



Technical Advisory Committee
Meeting Thursday July 11, 2024

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

Thursday July 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 May 9, 2024 [Page 6](#)

- Action Possible Action Information

Presenter: Benjamin Worsham, TAC Chairman

Summary: Approval of the May 9, 2024

B. Discussion and Action on FY 2024-2025 Unified Planning Work Program Amendment #3 [Page 11](#)

- Action Possible Action Information

Presenter: Fernando Cantu, RGVMPO Transportation Planner III

Summary: The RGVMPO is revising the UPWP to integrate language addressing the 2021 Planning Emphasis Areas, pertinent to the development of Metropolitan and Statewide Planning Research Work programs. Additionally, update Task 3.2 'Complete Street' to reflect the requirement for MPOs to allocate at least 2.5% of their PL funds towards designated planning activities aimed at enhancing safe and accessible transportation options for individuals of all ages and abilities across various travel modes

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

C. Discussion and Action on TJKM - SS4A Contract Amendment [Page 56](#)

- Action Possible Action Information

Presenter: Fernando Cantu, RGVMPO Transportation Planner III

Summary: The current TJKM contract is being amended to incorporate new tasks and increase the budget from \$199,648.95 to \$250,000. This adjustment ensures that all necessary activities are adequately funded to meet SS4A Grant goals. The additional budget will allow for enhanced project capabilities and improved outcomes.

Background: Safe Streets and Roads for All (SS4A) is a U.S. Department of Transportation initiative aimed at improving road safety nationwide. It focuses on reducing traffic fatalities and serious injuries through comprehensive planning, innovative safety solutions, and local community engagement. The program supports projects that promote safer streets for all users, including pedestrians, cyclists, and motorists.

D. Discussion and Action on ATG - MTP Contract Amendment [Page 59](#)

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

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

Summary: The current ATG contract is being amended to include new tasks and increase the budget from \$338,838.21 to \$397,043.03. This adjustment allows ATG to review the Travel Demand Model (TDM), a critical step before approving the new Metropolitan Transportation Plan (MTP). The additional budget will enable enhanced project capabilities and improved outcomes.

Background: The Metropolitan Transportation Plan (MTP) is a strategic framework designed to address the long-term transportation needs of metropolitan regions, ensuring the efficient movement of people and goods. It incorporates comprehensive analysis of current and projected demographics, land use, and economic trends to guide investment in infrastructure and services. The MTP aims to enhance mobility, reduce congestion, improve safety, and promote sustainable growth over a 25-year planning horizon.

E. Discussion and Action for Qualifications RFQ for Legal Services for RGVMPPO Contract Review [Page 68](#)

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

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

Summary: The RGVMPPO is looking to acquire qualified firms who will review and enhance contractual agreements and legal compliance, evaluating new and existing contracts with vendors to identify risks and recommend amendments or renegotiations. They will also review MOUs between the MPO and local governments, offering legal guidance on interpretation, compliance, and potential amendments, and ensure adherence to federal regulations such as 23 CFR Part 450 and 2 CFR Part 200. The RGVMPPO/LRGVDC will select an experienced attorney or law firm to provide high-quality, timely legal advice to the Rio Grande Valley Metropolitan Planning Organization's executive and administrative staff.

Background: The RGVMPPO 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.

F. Discussion and Possible Action regarding the RGVMPPO Transportation Alternatives Set-Aside Program (TASA; also known as Category 9) [Page 116](#)

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

Presenter: **Eva Garcia, RGVMPPO Transportation Planner III**

Summary: All FY2021-2022 TASA Projects are currently in the 'obligation phase' with awarded funds set to lapse (expire) by September 2025. As discussed in the May 2024 TASA Update, RGVMPPO Staff returns with project development updates.

Background: RGVMPPO Staff continues to communicate with RGVMPPO Technical Advisory Committee (TAC) & Transportation Policy Board (TPB) Members regarding TASA projects to ensure the timely obligation and reimbursement of programmed funds. Staff continues to work with the Texas Department of Transportation Pharr District (TxDOT) and Local Government (LG) projects sponsors to provide these updates to RGVMPPO Members. Thank you to all those involved for their continued communication and coordination.

V. Presentations & Reports

A. Congestion Management Process Update [Page 125](#)

Action

Possible Action

Information

Presenter: Klarissa Gonzalez, RGVMPPO Transportation Planner

Summary: Recent Congestion Management Process (CMP) Subcommittee meetings focused on a comprehensive analysis to address traffic congestion in our region. These meetings fostered productive discussions on establishing regional goals, evaluating traffic challenges and identifying effective strategies for implementation. This update serves to present the first draft of the 2024 RGVMPPO CMP for review and feedback before the adoption this Fall.

