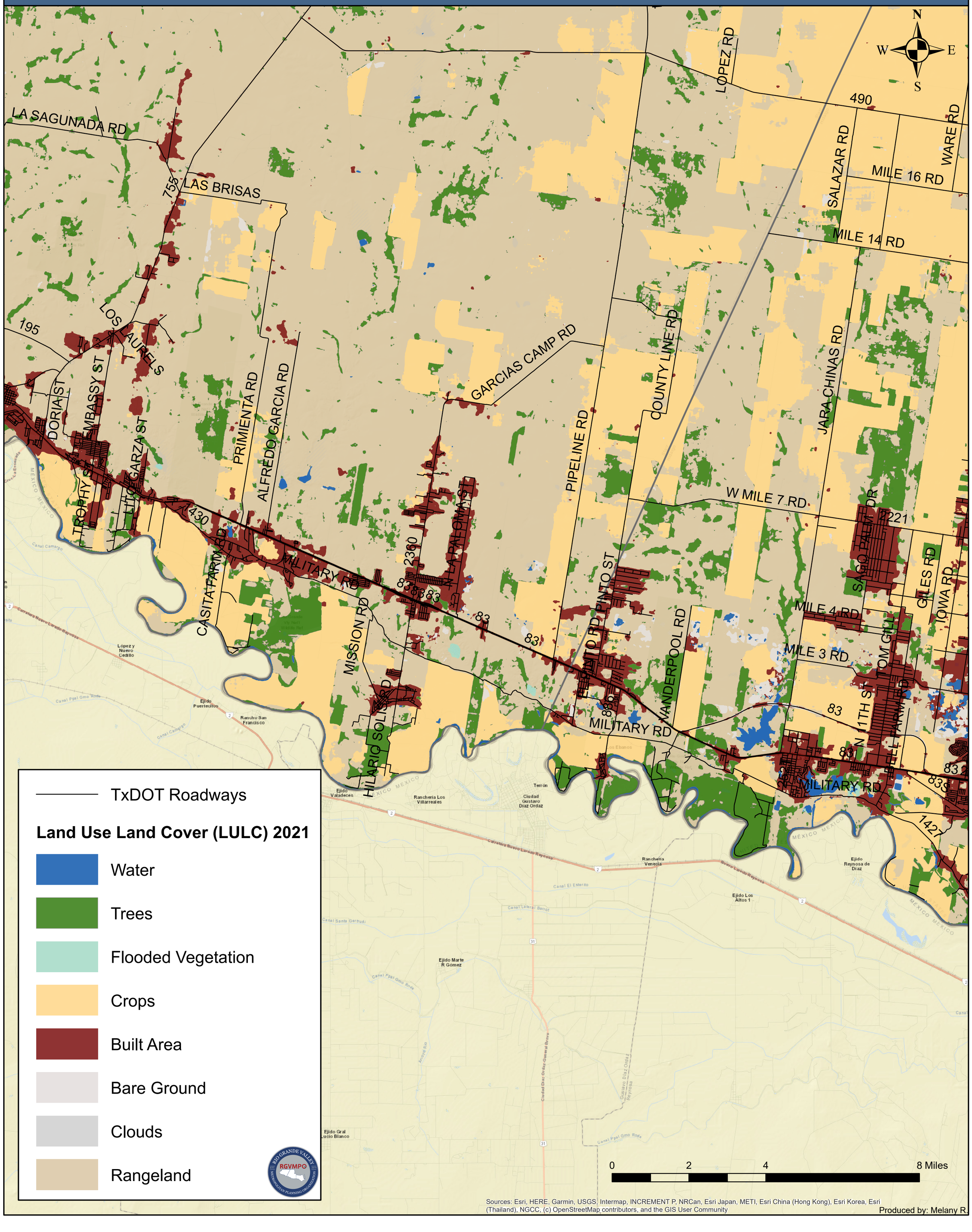
Texas Department of Transportation
©2024

Statewide Planning Map - SL 195



© 2024 Texas Department of Transportation | February 26, 2024

Land Use Land Cover of SL 195 Area



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Produced by: Melany R.

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

ATTACHMENT B

TPP Traffic Data

Texas Department of Transportation

MEMO

May 18, 2016

To: Toribio Garza, Jr., P.E., District Engineer
Attention: Homero Bazan, Jr., P.E., Director of TPD

Through: William E. Knowles, P.E.
Traffic Analysis Section Director, TPP

From: Lee Theobald
Transportation Analyst, TPP

Subject: Traffic Data
CSJ: 3632-01-001, 3632-01-002 and 3632-01-003
SL 195:
From FM 755 to 1.4 mi. NW of US 83/Loma Blanca Int.
US 83 Proposed Conditions (with SL 195 Constructed)
From FM 755 to 1.4 mi. NW of US 83/ Loma Blanca Int.
Starr County

Attached are tabulations showing traffic analysis for highway design for the 2022 to 2042 twenty year period for the SL 195 Proposed Conditions from FM 755 to FM 3167, from FM 3167 to FM 649, from FM 649 to 1.4 mi. NW of US 83/Loma Blanca Int. and for the US 83 Proposed conditions described limits of the route. Included are tabulations showing data for use in air and noise analysis.

Due to Differences in traffic volumes along US 83 Proposed Conditions, this project was separated into five sections.

US 83 Proposed Conditions after SL 195 Constructed

Section-1: From FM 755 to FM 3167
Section-2: From FM 3167 to FM 649
Section-3: From FM 649 to SP 200/Bravo Blvd.
Section-4: From SP 200/Bravo Blvd. to Athens St.
Section-5: From Athens St. to 1.4 mi. NW of US 83/Loma Blanca Int.

Please refer to your original email request dated March 16, 2016.

If you have any questions or need additional information, contact Lee Theobald at (512) 486-5143

Attachments

CC: Daniel Garcia, P.E., Transportation Engineer Supervisor, Pharr District
Design Division

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Pharr District **May 12, 2016**

Description of Location	Base Year Average Daily Traffic 2022	Base Year Average Daily Traffic 2042	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2022 to 2042) Flexible Pavement	S N	Rigid Pavement	SLAB
SL 195 (Proposed Conditions)												
From FM 755 To FM 3167 Starr County	9,800	12,900	51 - 49	9.3	5.7	3.4	11,000	60	2,177,000	3	3,038,000	8"

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	94.3	96.6
Medium Duty	1.6	1.0
Heavy Duty	4.1	2.4

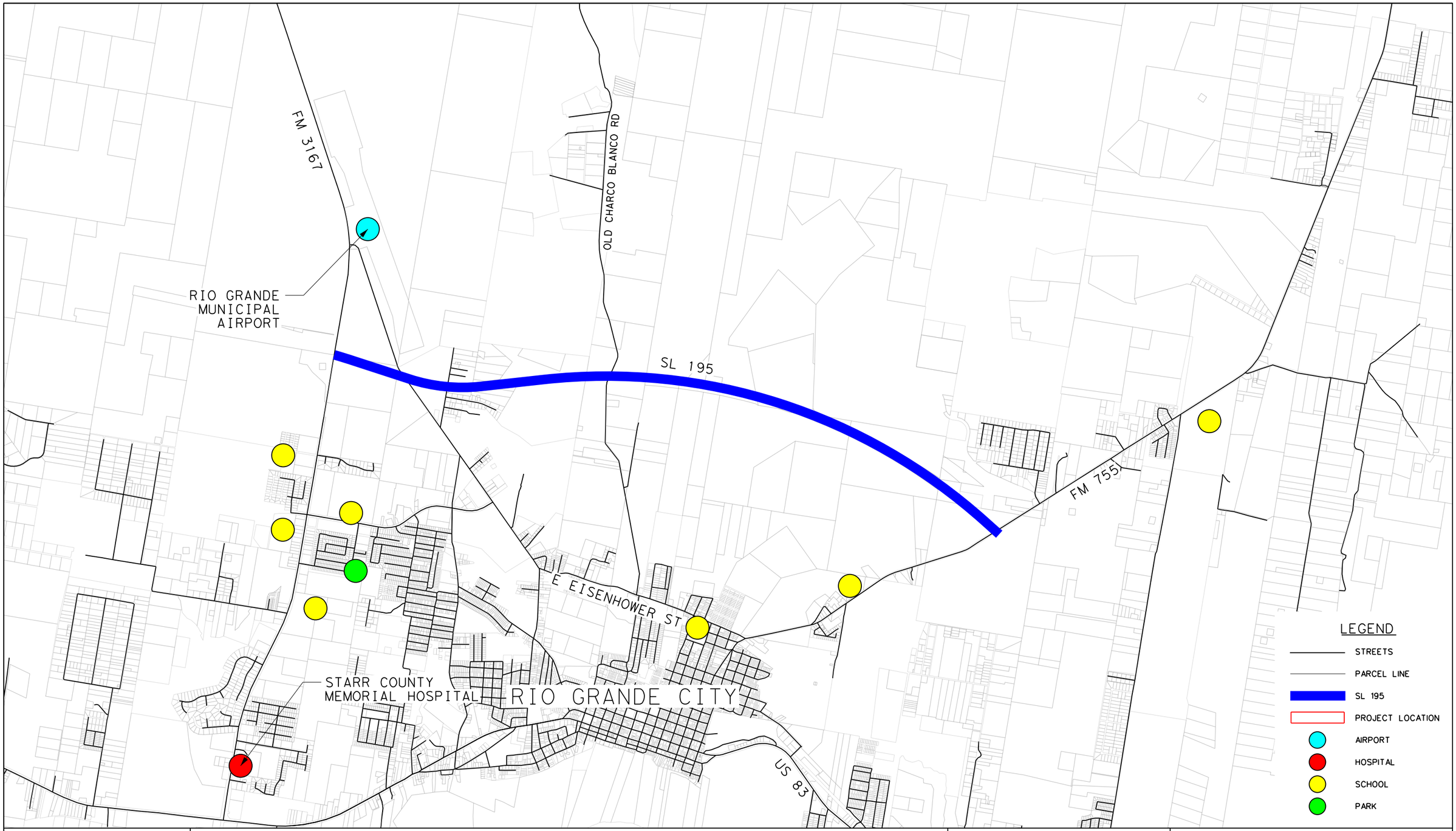
NOT INTENDED FOR CONSTRUCTION
BIDDING OR PERMIT PURPOSES
William Erick Knowles, P.E.
Serial Number 84704

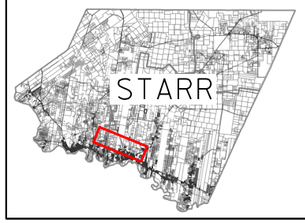
Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

ATTACHMENT C

Facilities Map





SL 195 SEGMENT 1
FACILITIES MAP

CSJ: 3632-01-001

0' 1500' 3000'
SCALE: 1"=3000'

N

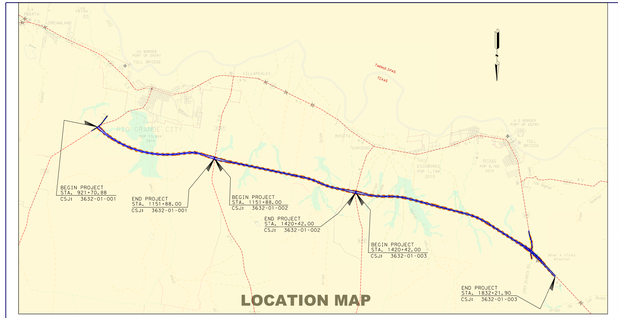
Texas Department of Transportation
© 2024

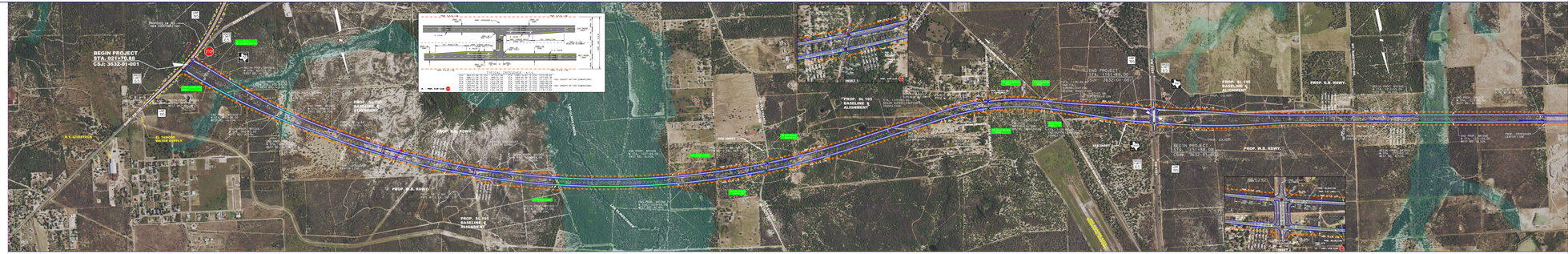
Texas Department of Transportation

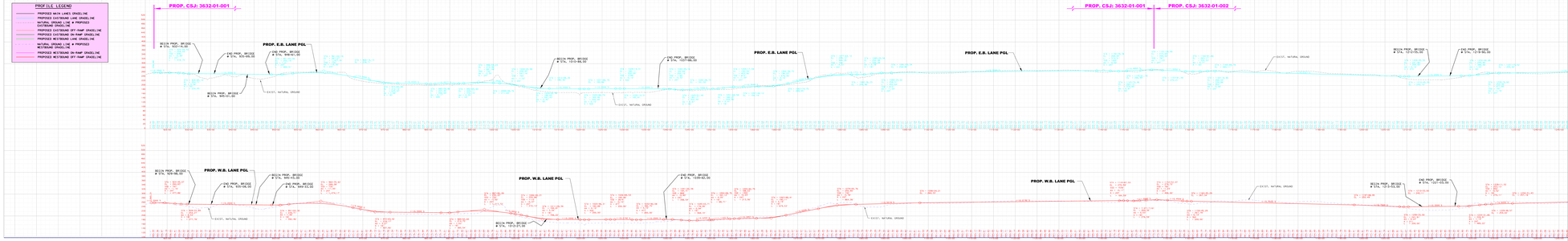
125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

ATTACHMENT D

Approved Geometric Schematic







© 2017

Texas Department of Transportation

SL 195 SCHEMATIC LAYOUT

(SL 195 RIO GRANDE/ROMA RELIEF ROUTE)
STARR COUNTY

LIMITS: FROM: FM 755
TO: ONE MILE NW OF US 83/LOMA BLANCA INTERSECTION

C.S.J.: 3632-01-001, (ETC.)