Background: In January of 2024, The RGVMPPO began producing the 2024 update to the Congestion Management Process. This is federally mandated activity for Transportation Management Areas (TMA), and the document will be considered during the certification of the RGVMPPO in December. The purpose of a CMP is to identify, analyze, and monitor traffic congestion in urban areas to provide data-driven implementation strategies and evaluate their effectiveness over time. This process is cyclic in nature and is an ongoing effort with the intention of alleviating traffic congestion and improving the efficiency of a regional transportation network.

B. National Ambient Air Quality Standards Revision [Page 192](#)

Action

Possible Action

Information

Presenter: Klarissa Gonzalez, RGVMPPO Transportation Planner

Summary: Effective May 6th, 2024, the EPA revised the National Ambient Air Quality Standards (NAAQS) reducing the primary annual standard for the PM_{2.5} pollutant from 12 micrograms per cubic meter to 9 micrograms per cubic meter. Texas Commission on Environmental Quality (TCEQ) informed our region that Cameron County and Hidalgo County may potentially be affected by this revision. TCEQ awarded the LRGVDC a grant to conduct air quality planning activities focused on monitoring the level of PM_{2.5} in our area.

Background: National Ambient Air Quality Standards (NAAQS) monitors the following specific pollutants: Ozone, Particulate Matter (PM_{2.5} and PM₁₀), Carbon Dioxide, Sulfur Dioxide, and Lead. The primary annual standard for fine particulate matter (PM_{2.5}) was revised in 1997, 2012, and now 2024. Planning activities for the TCEQ grant are limited to inventorying emissions for PM_{2.5}, monitoring of pollution levels, air pollution and data analysis; modeling pollution levels; and administration of the program.

C. Presentation Discussion on Category 7 Utilization & Carryover Efforts [Page 202](#)

Action

Possible Action

Information

Presenter: Eva Garcia, RGVMPPO Transportation Planner III

Summary: Continuation of the Texas Administrative Code (TAC) Chapter 16 revisions discussion. RGVMPPO Staff will share new estimates and update Members on the Project Readiness Subcommittee discussions on project prioritization and scoring criteria. Efforts have been closely coordinated with TxDOT Pharr District staff.

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. Federal Functional Classification Status Update [Page 224](#)

Action Possible Action Information

Presenter: Luis Diaz, RGVMPO Interim Executive Director

Summary: The RGVMPO is providing a status update of recent Federal Functional Classification submittals and upcoming submittals.

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.

E. RGVMPO Executive Director’s Report and Updates [Page 226](#)

Action Possible Action Information

Presenter: Luis Diaz, RGVMPO Interim Executive Director

Summary: 1. Budget Update

F. TxDOT Project Status Report [Page 228](#)

Action Possible Action Information

Presenter: TxDot Pharr Area Office Staff

G. Cameron County RMA Status Report [Page 235](#)

Action Possible Action Information

Presenter: Eric Davila

H. Hidalgo County RMA Status Report [Page 288](#)

Action Possible Action Information

Presenter: Ramon Navarro, Hidalgo County RMA Chief Construction Engineer

I. Transit Status Report [Page 340](#)

Action Possible Action Information

Presenter: Transit Representative

VI. Other Business (Old or New): This item provides an opportunity for members to bring items of interest before the group. [Page 352](#)

A. The next RGVMPO Technical Advisory Committee is [IN-PERSON](#) at 10:00am on August 8, 2024.

IV. Action & Discussion Items

A. Approval of Minute(s) for May 9, 2024

Action

Possible Action

Information

Presenter: Benjamin Worsham, TAC Chairman

Summary: Approval of the May 9, 2024

**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE IN-PERSON MEETING
May 9, 2024 - Minutes**

I) CALL TO ORDER

Benjamin Worsham – Chairman (Cameron County) 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	Ramon Navarro
Hidalgo County	Armando Garza, Jr.
City of Brownsville	Joel Garza
City of McAllen	Rene Gonzalez
City of Edinburg	Mardoqueo Hinojosa
City of Harlingen	Roberto Hernandez
City of Mission	JP Terrazas
City of Pharr	Absent
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	Simon Ortiz
McAllen Metro	Jon Ray Bocanegra
Port of Brownville	Absent
Port of Harlingen	Absent
Port Isabel-San Benito Navigation District	Jose Morales
Cameron County Spaceport Dev Corp.	Absent
GUESTS	
RGVMPO Interim- Executive Director	
LRGDVC	Javier Dominguez
RGVMPO Staff	

III) PUBLIC COMMENTS

No public comments

IV) CONSENT AGENDA

A. Approval of Minutes

Consideration and Action to Approve the Minutes of April 11, 2024

Chairman Benjamin Worsham asked if there were any corrections to the minutes and no corrections or comments were noted to the minutes.