LENGTH: 17.24 MI.

PHARR DISTRICT

DESIGN SPEED: MAINLANES 70 MPH
RAMPS 70 MPH
DIRECT CONNECTOR 70 MPH
CROSS STREETS 30 MPH

FUNCTIONAL CLASSIFICATION: MULTILANE RURAL HIGHWAY

TxDOT OPERATIONS AND PROCEDURES MANUAL

DESIGN CRITERIA: CH. 3-SECTION 5 (MULTILANE RURAL HIGHWAY)
e MAX. = 6%

CURRENT AND PROJECTED
TRAFFIC VOLUMES: YEAR 2022 = 10,100
YEAR 2042 = 13,300

(EVALUATED AS A NON-TOLL ROADWAY)

PERCENT TRUCKS: 5.6 %

SCALE: 1" = 300'

SHEET 1 OF 3

PLAN LEGEND

- PROPOSED R.O.W. LINE
- EXISTING R.O.W. LINE
- CITY LIMITS
- ACCESS DENIED
- DIRECTION OF TRAFFIC FLOW
- PROPOSED LANE DIRECTIONAL INDICATOR
- EXISTING GAS LINE
- PROPOSED SIGN
- PROPOSED CANTILEVER SIGN
- SCHOOL
- SIGNAL LIGHT
- FLASHING BEACON
- FEMA 100 YR FLOOD PLAIN
- PROPOSED ROADWAY CONSTRUCTION
- PROPOSED BRIDGE CONSTRUCTION
- PROPOSED FM 755 CONSTRUCTION
- PROPOSED US 83 CONSTRUCTION
- (EXISTING ROADWAY (TO BE OBLITERATED)

Gas/Oil Well Legend

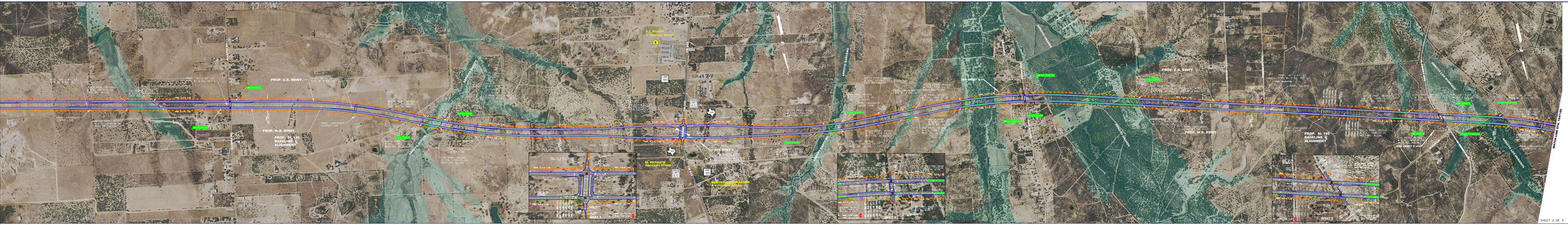
- Oil Well
- Gas Well

NOT A BIDDING DOCUMENT

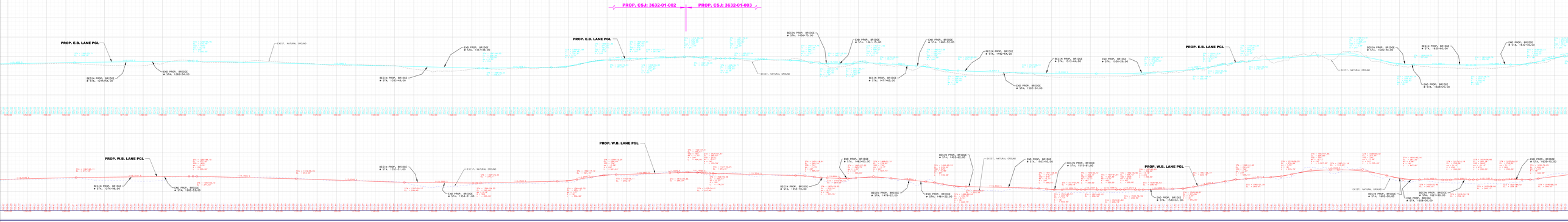
RONALDO MENA GUERRA, P.E.
DATE:
TEXAS REGISTRATION NUMBER 110113

PROFILE LEGEND

- PROPOSED MAIN LANES GRADELINE
- PROPOSED EXISTING LANE GRADELINE
- NATURAL GROUND LINE ● PROPOSED
- EXISTING GRADELINE
- PROPOSED EASTBOUND OFF RAMP GRADELINE
- PROPOSED EASTBOUND ON RAMP GRADELINE
- PROPOSED WESTBOUND GRADELINE
- NATURAL GROUND LINE ● PROPOSED
- WESTBOUND GRADELINE
- PROPOSED WESTBOUND ON RAMP GRADELINE
- PROPOSED WESTBOUND OFF RAMP GRADELINE



PROP. CSJ: 3632-01-002 | PROP. CSJ: 3632-01-003



DocuSign Envelope ID: 1E529783-82B0-4BD1-8BD8-9548A6588AEE

Texas Department of Transportation

600 W. INTERSTATE 2, PHARR, TEXAS 787577 | 956.702.6100 | WWW.TXDOT.GOV

April 1, 2024

Luis M. Diaz
Interim Executive Director
Rio Grande Valley MPO
617 W. University Drive
Edinburg, Texas 78539

State Loop (SL) 195
Project Limits from FM 649 to FM 3167
CSJ: 3632-01-002

Dear Mr. Diaz,

The purpose of this correspondence is to formally request the Functional Classification (FC) of the subject project from the RGVMPO and subsequently FHWA. The proposed project is a new location rural multilane divided highway that is to serve as a relief route for the communities between Rio Grande City and City of Roma in Starr County, Texas. State Loop (SL) 195, in its entirety, is 17.24 miles in length, beginning at US 83(@ 1 mile West of Loma Blanca) just West of Roma to FM 755 North-East of Rio Grande City. The proposed corridor is planned to be let in three (3) segments under the following CSJ's: 3632-01-001 from FM 3167 to FM 755, 3632-01-002 from FM 649 to FM 3167, and 3632-01-003 from US 83 (@ Loma Blanca) to FM 649. We are requesting the new corridor to be functionally classified as a rural principal arterial.

Currently, the existing US 83 corridor does not meet current traffic demand much less the future demands due to the anticipated regional growth in the local area and the Rio Grande Valley in general. The projected traffic volumes determined by the Transportation Planning and Programming Division (TPP) show this growth trend (Attachment B). The existing US 83 corridor does not provide adequate regional connectivity as inter-city motorists must transition from a 4-lane divided freeway with limited access points to a conventional roadway with at-grade signalized intersections that significantly hinder the level of service necessary for this corridor to function for its intended purpose. It is important to note that the US 83 corridor is a designated evacuation route. The construction of SL 195 will reduce congestion, improve safety, and improve mobility & regional connectivity by providing an alternative East-West arterial route for motorists to utilize.

The proposed design speed is 70 mph, and the project will include grade-separated crossings (overpasses) at intersections with other arterials which include signals where warranted, and cross overs at local streets. Major traffic generators adjacent to the project include several Rio Grande City Grulla Independent School District (RGCG-ISD) schools which include Ramiro Barrera Middle School, Rafaela T. Barrera Elementary School, and Veterans Memorial Elementary School.

The Texas Department of Transportation (TxDOT) has developed a full geometric schematic that has been approved by TxDOT Design Division as of 2017 (Attachment D), and the Environmental Assessment document (EA) has been cleared as of June 2021. The project is due for re-evaluation which is scheduled to begin July 2024 for the subject project. Plans, Specifications, and Estimates are 100% complete, ROW is 97% acquired and utility

DocuSign Envelope ID: 1E529783-82B0-4BD1-8BD8-9548A6588AEE

coordination is underway to have the project ready to let January 2026. We anticipate to have the project open to traffic in FY 2030. In order to proceed with letting, TxDOT respectfully requests that the subject project be functionally classified as a principal arterial roadway.

Should the FC be granted in 2024, TxDOT commits to having the project ready-to-let no later than FY 2026. If you need any additional information or have any questions, please contact me at (956) 702–6101.

Sincerely,

DocuSigned by:
Pedro R. Alvarez
EABA335C2DAA48C...

Pedro R. Alvarez, P.E.
District Engineer
TxDOT Pharr District

CC: Rex Costley, P.E., TxDOT Pharr District, Deputy District Engineer
Norma Y. Garza, P.E., TxDOT Pharr District, Director of Transportation Planning & Development
Dora E. Robles, P.E., TxDOT Pharr District, Advanced Transportation Planning Director
Romualdo Mena, Jr., P.E., TxDOT Pharr District, Central Design Supervisor

Attachments

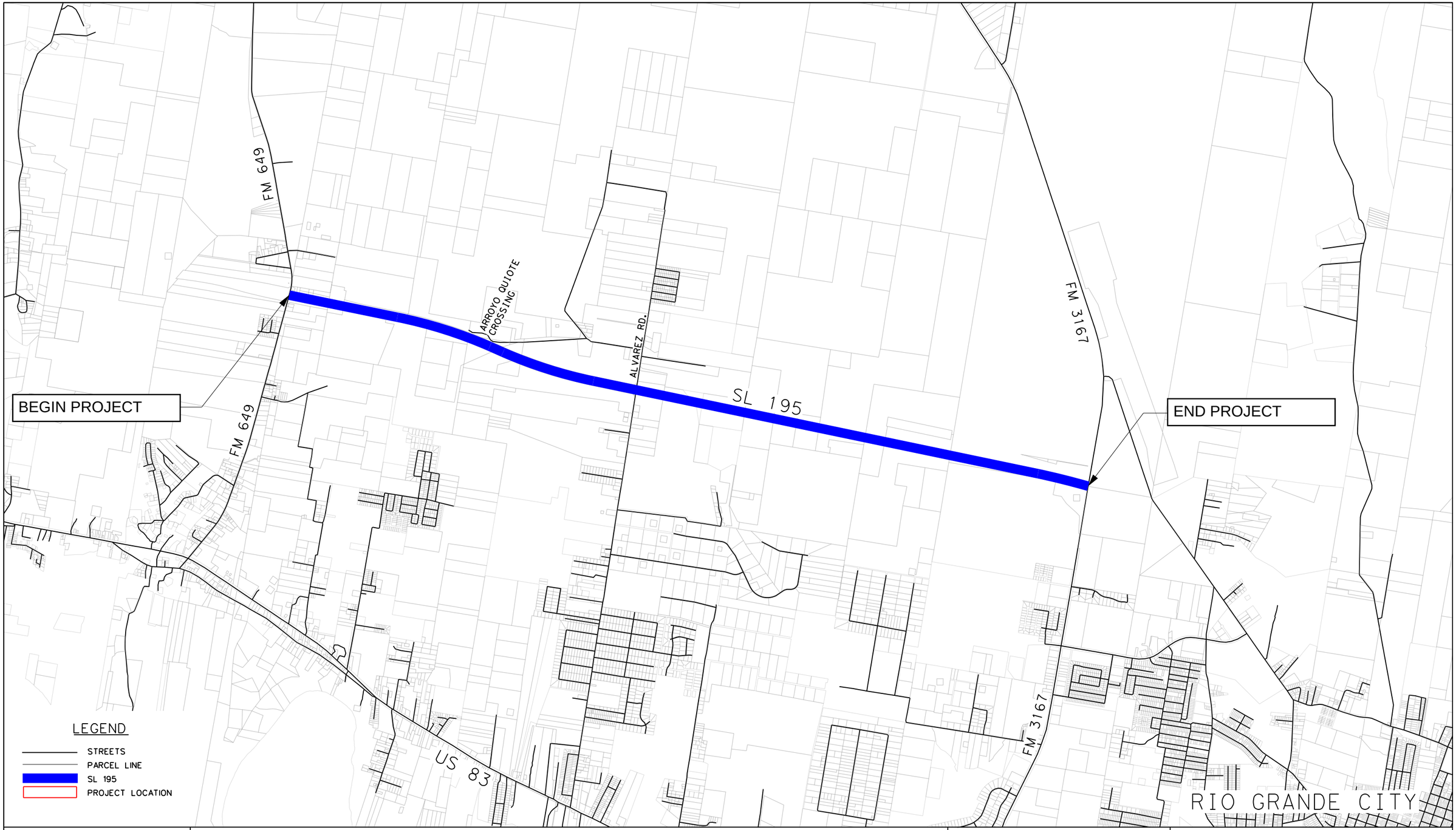
- Attachment A – Project Location Map
- Attachment B – TPP Traffic Data
- Attachment C – Facilities Map
- Attachment D - Approved Geometric Schematic

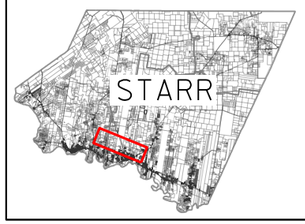
Texas Department of Transportation

600 W. INTERSTATE 2, PHARR, TEXAS 787577 | 956.702.6100 | WWW.TXDOT.GOV

ATTACHMENT A

Project Location Map & Land Use Map





SL 195 SEGMENT 2
LOCATION MAP

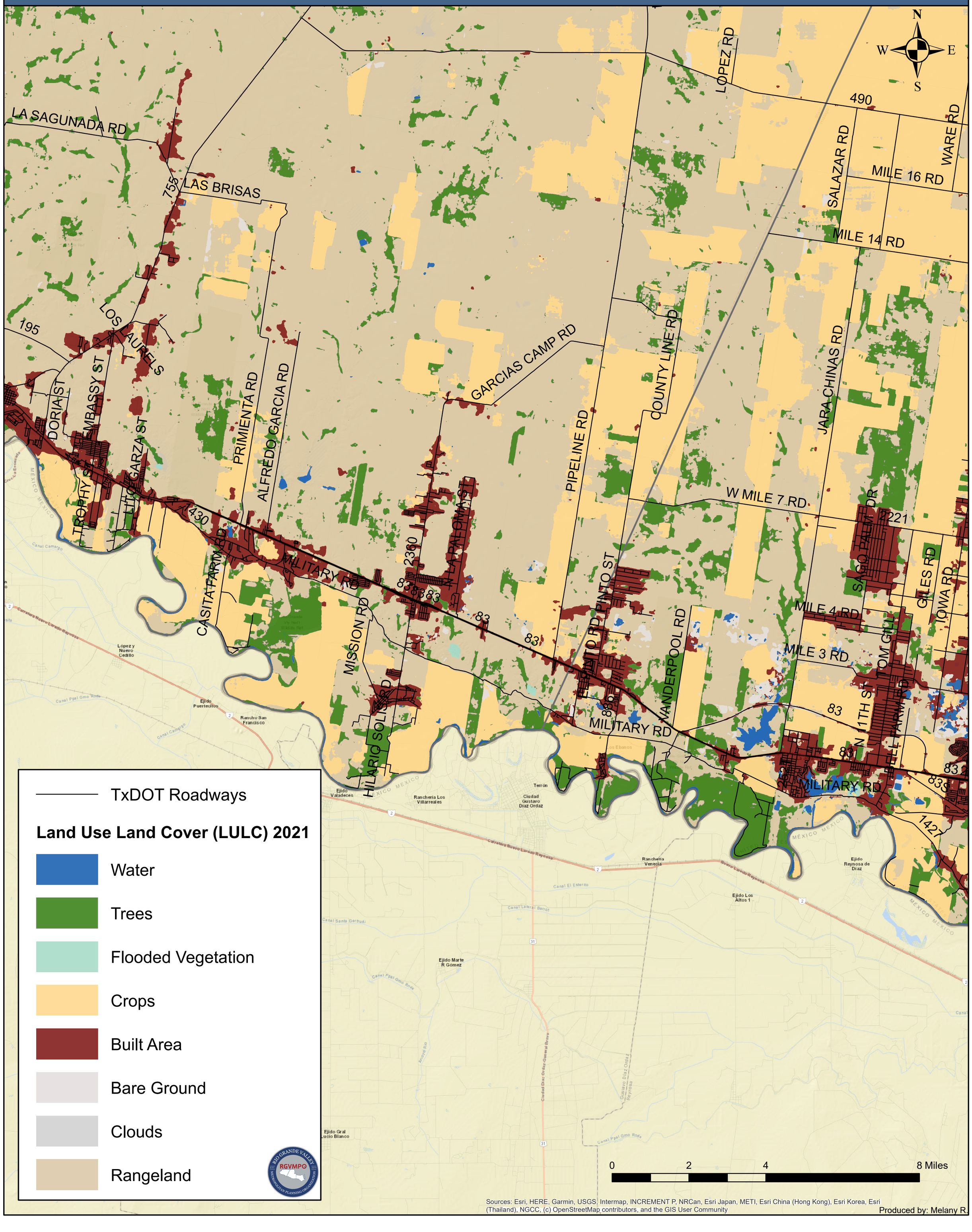
CSJ: 3632-01-002

0' 1500' 3000'
SCALE: 1"=3000'

N

Texas Department of Transportation
©2024

Land Use Land Cover of SL 195 Area

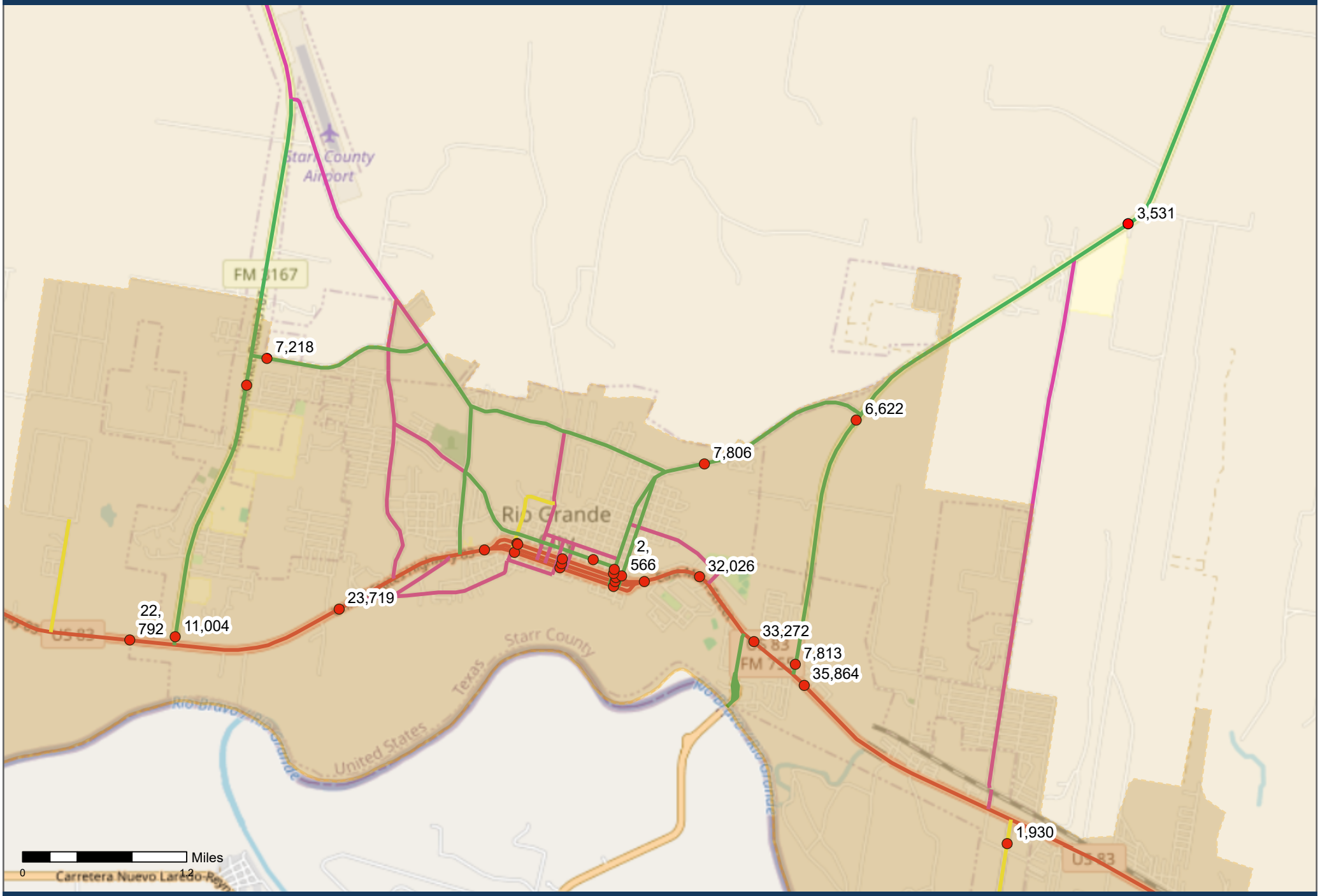


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Produced by: Melany R.

Statewide Planning Map - SL 195

(Placeholder for the one we will receive from TPP)



© 2024 Texas Department of Transportation | February 26, 2024

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

ATTACHMENT B

TPP Traffic Data

Texas Department of Transportation

MEMO

May 18, 2016

To: Toribio Garza, Jr., P.E., District Engineer
Attention: Homero Bazan, Jr., P.E., Director of TPD

Through: William E. Knowles, P.E.
Traffic Analysis Section Director, TPP

From: Lee Theobald
Transportation Analyst, TPP

Subject: Traffic Data
CSJ: 3632-01-001, 3632-01-002 and 3632-01-003
SL 195:
From FM 755 to 1.4 mi. NW of US 83/Loma Blanca Int.
US 83 Proposed Conditions (with SL 195 Constructed)
From FM 755 to 1.4 mi. NW of US 83/ Loma Blanca Int.
Starr County

Attached are tabulations showing traffic analysis for highway design for the 2022 to 2042 twenty year period for the SL 195 Proposed Conditions from FM 755 to FM 3167, from FM 3167 to FM 649, from FM 649 to 1.4 mi. NW of US 83/Loma Blanca Int. and for the US 83 Proposed conditions described limits of the route. Included are tabulations showing data for use in air and noise analysis.

Due to Differences in traffic volumes along US 83 Proposed Conditions, this project was separated into five sections.

US 83 Proposed Conditions after SL 195 Constructed

Section-1: From FM 755 to FM 3167
Section-2: From FM 3167 to FM 649
Section-3: From FM 649 to SP 200/Bravo Blvd.
Section-4: From SP 200/Bravo Blvd. to Athens St.
Section-5: From Athens St. to 1.4 mi. NW of US 83/Loma Blanca Int.

Please refer to your original email request dated March 16, 2016.

If you have any questions or need additional information, contact Lee Theobald at (512) 486-5143

Attachments

CC: Daniel Garcia, P.E., Transportation Engineer Supervisor, Pharr District
Design Division

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Pharr District

May 12, 2016

Description of Location	Average Daily Traffic 2022	Average Daily Traffic 2042	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2022 to 2042) Flexible Pavement	S N	Rigid Pavement	SLAB
SL 195 (Proposed Conditions)												
From FM 3167 To FM 649 Starr County	10,100	13,300	51 - 49	9.3	5.6	3.4	11,000	60	2,206,000	3	3,077,000	8"

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	94.4	96.6
Medium Duty	1.6	1.0
Heavy Duty	4.0	2.4

NOT INTENDED FOR CONSTRUCTION,
BIDDING OR PERMIT PURPOSES
William Erick Knowles, P.E.
Serial Number 84704

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

ATTACHMENT C

Facilities Map

FM 649

FM 649

ARROYO QUIOTE CROSSING

ALVAREZ RD.

SL 195

FM 3167

RIO GRANDE MUNICIPAL AIRPORT

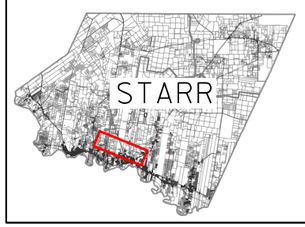
FM 3167

US 83

RIO GRANDE CITY

LEGEND

- STREETS
- PARCEL LINE
- SL 195
- PROJECT LOCATION
- AIRPORT
- HOSPITAL
- SCHOOL
- PARK



SL 195 SEGMENT 2
FACILITIES MAP

CSJ: 3632-01-002

0' 1500' 3000'

SCALE: 1"=3000'

N

Texas Department of Transportation

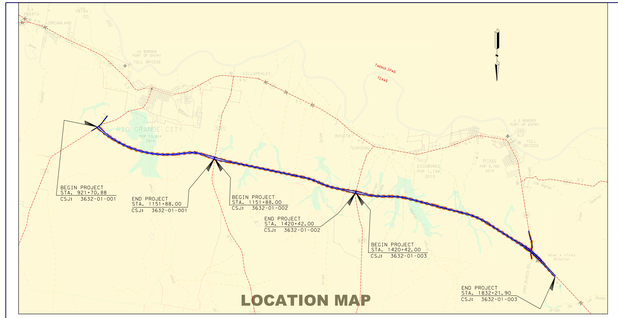
©2024

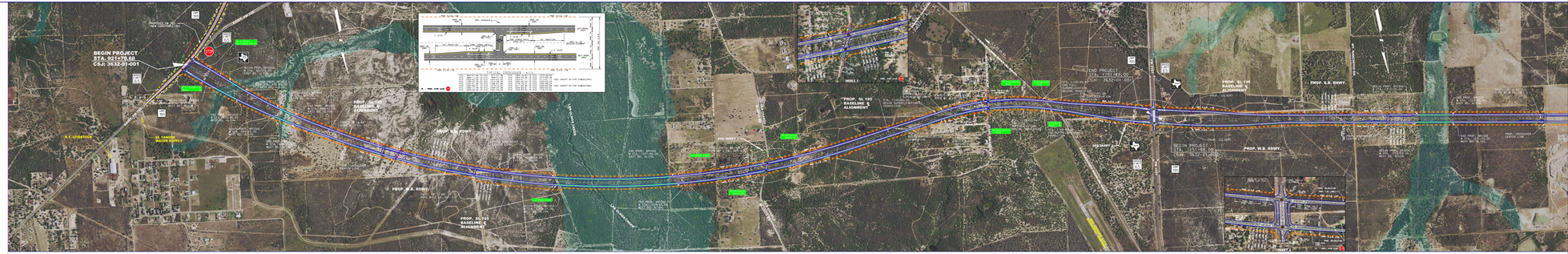
Texas Department of Transportation

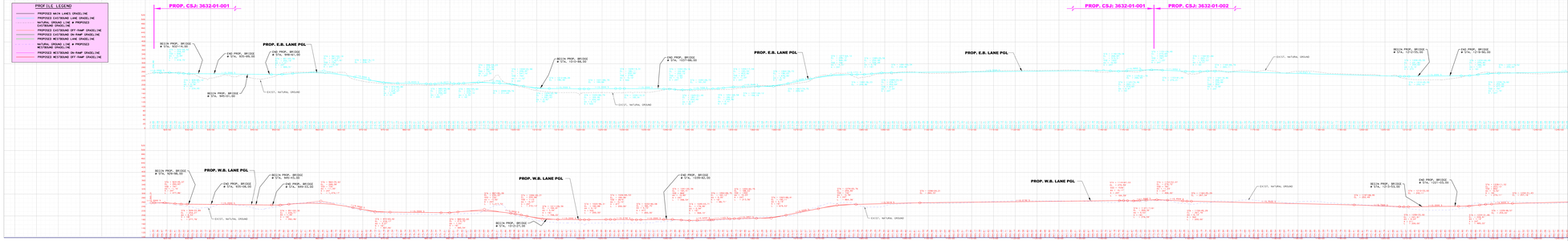
600 W. INTERSTATE 2, PHARR, TEXAS 787577 | 956.702.6100 | WWW.TXDOT.GOV

ATTACHMENT D

Approved Geometric Schematic







© 2017

Texas Department of Transportation

SL 195 SCHEMATIC LAYOUT

(SL 195 RIO GRANDE/ROMA RELIEF ROUTE)
STARR COUNTY

LIMITS: FROM: FM 755
TO: ONE MILE NW OF US 83/LOMA BLANCA INTERSECTION

C.S.J.: 3632-01-001, (ETC.)

LENGTH: 17.24 MI.

PHARR DISTRICT

DESIGN SPEED: MAINLANES 70 MPH
RAMPS 70 MPH
DIRECT CONNECTOR 70 MPH
CROSS STREETS 30 MPH

FUNCTIONAL CLASSIFICATION: MULTILANE RURAL HIGHWAY

TxDOT OPERATIONS AND PROCEDURES MANUAL

DESIGN CRITERIA: CH. 3-SECTION 5 (MULTILANE RURAL HIGHWAY)
e MAX. = 6%

CURRENT AND PROJECTED
TRAFFIC VOLUMES: YEAR 2022 = 10,100
YEAR 2042 = 13,300

(EVALUATED AS A NON-TOLL ROADWAY)

PERCENT TRUCKS: 5.6 %

SCALE: 1" = 300'

SHEET 1 OF 3

PLAN LEGEND

- PROPOSED R.O.W. LINE
- EXISTING R.O.W. LINE
- CITY LIMITS
- ACCESS DENIED
- DIRECTION OF TRAFFIC FLOW
- PROPOSED LANE DIRECTIONAL INDICATOR
- EXISTING GAS LINE
- PROPOSED SIGN
- PROPOSED CANTILEVER SIGN
- SCHOOL
- SIGNAL LIGHT
- FLASHING BEACON
- FEMA 100 YR FLOOD PLAIN
- PROPOSED ROADWAY CONSTRUCTION
- PROPOSED BRIDGE CONSTRUCTION
- PROPOSED FM 755 CONSTRUCTION
- PROPOSED US 83 CONSTRUCTION
- (EXISTING ROADWAY (TO BE OBLITERATED)

Gas/Oil Well Legend

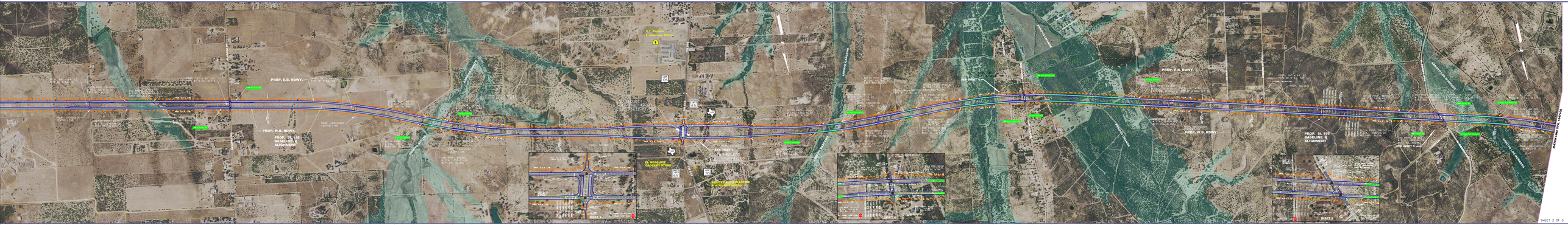
- Oil Well
- Gas Well

NOT A BIDDING DOCUMENT

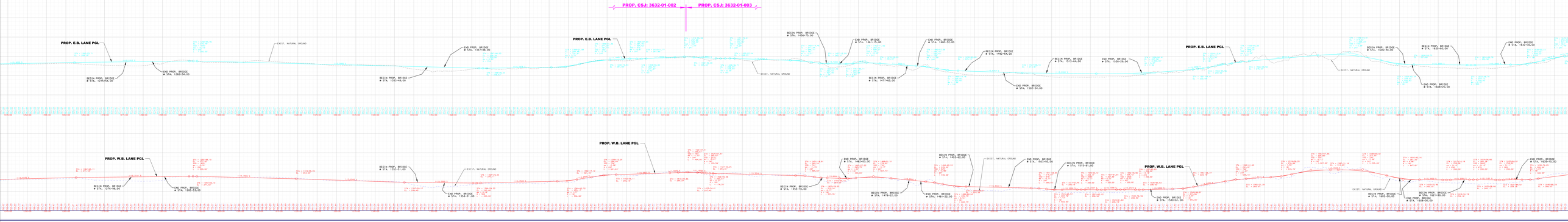
RONALDO MENA GUERRA, P.E.
DATE:
TEXAS REGISTRATION NUMBER 110113

PROFILE LEGEND

- PROPOSED MAIN LANES GRADELINE
- PROPOSED EXISTING LANE GRADELINE
- NATURAL GROUND LINE ● PROPOSED
- EXISTING GRADELINE
- PROPOSED EASTBOUND OFF RAMP GRADELINE
- PROPOSED EASTBOUND ON RAMP GRADELINE
- PROPOSED WESTBOUND GRADELINE
- NATURAL GROUND LINE ● PROPOSED
- WESTBOUND GRADELINE
- PROPOSED WESTBOUND ON RAMP GRADELINE
- PROPOSED WESTBOUND OFF RAMP GRADELINE



PROP. CSJ: 3632-01-002 | PROP. CSJ: 3632-01-003



V. Presentations & Reports

A. Presentation and Discussion regarding Active Transportation Media Awareness Campaigns (Education and Encouragement)

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

Presenter: **Eva Garcia, RGVMPO Planner III**

Summary: RGVMPO Staff will present members with a summary of annual bike/bus/walk/etc. day/week/months and initiate a discussion regarding the marketing and promotion of the region's hike and bike trails (in addition to safe on-street active transportation infrastructure). Resources will be shared for National Bike Month (May), which is a celebration of biking as transportation, as recreation, as essential to our well-being and everyday lives. In 2024, Bike to Work Week will be celebrated May 13019, with Bike to Work Day on Friday, May 17, 2024.

Background: Media awareness campaigns present an opportunity to further reach the community through online, print, radio, and television materials. Campaigns can bring more awareness to the region's investments in active transportation facilities and help encourage the use of trails for their many benefits.

Presentation and Discussion regarding Active Transportation Media Awareness Campaigns

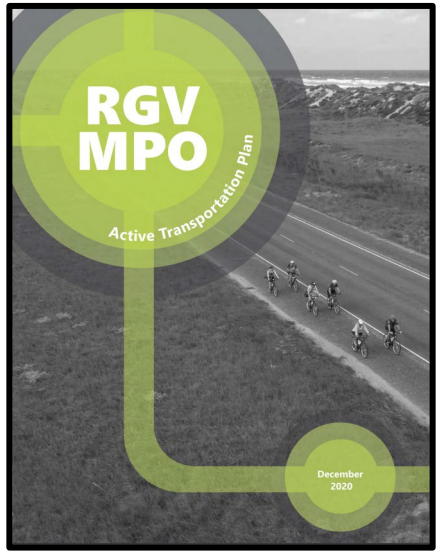




Table 3-3: Education & Encouragement Initiatives

Initiative	Action	Entity	Term	Measures of Success
Walk & Bike Month	Promote the official Bike/Bus/Walk to Work Day/Week/Month.	MPO, Local, Advocacy Orgs	Short	• Number of events. • Participating entities and individuals. • Cumulative miles ridden/walked.
Media Awareness Campaigns	Develop and implement a regional and/or local bicycle and pedestrian safety education and encouragement campaign strategy.	MPO, Local, Law enforcement, Non-profits, Advocacy Orgs	Medium	• Distribution of print materials. • Public service announcements.

· Key Principles & Supporting Goals ·

Connectivity

Increasing mobility across active transportation modes, while creating an integrated regional transportation network.

Accessibility

Establishing a comprehensive system of transportation options and allowing users of all ages and abilities to access resources across the region.

Community Health

Promoting active transportation modes that improve public health and support local economies.

THE BENEFITS OF TRAILS

"Trails are safe so I can enjoy my run without worrying about traffic. There are lots of opportunities to see wildlife and natural beauty"
– Participant, Indianapolis, IN

94% SAY THAT TRAILS REDUCE THEIR **STRESS LEVELS**

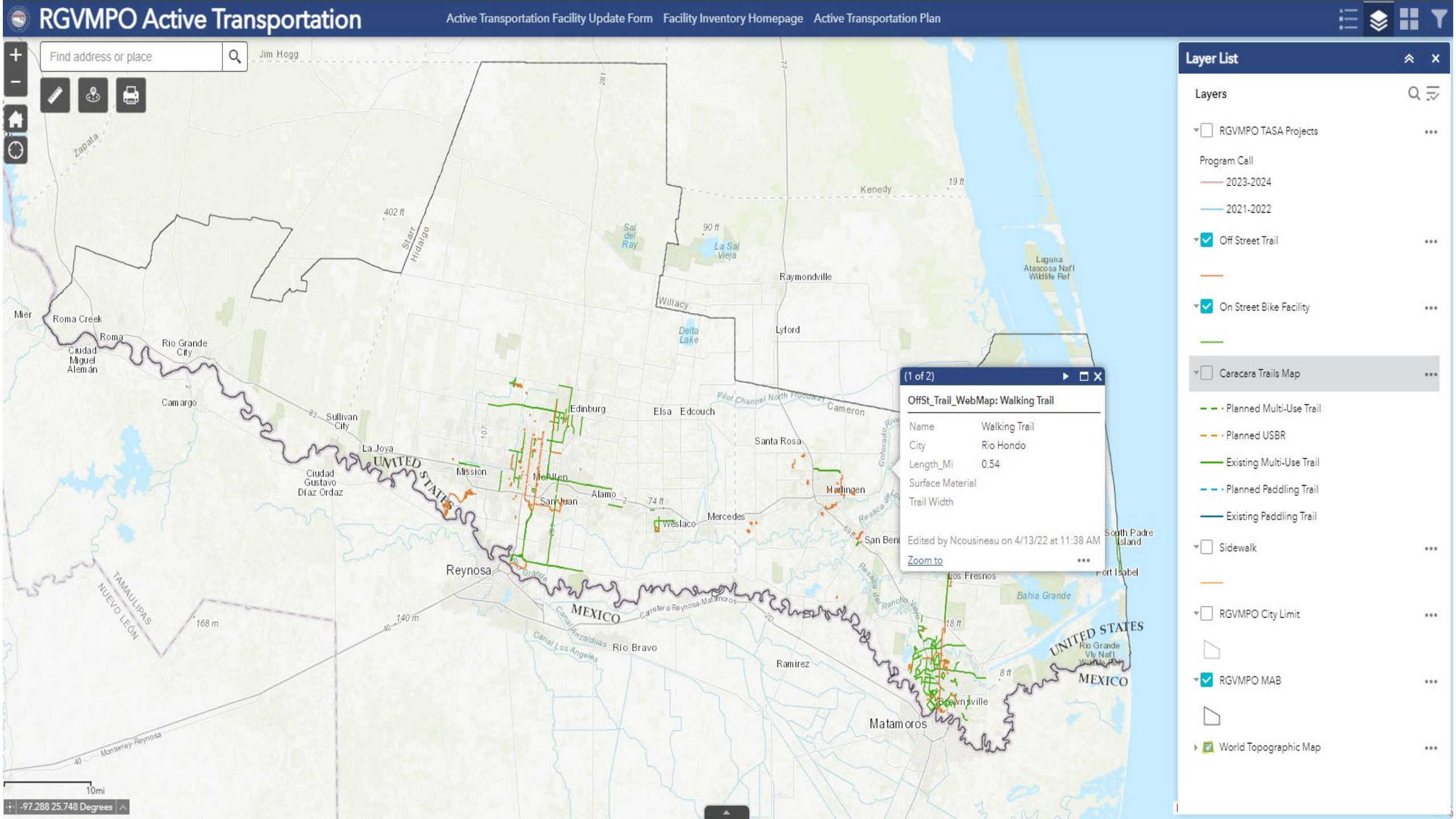
79% SAY THEY GO TO TRAILS TO BE PHYSICALLY ACTIVE

54% REPORT GETTING OUT ON TRAILS **WEEKLY**



54% REPORT BEING ACTIVE AT LEAST **FIVE DAYS A WEEK**

"Trails impact my life in a way that promotes health and well-being. I have general anxiety and often stress. I believe walking the trails and getting outdoors has helped significantly."
—Participant, Hancock, Maine.


RGVMPO Active Transportation
Active Transportation Facility Update Form
Facility Inventory Homepage
Active Transportation Plan
Find address or place
Layer List
Layers
RGVMPO TASA Projects
Program Call
2023-2024
2021-2022
Off Street Trail
On Street Bike Facility
Caracara Trails Map
Planned Multi-Use Trail
Planned USBR
Existing Multi-Use Trail
Planned Paddling Trail
Existing Paddling Trail
Sidewalk
RGVMPO City Limit
RGVMPO MAB
World Topographic Map
(1 of 2)
OffSt_Trail_WebMap: Walking Trail
Name Walking Trail
City Rio Hondo
Length_Mi 0.54
Surface Material
Trail Width
Edited by Ncousineau on 4/13/22 at 11:38 AM
Zoom to
UNITED STATES
MEXICO
Reynosa
Matamoros
Brownsville
McAllen
Edinburg
Mission
Weslaco
Mercedes
Harlingen
Santa Rosa
Elsa
Edcouch
Sullivan City
La Joya
Ciudad Gustavo Díaz Ordaz
Camargo
Rio Grande City
Roma
Roma Creek
Ciudad Miguel Alemán
Mier
Raymondville
Willacy
Lyford
Kenedy
Starr
Hidalgo
Zapata
Jim Hogg
Cameron
Laguna Atascosa Nat'l Wildlife Ref
Bahia Grande
Port Isabel
South Padre Island
Los Fresnos
Ramirez
Río Bravo
Rio Grande Vly Nat'l Wildlife Ref
Monterrey-Reynosa
Carretera Reynosa-Matamoros
TAMAULIPAS
NUEVO LEÓN
10mi
-97.288 25.748 Degrees

https://caracaratrails.org/trails/
HIS 2024 21MAR2024 TEMPO Sidewalks | National...

Trails



Historic Battlefield Trail

Read More »



Belden Trail

Read More »



Southmost Nature Trail

Read More »



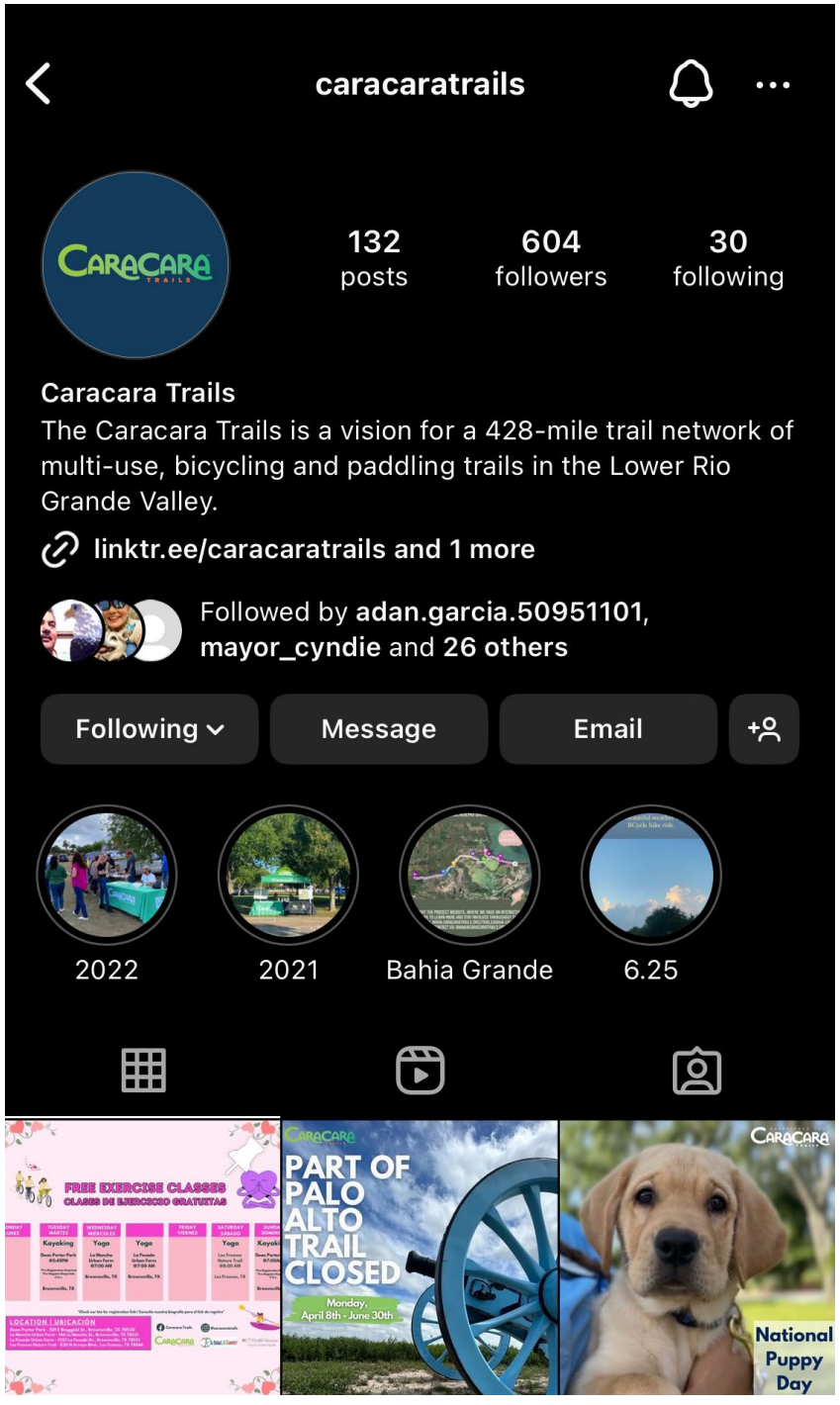
West Rail Trail

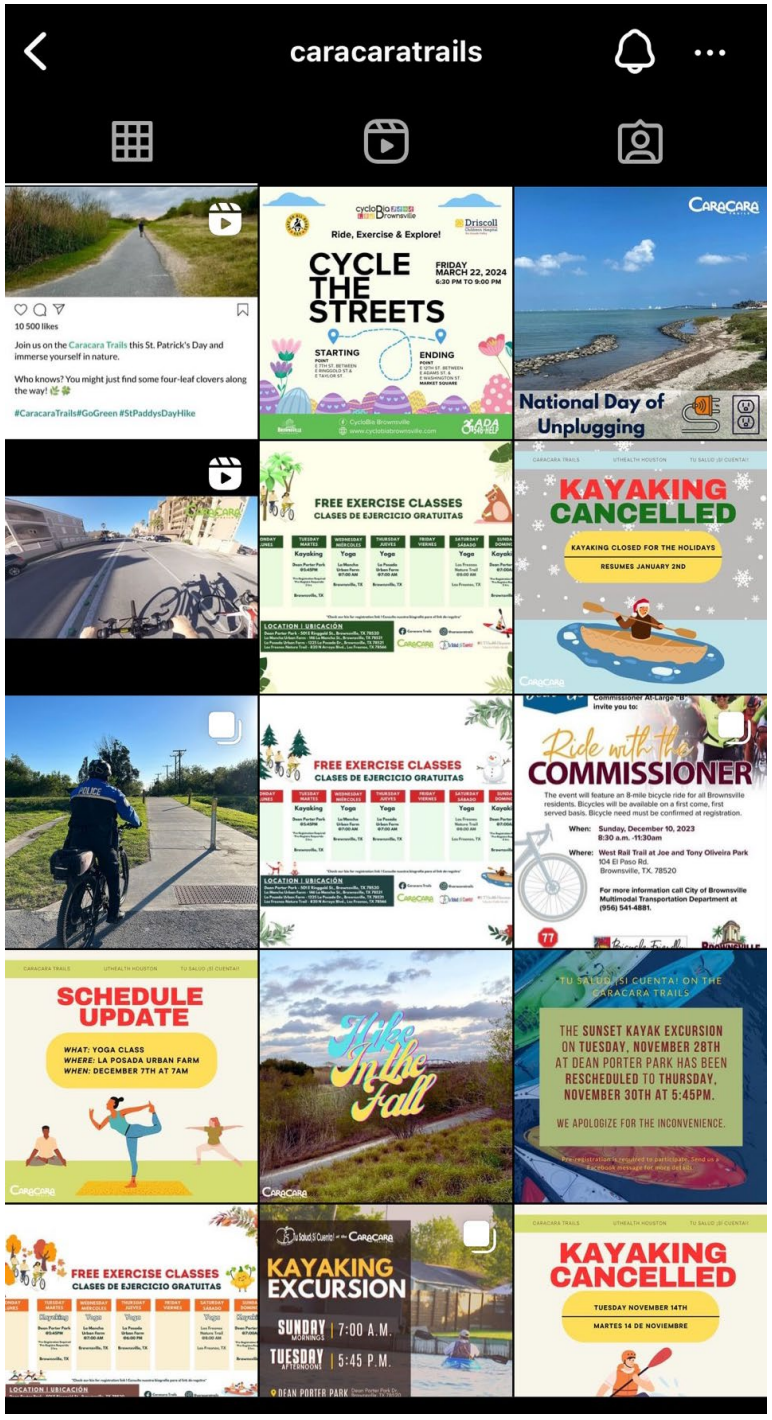
Read More »

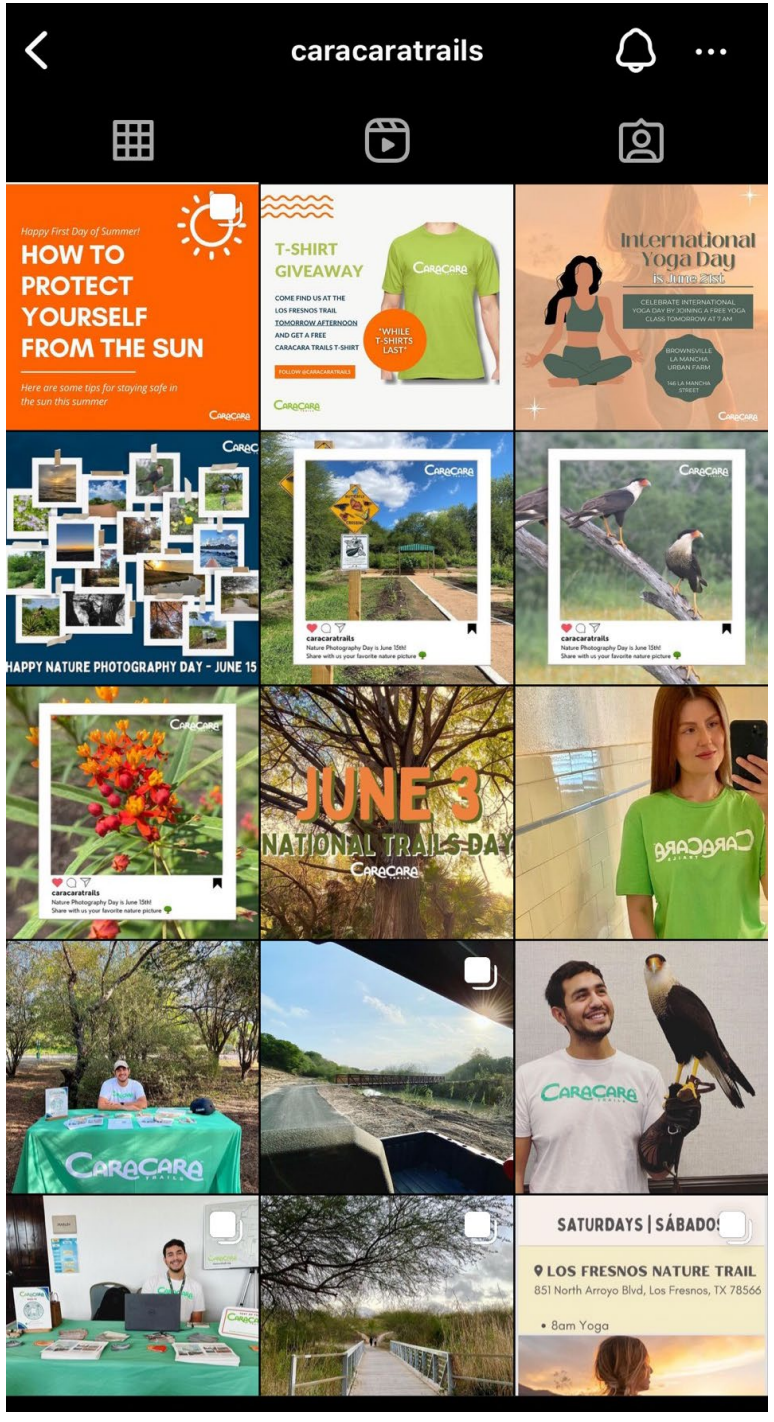


Los Fresnos Hike & Bike

Read More »


caracaratrails
132 posts
604 followers
30 following
Caracara Trails
The Caracara Trails is a vision for a 428-mile trail network of multi-use, bicycling and paddling trails in the Lower Rio Grande Valley.
linktr.ee/caracaratrails and 1 more
Followed by adan.garcia.50951101, mayor_cyndie and 26 others
Following
Message
Email
2022
2021
Bahia Grande
6.25
FREE EXERCISE CLASSES
CLASES DE EJERCICIO GRATUITAS
PART OF PALO ALTO TRAIL CLOSED
Monday, April 8th - June 30th
National Puppy Day


caracaratrails
CYCLE THE STREETS
FRIDAY MARCH 22, 2024
6:30 PM TO 9:00 PM
STARTING
ENDING
National Day of Unplugging
FREE EXERCISE CLASSES
CLASES DE EJERCICIO GRATUITAS
KAYAKING CANCELLED
KAYAKING CLOSED FOR THE HOLIDAYS
RESUMES JANUARY 2ND
Ride with the COMMISSIONER
SCHEDULE UPDATE
WHAT: YOGA CLASS
WHERE: LA POSADA URBAN FARM
WHEN: DECEMBER 7TH AT 7AM
Hike In the Fall
THE SUNSET KAYAK EXCURSION ON TUESDAY, NOVEMBER 28TH AT DEAN PORTER PARK HAS BEEN RESCHEDULED TO THURSDAY, NOVEMBER 30TH AT 5:45PM.
WE APOLOGIZE FOR THE INCONVENIENCE.
FREE EXERCISE CLASSES
CLASES DE EJERCICIO GRATUITAS
KAYAKING EXCURSION
SUNDAY MORNINGS | 7:00 A.M.
TUESDAY AFTERNOONS | 5:45 P.M.
DEAN PORTER PARK
KAYAKING CANCELLED
TUESDAY NOVEMBER 14TH
MARTES 14 DE NOVIEMBRE


caracaratrails
HOW TO PROTECT YOURSELF FROM THE SUN
T-SHIRT GIVEAWAY
WHILE T-SHIRTS LAST
International Yoga Day
HAPPY NATURE PHOTOGRAPHY DAY - JUNE 15
JUNE 3
NATIONAL TRAILS DAY
SATURDAYS | SÁBADOS
LOS FRESNOS NATURE TRAIL
851 North Arroyo Blvd, Los Fresnos, TX 78566
8am Yoga

BY THE NUMBERS

RAILS-TO-TRAILS CONSERVANCY PRESENTS

CELEBRATE TRAILS DAY

"I LOVE HOW THE TRAILS ARE CONNECTED MORE TO EACH OTHER NOW AND I CAN RIDE MY BIKE FARTHER JUST ON TRAILS. BEING OFF ROADS IS GREAT, SEEING OTHERS ENJOYING THE TRAILS IS WONDERFUL."
– PARTICIPANT, LEWISTON, NY

50 STATES + WASHINGTON, D.C.

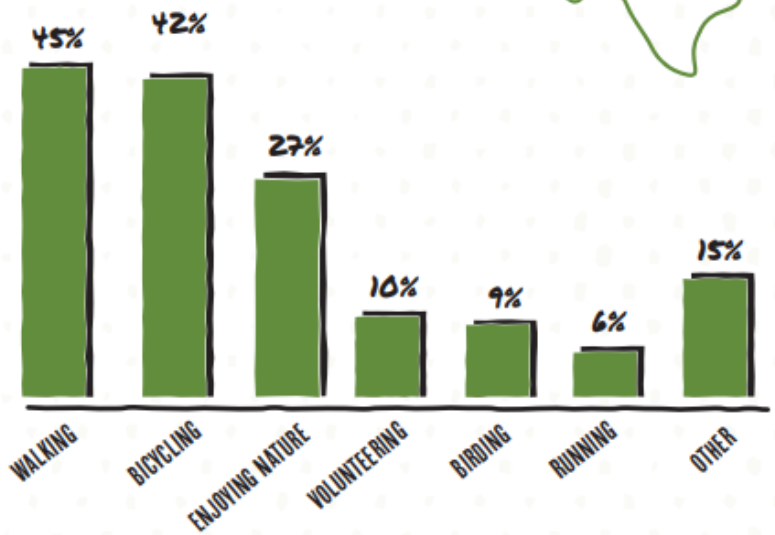
TOOK PART IN CELEBRATE TRAILS DAY 2023

WITH:

220+ PARTNERS

120+ EVENTS

13,000+ PARTICIPANTS



HOW DID PARTICIPANTS CELEBRATE TRAILS?

IMPACT OF CELEBRATE TRAILS DAY

"On Celebrate Trails Day we drew a crowd of about 150 people to push for the development of the [proposed] trail. It was very rewarding to see so many people enjoying the trail which [we] have worked so hard to create."
– Partner, Kenilworth, NJ

1.3 MILLION ACTIVE MINUTES

FROM PARTICIPANTS IN 2023*

96 MINUTES

AVERAGE TIME SPENT ACTIVE ON TRAILS
(VS. 76 MINUTES ON A TYPICAL DAY)*



83% OF PARTICPANTS SPENT MORE THAN 30 MINUTES ACTIVE ON THE TRAIL*



61% OF PARTICPANTS SPENT MORE THAN 60 MINUTES ACTIVE ON THE TRAIL*



67% INDICATED THEY CHOSE TO SWAP A CAR TRIP FOR ACTIVE TRANSPORTATION ON CELEBRATE TRAILS DAY AND AT OTHER TIMES IN THEIR DAY-TO-DAY ROUTINES

Opportunities to promote and market RGV Trails	
Friday, April 5th	National Walking Day
Saturday, April 27th	Celebrate Trails Day (Toolkit)
MAY	**NATIONAL BIKE MONTH**
Sunday, May 5th	National Ride-A-Bike Day
May 13th – 19th	National Bike-to-Work Week
Friday, May 17th	Bike-to-Work Day
Saturday, June 1st	National Trails Day (Event Host Guide)
Thursday, Nov. 14th	World Diabetes Day (Toolkit)









Get Out and Ride!

BIKE MONTH RIDE(S)

Bike to Work Day is certainly a highlight but it's just one day in the month of May. Keep the momentum going by hosting rides with different themes, destinations or target constituencies. The options are endless!

OPEN STREETS EVENTS

Open Streets events create a community celebration around healthy mobility options by temporarily closing the street to cars and opening it to people. Learn more and find examples at openstreetsproject.org.



Open Streets Nashville

CYCLOFEMME – RIDE WITH MOM

Celebrate another May event—Mother's Day—by organizing, promoting or taking part in Cyclofemme, an international day of women's rides (cyclofemme.com)

RIDE WITH THE MAYOR

Getting local officials to ride shows important support for bicycling. Use this opportunity to highlight good bike facilities, tour the local trail system, and show the elected official how important it is to maintain them!

BIKE TO THE MOVIES

Team up with your local theater or community organization to set up a bike-themed movie event. Work with your local bike advocacy organization or bike club to determine a short route to the theater and invite the community on the group ride.



Why Bikes?



BIKING IS FUN: Biking brings people together, encourages discovery, and fosters community engagement



BIKING IS HEALTHY: Bicycling can integrate physical activity into our daily routines



BIKING IS GREEN: Biking curbs your carbon footprint, reduces air pollution and reliance on fossil fuels



BIKING SAVES MONEY: Biking cuts parking, gas and other driving costs while reducing traffic congestion

Engage Local Partners

NATIONAL BIKE TO SCHOOL DAY

In partnership with the League, the National Center for Safe Routes to School now organizes an annual Bike to School Day during the first week of Bike Month. Organize a bike-pool or bike train for parents at your school and engage the next generation of bicyclists. Learn more and get tips at walkbiketoschool.org.



Bike to School Day • Grand Junction, CO

GRADUATION PARADE

Many colleges and universities host graduation in the month of May. Consider working with the local Bicycle Friendly Universities on organizing a graduation bike parade.

RESTAURANT WEEK

Work with local restaurants to set up a Bike Month Restaurant Week. Those who can show they rode their bike to get a bite to eat receive a discount from participating restaurants.

BICYCLE-THEMED PARTY

Whether it's a fashion show, a happy hour or a festival, there are so many ways to share the joy, diversity and camaraderie of cycling. What's unique about bike culture in your community? Put it on display!

Sample Bike Month Proclamation

COPY AND PASTE THIS TEMPLATE TEXT AND CUSTOMIZE TO YOUR COMMUNITY!

The City/County of ____

Proclamation

Whereas, throughout the month of May, [insert city/county] will celebrate biking and the freedom, the joy, and the well-being it imbues within us, as well as the power that more people riding bikes has in making life better for everyone; and

Whereas, May 15-21, 2023 is "Bike to Work Week" and May 19, 2023 is "Bike to Work Day"; and

Whereas, throughout the month of May, the residents of [insert city/county] and its visitors will experience the joys of bicycling through group rides, races, commuting events, educational programs, charity events, and/or by simply getting out and going somewhere by bike; and

Whereas, bicycling has been shown to improve citizens' health, well-being, and quality of life, growing the economy of [insert city/county], attracting tourism dollars and local business spending and reducing pollution, congestion and parking costs on our streets and roads; and

Whereas, [insert local bicycle club/ organization/chamber/tourism bureau/regional planning organization], schools, parks and recreation departments, police departments, public health districts, hospitals, businesses and civic groups will be joining the League of American Bicyclists in promoting bicycling during the month of May 2023; and

Whereas, these groups are also promoting the use of the bicycle as both a means of transportation and recreation year-round to attract more visitors to enjoy our local parks and trail systems, as well as restaurants, hotels, retail establishments, and cultural and scenic attractions; and

Whereas, these groups are also promoting greater public awareness of bicycle operation and safety education during Bike Month and year-round in an effort to reduce collisions, injuries and fatalities and improve health and safety for everyone on the road; and

Now therefore, I, _____, Mayor/Executive of [insert city/county], do hereby proclaim May 2023 as

Bike Month

in [insert city/county], and I urge all residents to join me in this special observance

Signed this ___ day of May, 2023

Mayor/Executive _____

LEAGUE OF AMERICAN BICYCLISTS

BIKE MONTH Bingo

Logged my miles in the National Bike Challenge	Biked in the rain	Rode someplace I'd never ridden before	Said hello to another bicyclist	Added air to tires
Biked at least 10 miles in one day	Encouraged a friend to start riding	Rode to school or work	Rode to the grocery store	Rode to a community meeting
Joined a group ride	Participated in a special Bike Month event!		Rode to a place I would normally drive to	Rode with kids
Rode on a trail	Explored another city's infrastructure	Rode farther than I ever have before	Changed a bike tire	Went mountain biking
Visited bikeleague.org	Tweeted about biking	Rode an e-bike for the first time	Shopped at a local bike shop	I'm a member of the League







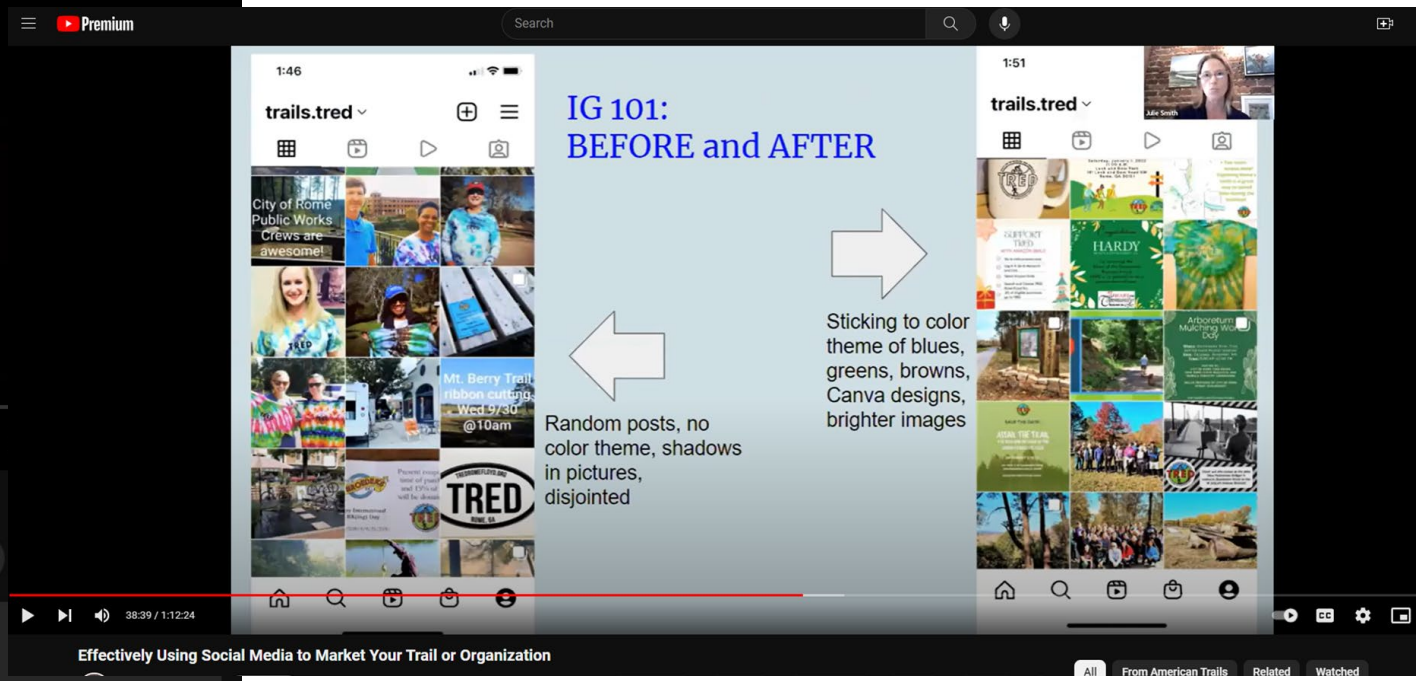


Effectively Using Social Media to Market Your Trail or Organization

American Trails
1.02K subscribers
Subscribe
5
Share

340 views Oct 6, 2022 Advancing Trails Webinars
Recorded 10/06/2022

This webinar will help "cut through the noise" of what the social media platforms actually do, who they target, and how to use them effectively.

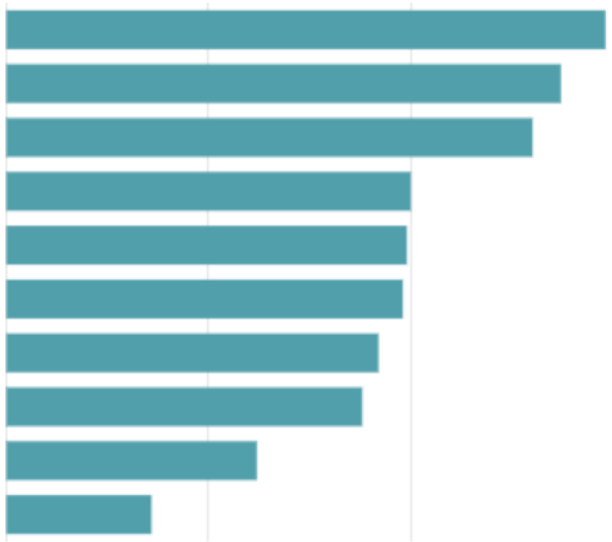


2021 vs. 2023 BPAC Priorities

39. Using the arrows to move recommendations up or down, rank your/your organization's priorities:

More Details

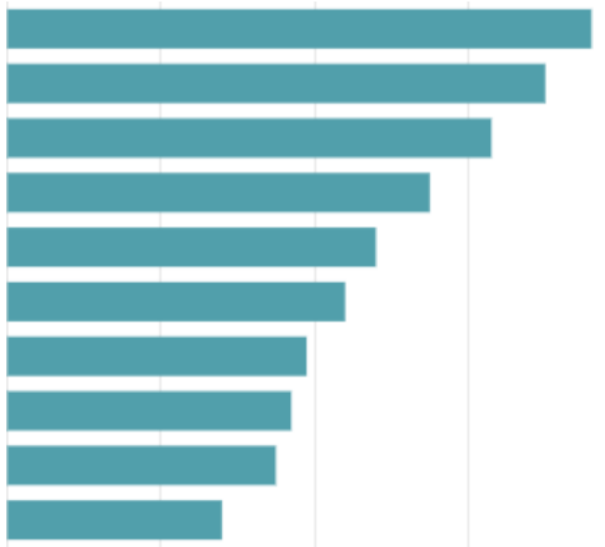
1 Regional Design Standards (Plan...
2 Regional Standards for Facility I...
3 Regional Bike/Ped Count Progra...
4 Regional Data Portal (Planning ...
5 Complete Street Policies (Policy ...
6 Regional BikeShare Program (Ed...
7 Law Enforcement Trainings (Safe...
8 Promotion of Walk and Bike Mo...
9 Design and Print Walking and Bi...
10 Establish a Wayfinding Program ...



23. Using the arrows to move recommendations up or down, rank your/your organization's priorities:

More Details

Regional Design Standards (Plan...
Complete Street Policies (Policy ...
Regional Standards for Facility I...
Regional BikeShare Program (Ed...
Regional Bike/Ped Count Progra...
Regional Data Portal (Planning ...
Promotion of Walk and Bike Mo...
Law Enforcement Trainings (Safe...
Design and Print Walking and Bi...
Establish a Wayfinding Program ...



Active Tourism

· 0 of 3 Initiatives ·

- **5.1 Walking & Biking Maps:** Design, print, and distribute regional walking and biking maps.
- **5.2 Wayfinding:** Establish regional trail wayfinding program.
- **5.3 Bicycle Friendly Designation:** Develop network of bicycle friendly designated cities, public institutions, and local businesses.
- USBRS Designation: Pending the completion of TxDOT's Pharr District Bicycle Plan (identifies USBR route) and the development of a Statewide USBR Designation Request Process.

Table 3-5: Active Tourism Initiatives

Initiative	Action	Entity	Term	Measures of Success
Walking & Biking Maps	Design, print, and distribute regional walking and biking maps.	MPO	Short	• Maps printed or published online or on app. • Number of locations maps are distributed.
Wayfinding	Establish regional trail wayfinding program.	Local, MPO	Medium	• Number of signs placed.
Bicycle Friendly Designation	Develop network of bicycle friendly designated cities, public institutions, and local businesses.	MPO, Local, Local businesses, Local institutions	Medium	• Local government & businesses achieving BFA designation. • Number of designated businesses

V. Presentations & Reports

B. RGVMPO Executive Director's Report and Updates

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

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

Summary: **1.** Budget Update

RIO GRANDE VALLEY MPO FY 2024-2025 UPWP

TASK NAME	UPWP TASK	UPWP Budget	FY 2024 Budget	Adjusted Amount	FY 2024 ADJUSTED BUDGET	October 2023	November 2023	December 2023	January 2024	February 2024	March 2024	April 2024	May 2024	June 2024	July 2024	August 2024	September 2024	FY 2024 TOTAL	FY 2024 BALANCE
MPO Administration	1.1	$1,389,692.00	$694,846.00		$694,846.00	$36,267.59	$43,636.36	$75,998.24	$42,186.23	$41,281.82								$239,370.24	$455,475.76
Public Participation Plan	1.2	$50,355.20	$25,177.60		$25,177.60	$418.97	$211.36	$1,407.60	$568.57	$0.00								$2,606.50	$22,571.10
Title VI Civil Rights/Environmental Justice/	1.3	$18,898.00	$9,449.00		$9,449.00	$0.00	$634.12	$422.75	$0.00	$0.00								$1,056.87	$8,392.13
TAC and TPB Workshops	1.4	$23,779.60	$11,889.80		$11,889.80	$0.00	$0.00	$0.00	$111.36	$0.00								$111.36	$11,778.44
Equipment/Office Space & Computer Hard	1.5	$117,000.00	$58,500.00		$58,500.00	$2,448.63	$1,041.89	$1,114.20	$1,500.00	$7,579.20								$13,683.92	$44,816.08
Staff Development	1.6	$232,286.00	$116,143.00		$116,143.00	$2,085.00	$5,463.97	$5,002.64	$4,652.41	$2,250.46								$19,454.48	$96,688.52
General GIS Activities	2.1	$132,286.00	$66,143.00		$66,143.00	$4,259.09	$8,697.90	$7,460.83	$5,444.07	$5,800.11								$31,662.00	$34,481.00
Performance Measures and Targets	2.2	$75,592.00	$37,796.00		$37,796.00	$0.00	$420.83	$1,440.02	$4,877.91	$1,085.33								$7,824.09	$29,971.91
Model Work	2.3	$94,490.00	$47,245.00		$47,245.00	$0.00	$720.13	$1,080.18	$0.00	$0.00								$1,800.31	$45,444.69
Land Use Map	2.4	$151,184.00	$75,592.00		$75,592.00	$0.00	$480.09	$0.00	$241.20	$0.00								$721.29	$74,870.71
Service Coordination	3.1	$38,796.00	$19,398.00		$19,398.00	$0.00	$845.51	$899.18	$212.38	$563.27								$2,520.34	$16,877.66
Planning Assistance	3.2	$193,388.00	$136,694.00		$136,694.00	$11,138.33	$14,109.87	$23,583.46	$3,504.44	$6,453.43								$58,789.53	$77,904.47
Complete Streets Planning	3.3	$249,453.60	$124,726.80		$124,726.80	$1,936.44	$7,228.56	$11,724.53	$5,269.47	$6,552.26								$32,711.26	$92,015.54
Resiliency Planning	3.4	$100,000.00	$100,000.00		$100,000.00	$0.00	$0.00	$27,474.53	$0.00	$0.00								$27,474.53	$72,525.47
Performance-Base Planning	3.5	$80,000.00	$80,000.00		$80,000.00	$0.00	$0.00	$40,065.91	$0.00	$0.00								$40,065.91	$39,934.09
Feasibility Rail Study	3.6	$300,000.00	$200,000.00		$200,000.00	$0.00	$0.00	$0.00	$0.00	$0.00								$0.00	$200,000.00
Project Selection Criteria	4.1	$37,866.00	$18,933.00		$18,933.00	$0.00	$422.74	$965.49	$521.39	$892.07								$2,801.69	$16,131.31
Truck Route & Freight Planning	4.2	$37,866.00	$18,933.00		$18,933.00	$0.00	$2,921.51	$339.25	$0.00	$0.00								$3,260.76	$15,672.24
County Thoroughfare & Functional Classifi	4.3	$37,866.00	$18,933.00		$18,933.00	$0.00	$1,747.94	$6,040.86	$528.62	$559.16								$8,876.58	$10,056.42
Metropolitan Transportation Plan	4.4	$483,286.00	$316,643.00		$316,643.00	$6,315.11	$3,501.20	$3,836.18	$5,068.24	$4,661.42								$23,382.15	$293,260.85
Incident Management & Safety Study	5.1	$37,866.00	$18,933.00		$18,933.00	$0.00	$0.00	$0.00	$0.00	$2,437.52								$2,437.52	$16,495.48
Congestion Data Collection	5.2	$56,694.00	$28,347.00		$28,347.00	$0.00	$0.00	$59,086.00	$1,280.18	$0.00								$60,366.18	$32,019.18
Traffic Counts / Bike Ped Counts	5.3	$22,898.00	$11,449.00		$11,449.00	$360.07	$0.00	$0.00	$0.00	$0.00								$360.07	$11,088.93
Corridor Study	5.4	$237,500.00	$175,000.00		$225,000.00	$0.00	$0.00	$44,265.53	$0.00	$0.00								$44,265.53	$180,734.47
	Totals	$4,199,042.40	$2,410,771.20		$2,460,771.20	$65,229.23	$92,083.98	$312,207.38	$75,966.47	$80,116.05	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$625,603.11	$1,835,168.09

TASK NAME	UPWP TASK	UPWP Budget	FY 2025 Budget	Adjusted Amount	FY 2025 ADJUSTED BUDGET	October 2024	November 2024	December 2024	January 2025	February 2025	March 2025	April 2025	May 2025	June 2025	July 2025	August 2025	September 2025	FY 2025 TOTAL	FY 2025 BALANCE
MPO Administration	1.1	$1,389,692.00	$694,846.00		$694,846.00													$0.00	$694,846.00
Public Participation Plan	1.2	$50,355.20	$25,177.60		$25,177.60													$0.00	$25,177.60
Title VI Civil Rights/Environmental Justice/	1.3	$18,898.00	$9,449.00		$9,449.00													$0.00	$9,449.00
TAC and TPB Workshops	1.4	$23,779.60	$11,889.80		$11,889.80													$0.00	$11,889.80
Equipment/Office Space & Computer Hard	1.5	$117,000.00	$58,500.00		$58,500.00													$0.00	$58,500.00
Staff Development	1.6	$232,286.00	$116,143.00		$116,143.00													$0.00	$116,143.00
General GIS Activities	2.1	$132,286.00	$66,143.00		$66,143.00													$0.00	$66,143.00
Performance Measures and Targets	2.2	$75,592.00	$37,796.00		$37,796.00													$0.00	$37,796.00
Model Work	2.3	$94,490.00	$47,245.00		$47,245.00													$0.00	$47,245.00
Land Use Map	2.4	$151,184.00	$75,592.00		$75,592.00													$0.00	$75,592.00
Service Coordination	3.1	$38,796.00	$19,398.00		$19,398.00													$0.00	$19,398.00
Planning Assistance	3.2	$193,388.00	$56,694.00		$56,694.00													$0.00	$56,694.00
Complete Streets Planning	3.3	$249,453.60	$124,726.80		$124,726.80													$0.00	$124,726.80
Resiliency Planning	3.4	$100,000.00	$0.00		$0.00													$0.00	$0.00
Performance-Base Planning	3.5	$80,000.00	$0.00		$0.00													$0.00	$0.00
Feasibility Rail Study	3.6	$300,000.00	$100,000.00		$100,000.00													$0.00	$100,000.00
Project Selection Criteria	4.1	$37,866.00	$18,933.00		$18,933.00													$0.00	$18,933.00
Truck Route & Freight Planning	4.2	$37,866.00	$18,933.00		$18,933.00													$0.00	$18,933.00
Metropolitan Transportation Plan	4.4	$483,286.00	$166,643.00		$166,643.00													$0.00	$166,643.00
Incident Management & Safety Study	5.1	$37,866.00	$18,933.00		$18,933.00													$0.00	$18,933.00
Congestion Data Collection	5.2	$56,694.00	$28,347.00		$28,347.00													$0.00	$28,347.00
Traffic Counts / Bike Ped Counts	5.3	$22,898.00	$11,449.00		$11,449.00													$0.00	$11,449.00
Corridor Study	5.4	$237,500.00	$62,500.00		$62,500.00													$0.00	$62,500.00
	Totals	$4,199,042.40	$1,788,271.20		$1,788,271.20	$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	$1,788,271.20

FY 2024 Task	Adjusted UPWP	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1	$916,005.40	$256,828.89	28.04%	$381,669	$124,840
2	$226,776.00	$42,007.69	18.52%	$94,490	$52,482
3	$660,818.80	$161,561.57	24.45%	$275,341	$113,780
4	$373,442.00	$38,321.18	10.26%	$155,601	$117,280
5	$283,729.00	$107,429.30	37.86%	$118,220	$10,791
Totals	$2,460,771.20	$606,148.63	24.63%	$1,025,321.33	$419,172.70
			41.67%		

FY 2025 Task	Adjusted UPWP	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1	$916,005.40	$0.00	0.00%	$0	$0
2	$226,776.00	$0.00	0.00%	$0	$0
3	$300,818.80	$0.00	0.00%	$0	$0
4	$223,442.00	$0.00	0.00%	$0	$0
5	$121,229.00	$0.00	0.00%	$0	$0
Totals	$1,788,271.20	$0.00	0.00%	$0.00	$0.00
			0.00%		

FY 24-25 Task	Adjusted UPWP	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1	$1,832,010.80	$256,828.89	14.02%	$381,669	$124,840
2	$453,552.00	$42,007.69	9.26%	$94,490	$52,482
3	$961,637.60	$161,561.57	16.80%	$200,341	$38,780
4	$596,884.00	$38,321.18	6.42%	$124,351	$86,030
5	$404,958.00	$107,429.30	26.53%	$84,366	($23,063)
Totals	$4,249,042.40	$606,148.63	14.27%	$885,217.17	$279,068.54
			20.83%		

V. Presentations & Reports

C. TxDOT Project Status Report

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

Presenter: **TxDot Phar Area Office Staff**

April 11, 2024

TxDOT Monthly Letting Update

(Projects within Rio Grande Valley MPO Area)

PROJECTS TO BE LET IN March 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Pharr Int'l Bridge – DAP 16' Projects *0921-02-433, etc.*	HID	@ Pharr Int'l Bridge	Pharr Bridge Agricultural Lab	$42,070,610 / $50,159,714.89	CAT 3 & 11 (Rider 11B)
FM 676 (5 Mile) *1064-01-043, etc.*	HID	Taylor Rd to FM 2220	Widen to 4 Lane with Left Turn Lane	$11,811,612 / $10,832,564.50	CAT 2, 7 & 11
LL - "I" Rd *0921-02-499, etc.*	HID	FM 3072 (Dicker Rd) to US 281 (Military Highway)	Widen to a 2-Lane Divided Roadway with Continuous Center Turning Lane and Shoulders & bridge replacement	$21,391,477 / $0.00	CAT 3, 6 & 7

PROJECTS TO BE LET IN April 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	$54,172,540 / $0.00	CAT 3 & 7

PROJECTS TO BE LET IN May 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Pharr/Reynosa Int'l Bridge Commercial Vehicle Parking *0921-02-423*	HID	900 ft N of Military Rd to Juniper St to 1860 ft N of Military Rd and Juniper St Intersection	Construct Commercial Vehicle Parking Site	$12,910,854 / $0.00	CAT 3 & 10 (CRP)
Rio Hondo City Limits *0921-06-348*	CAM	Rio Hondo (Various Locations)	Construct Sidewalks	$2,423,195 / $0.00	CAT 3 & 9
LL – Nolana Loop *0921-02-361*	HID	FM 1426 to FM 907	Widen to 4 Lane	$16,727,101 / $0.00	CAT 3 & 7
LL-Liberty Blvd *0921-02-194*	HID	Mile 3 to US 83	Construct Liberty Blvd in Peñitas, 4 Lane with Left Turn Lane	$14,351,273 / $0.00	CAT 7, CRRSAA & 12

Disclaimer: Work in Progress and Subject to Change (FY 2024 might have projects moving around as we continue moving forward)

April 11, 2024

PROJECTS TO BE LET IN June 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
US 83 *0038-06-047*	STR	0.31 Mi S of Margarito Rd to 0.09 Mi N of Loma Blanca Rd	Widen from 2 Land Undivided to 4 Lane	$39,136,125 / $0.00	CAT 2, 4, 11ES & 11S

NO PROJECTS TO BE LET IN July 2024 within RGVMPO Area

PROJECTS TO BE LET IN August 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
FM 494 (Shary Rd) *0864-01-068*	HID	SH 107 to FM 676 (Mile 5)	Widen to 4 Lane	$21,904,703 / $0.00	CAT 2
Los Indios Int'l Bridge BSIF *0921-06-359*	CAM	@ Los Indios Int'l Bridge GSA Facility	Construct Border Safety Inspection Facility (BSIF)	$4,402,297 / $0.00	CAT 10 (BI) & 11 (Rider 11B)

NO PROJECTS TO BE LET IN September 2024 within RGVMPO Area

PROJECTS TO BE LET IN October 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Olmito Sidewalk Improvement *0921-06-326*	CAM	Interior Rds @ Olmito Townsite to FM 1732	Construct 5' Wide Sidewalks	$404.757 / $0.00	CAT 3 & 9
Las Palmas Sidewalk Improvements *0921-06-327*	CAM	Interior Rds @ At las Palmas Mobile Estates to FM 802	Construct 5' Wide Sidewalks	$290.961 / $0.00	CAT 3 & 9
LL – City of Pharr & City of Alamo *0921-02-432*	HID	Within the City of Pharr & Alamo	PSJA Tri-City Pedestrian Improvements (Phase II)	$1,347.981/ $0.00	CAT 3 & 9

Disclaimer: Work in Progress and Subject to Change (FY 2024 might have projects moving around as we continue moving forward)

April 11, 2024

PROJECTS TO BE LET IN November 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL - Stenger St Concrete Path *0921-06-370*	CAM	Business 77 West to Fannin St	Construct 10' Shared Use Path	$1,820,162 / $0.00	CAT 3 & 10 (CRP)

NO PROJECTS TO BE LET IN December 2024 within RGVMPO Area

PROJECTS TO BE LET IN January 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Mile 1 East *0921-02-254*	HID	Bus 83 to Mile 8 North	Reconstruct & Widen to Urban 2 Lanes & Shoulders	$12,174,790 / $0.00	CAT 3 & 7
LL – Mile 3 North *0921-02-332*	HID	FM 2221 (Jara China Rd) to Tom Gill Rd	Construct New Location 2-Lane Rural Roadway with Shoulders	$9,772,392 / $0.00	CAT 3, 7
FM 494 *0864-01-069*	HID	FM 676 (Mile 5) to FM 1924 (Mile 3)	Widen to 4 Lanes	$13,296,578 / $0.00	CAT 2
LL - Roma-Miguel Aleman Suspension Bridge *0921-26-115*	STR	Miguel Aleman Suspension Bridge	Restoration of Roma – Miguel Aleman Suspension Bridge	$18,766,674 / $0.00	Cat 3 & 10

PROJECTS TO BE LET IN February 2025

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	$23,526,706 / $0.00	CAT 2

PROJECTS TO BE LET IN March 2025

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 Lan Toll Facility	$31,442,456 / $0.00	CAT 3 & 7

Disclaimer: Work in Progress and Subject to Change (FY 2024 might have projects moving around as we continue moving forward)

April 11, 2024

PROJECTS TO BE LET IN April 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
US 83 *0038-06-051*	STR	Roma High School to Gutierrez St	Construct Sidewalks and Ramps	$1,487,149 / $0.00	CAT 10

PROJECTS TO BE LET IN May 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – West Rail Trail - Amenities *0921-06-350*	CAM	Pam Blvd to IH-69E South Bound Rd West of Old Alice Rd.	Purchase/Installation of Amenities @ Former Rail line	$1,276,360 / $0.00	CAT 3 & 9
LL – Freddy Gonzalez Hike & Bike Trail *0921-02-497*	HID	Freddy Gonzalea Dr and Closner Blvd, Municipal Park on Raul Longoria	Construct 1.9 Mile, 10ft Wide Concrete Shared Use Path	$909,995 / $0.00	CAT 3 & 9
LL – Bejarano-McFarland-Galvan Trail Extension *0921-06-351*	CAM	SH 100 & Roy St to Arturo Galvan Coast Park Entrance	Construct and Extend Trail, ADA Ramps & Bus Stop Improvements	$756,662 / $0.00	CAT 3 & 9

NO PROJECTS TO BE LET IN June 2025 within RGVMPO Area

PROJECTS TO BE LET IN July 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
FM 1925 *1803-01-092*	HID	10th St to McColl Rd	Widen to 4 Lane With Raised Median	$12,001,425 / $0.00	CAT 2

Disclaimer: Work in Progress and Subject to Change (FY 2024 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 4/03/2024)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6						CAT 10	Cat 11 Safety	CAT 12	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																		
Mar-24	HID	>On Mile 5 (Bridge)	1064-01-046	Replace Bridge	@ Edinburg Main Canal STR #: K00011001	$ -	$ -	$ -	$ 979,047	$ -	$ -	$ 979,047	$ -	$ -	$ -	$ -	$ -	$ 979,047
						$ -	$ -	$ -	$ 979,047	$ -	$ -	$ 979,047	$ -	$ -	$ -	$ -	$ -	$ 979,047
Apr-24	HID	Mile 4 Rd.	0921-02-507, etc.	Install Traffic Signal	0.1 Miles west of Trosper Rd. to 0.1 Miles East of Trosper Rd.	$ -	$ -	$ -	$ -	$ 413,471	$ -	$ 413,471	$ -	$ -	$ -	$ -	$ -	$ 413,471
	HID	>Mile 5 Rd.	0921-02-510	Install Advanced Warning Signs & Safety Lighting	0.1 Miles West of Western Rd. to 0.1 Miles East of Western Rd.	$ -	$ -	$ -		$ 93,581		$ 93,581	$ -	$ -	$ -	$ -	$ -	$ 93,581
	HID	FM 493	0863-03-041, etc.	Replace Flashing Beacon with a Traffic Signal	0.1 Miles North of S. FM 2812 0.1 Miles South of S. FM 2812	$ -	$ -	$ -	$ -	$ 335,023	$ -	$ 335,023	$ -	$ -	$ -	$ -	$ -	$ 335,023
	STR	>US 83	0039-01-102	Install Traffic Signal	0.1 Miles West of FM 1430 to 0.1 Miles East of FM 1430	$ -	$ -	$ -		$ 347,202		$ 347,202	$ -	$ -	$ -	$ -	$ -	$ 347,202
	STR	>US 83	0039-02-078	Install Traffic Signal	0.1 Miles West of El Pinto Rd. to 0.1 Miles East of El Pinto Rd.	$ -	$ -	$ -	$ -	$ 329,917	$ -	$ 329,917	$ -	$ -	$ -	$ -	$ -	$ 329,917
	HID	>FM 1925	1803-02-050	Replace Flashing Beacon with a Traffic Signal	0.1 Miles West of W. of Val Verde Rd. to 0.1 Miles East of W. Val Verde Rd.	$ -	$ -	$ -		$ 276,138		$ 276,138	$ -	$ -	$ -	$ -	$ -	$ 276,138
						$ -	$ -	$ -	$ -	$ 1,795,332	$ -	$ 1,795,332	$ -	$ -	$ -	$ -	$ -	$ 1,795,332
May-24	CAM	SH 4	0039-10-080	Rehabilitate Roadway	FM 1419 to Remedios Ave.	$ 18,440,000	$ -	$ 18,440,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 20,560,000	$ 39,000,000
						$ 18,440,000	$ -	$ 18,440,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 20,560,000	$ 39,000,000
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 E Rd.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 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
	HID	>Iowa St.	0039-04-134	Installation of Traffic Signal	0.1 Miles West of Iowa St. to 0.1 Miles East of Iowa St.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 300,000	$ -	$ 300,000
	HID	>Hall Acres Rd.	1429-01-040	Installation of Traffic Signal	0.1 Miles North of Hall Acres Rd. to 0.1 Miles South of Hall Acres Rd.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 300,000	$ -	$ 300,000
	HID	>Iowa Rd.	1586-01-094	Installation of Traffic Signal	0.1 Miles North of Iowa Rd. to 0.1 Miles South of Iowa Rd.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 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 Brushline Rd.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 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 491	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 600,000	$ -	$ 600,000
	CAM	>SH 48	0220-07-074	Install Cable Barrier	4.43 Miles South of SH 100 to 3.62 Miles South of SH 100	$ -	$ -	$ -	$ -	$ 308,869	$ -	$ 308,869	$ -	$ -	$ -	$ -	$ -	$ 308,869
						$ -	$ -	$ -	$ -	$ 308,869	$ -	$ 308,869	$ -	$ -	$ -	$ 3,360,000	$ -	$ 3,668,869
Jul-24	CAM	FM 2556	2529-02-010	Replace Bridge & Reconstruct Approaches	0.36 Miles North of Arroyo Colorado to 0.35 Miles South of Arroyo Colorado	$ -	$ -	$ -	$ -	$ 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	$ 30,785,893	$ -	$ 30,785,893	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 30,785,893
						$ 30,785,893	$ -	$ 30,785,893	$ -	$ 6,541,690	$ -	$ 6,541,690	$ -	$ -	$ -	$ -	$ -	$ 37,327,583
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 East of Holland/Trosper Rd.	$ -	$ -	$ -	$ -	$ 266,800	$ -	$ 266,800	$ -	$ -	$ -	$ -	$ -	$ 266,800
	HID	>Mile 2 Rd.	0921-02-502	Install Traffic Signal	0.1 Miles West of Stewart Rd. to 0.1 Miles East of Stewart Rd.	$ -	$ -	$ -	$ -	$ 248,038	$ -	$ 248,038	$ -	$ -	$ -	$ -	$ -	$ 248,038
	HID	>Mile 2 Rd.	0921-02-503	Install Traffic Signal	0.1 Miles West of Glasscock Rd. to 0.1 East of Glasscock Rd.	$ -	$ -	$ -	$ -	$ 248,038	$ -	$ 248,038	$ -	$ -	$ -	$ -	$ -	$ 248,038
	HID	2 Mile Line Rd.	0921-02-517	Improve Traffic Signals	0.1 Miles North of Bryan Rd. to 0.1 Miles South of Bryan Rd.	$ -	$ -	$ -	$ -	$ 77,538	$ -	$ 77,538	$ -	$ -	$ -	$ -	$ -	$ 77,538
	HID	Los Ebanos Rd.	0921-02-518	Improve Traffic Signals	0.1 Miles West of Griffin Pkwy. to 0.1 Miles East of Griffin Pkwy.	$ -	$ -	$ -	$ -	$ 82,061	$ -	$ 82,061	$ -	$ -	$ -	$ -	$ -	$ 82,061
	HID	1st St.	0921-02-519	Improve Traffic Signals	0.1 Miles West of Conway Ave. to 0.1 Miles East of Conway Ave.	$ -	$ -	$ -	$ -	$ 40,130	$ -	$ 40,130	$ -	$ -	$ -	$ -	$ -	$ 40,130
Aug-24	HID	Nolana Ave.	0921-02-520	Improve Traffic Signals	34th St. to McColl Rd.	$ -	$ -	$ -	$ -	$ 173,111	$ -	$ 173,111	$ -	$ -	$ -	$ -	$ -	$ 173,111
						$ -	$ -	$ -	$ -	$ 1,135,716	$ -	$ 1,135,716	$ -	$ -	$ -	$ -	$ -	$ 1,135,716
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

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 4/03/2024)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6						CAT 10	Cat 11 Safety	CAT 12	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				
	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
Sep-24	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	>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
	HID	>FM 1924	1802-01-048	Seal Coat	FM 494 to FM 1926	$ -	$ 328,087	$ 328,087	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 328,087
	CAM	>FM 732	1057-03-058	Seal Coat	BUS 77 to US 281	$ -	$ 255,087	$ 255,087	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 255,087
	HID	>FM 676	1064-01-045	Seal Coat	FM 492 to 0.2 Miles West of SH 364	$ -	$ 82,731	$ 82,731	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 82,731
Sep-24	CAM	FM 510	1057-03-051	Rehabilitation	FM 1847 to FM 2480	$ 14,821,805	$ -	$ 14,821,805	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 14,821,805
Sep-24	HID	FM 1015	1228-04-015	Rehabilitate Roadway	US 281 to Progreso Bridge	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 12,000,000	$ 12,000,000	$ -	$ -	$ -	$ 12,000,000
Sep-24	HID	FM 3072	3098-01-019	Rehabilitate Roadway	Veterans Blvd. to Cesar Chavez Rd.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,000,000	$ 5,000,000	$ -	$ -	$ -	$ 5,000,000
Sep-24	CAM	IH-69E	0327-08-111	Bridge Preventative Maintenance	IH-69E @ North Bound Floodway Bridge. NBI #: 21031032708030	$ -	$ 1,000,000	$ 1,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,000,000
						$ 14,821,805	$ 7,742,399	$ 22,564,204	$ -	$ -	$ -	$ -	$ 17,000,000	$ 17,000,000	$ -	$ -	$ -	$ 39,564,204
Oct-24		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Nov-24		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Dec-24		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Jan-25	HID	Mile 1 Rd.	0921-02-492, etc.	Bridge Replacement	NBI #: 211090AA0824001, @ Main Supply Channel	$ -	$ -	$ -	$ 1,394,012	$ -	$ -	$ 1,394,012	$ -	$ -	$ -	$ -	$ -	$ 1,394,012
	HID	>Mile 17 1/2 Rd.	0921-02-513	Bridge Replacement	NBI #: 21109AA0229001, @ N Main Drainage Ditch	$ -	$ -	$ -	$ -	$ -	$ -	$ 623,563	$ -	$ -	$ -	$ -	$ -	$ 623,563
						$ -	$ -	$ -	$ 1,394,012	$ -	$ -	$ 2,017,575	$ -	$ -	$ -	$ -	$ -	$ 2,017,575
Feb-25		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Mar-25		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Apr-25	HID	SH 336	0621-01-115, etc.	Overlay	Trenton Rd. to SH 495	$ -	$ 2,948,225	$ 2,948,225	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,948,225
	HID	>SH 336	0621-01-116	Overlay	SH 495 to IH-2	$ -	$ 1,019,970	$ 1,019,970	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,019,970

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 4/03/2024)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6						CAT 10	Cat 11 Safety	CAT 12	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	>US 83	0038-06-053	Overlay	0.31 Miles North of FM 2098 to 0.31 Miles South of Pla	$ -	$ 5,666,605	$ 5,666,605	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,666,605
						$ -	$ 9,634,800	$ 9,634,800	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 9,634,800
May-25		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 64,047,698	$ 17,377,199	$ 81,424,897	$ 2,373,059	$ 9,781,607	$ -	$ 12,778,229	$ 17,000,000	$ 17,000,000	$ -	$ 3,360,000	$ 20,560,000	$ 135,123,126

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

A. The next RGVMPO Technical Advisory Committee is IN-PERSON at 10:00am on May 9, 2024.



Technical Advisory Committee Meeting Thursday April 11, 2024