Chairman Benjamin Worsham to approve the minutes.

Johanna Maldonado from the City of San Benito made a motion to approve the minutes as presented, which was seconded by Eric Davila from the Cameron County RMA.

B. Discussion and Action on the FY 2025-2028 Comprehensive Transportation Improvement Program (TIP) Document & Programming Tables

Rudy Zamora presented an overview of the FY 2025-2028 Comprehensive Transportation Improvement Program (TIP) document and programming tables; the following are key points from the presentation.

Public Involvement:

- Public involvement period scheduled from May 1st to May 31st.
- Public involvement kickoff event scheduled for today from 2 to 4 pm.
- The goal is to gather feedback and bring a finalized draft to the policy board for approval.

Amendments and Updates:

- Summary of amendments includes two projects from the City of McAllen requesting additional Category 7 funds:
- Bentsen Road: Requesting an additional \$10 million.
- Nolana Loop: Requesting an additional \$8.62 million.

Discussion on reallocating funds or moving other projects to accommodate these requests.

Eric Davila inquired if the discussion should take place now or during the workshop.

Rodolfo Zamora explained that it can be discussed now or during the project readiness meeting and highlighted the need to identify matching Category 7 funds.

Ramon Navarro suggested moving forward with the project readiness process and keeping projects prepared in case funding becomes available.

Rene Gonzalez (City of McAllen): Noted that both projects are on schedule and emphasized the city's commitment to moving them forward.

Chairman Ben Worsham asked if the City of McAllen has a contingency plan (Plan B) if the funding is not secured. Rene Gonzalez: Confirmed they have a plan B.

Chairman Ben Worsham requested clarification on recommendations and alternatives for voting. Rodolfo Zamora suggested approving the TIP with the current amendments and monitoring available funding, with the possibility of adjusting if necessary.

Jose Morales asked if there is a list of projects not moving forward for today's vote. Rodolfo Zamora clarified that today's vote is on the proposed summary sheet for the new TIP, and adjustments can be made before the policy board meeting.

Eric Davila requested information on the financial constraints and the amount needed to be adjusted. Rodolfo Zamora explained the need to address carryover funds and provided an estimate of the funding gap based on the previous TIP and current allocations.

Chairman Ben Worsham confirmed there are no adverse effects to the rest of the projects on the TIP if approved. Rodolfo Zamora reassured that all projects on the TIP need to be programmed and are crucial for fiscal constraint concerns.

Eric Davila suggested that information be shared sooner for better decision-making. Rodolfo Zamora explained the benefits of grouping certain projects to streamline the approval process and avoid STIP revision cycles.

Armando Garza Jr., motioned to approve from Hidalgo County. Eric Davila seconded the motion from Cameron County RMA. Chairman Ben Worsham acknowledged the motion and second to approve the FY 2025-2028 Comprehensive Transportation Improvement Program (TIP) Document & Programming Tables. The motion passed unanimously.

C. Discussion and Action regarding the Transit Asset Management (TAM) & the Transportation Agency Safety Plan (PTASP) Targets

Rudy Zamora provided an overview of the federal requirements for Transit Asset Management (TAM) and Transportation Agency Safety Plan (PTASP) targets for the upcoming TIP fiscal years 2025-2028; the following are key points from the presentation.

- The Federal Transit Administration (FTA) mandates the inclusion of Transit Asset Management and safety performance targets in the TIP for fiscal years 2025-2028.
- A template has been shared with regional transit providers to gather the necessary information for publication in the comprehensive document.
- Final numbers from transit providers are still pending but are expected before the document's publication.

Chairman Ben Worsham opened the floor for questions regarding the TAM and PTASP targets, no questions were raised. Armando Garza Jr. motioned to approve from Hidalgo County. Nancy Sanchez seconded the motion from Valley Metro. The motion passed unanimously.

D. Discussion and Action regarding Grouping of Category 10 – Carbon Reduction Program funded projects.

Rudy Zamora Rodolfo Zamora presented the proposal to group Category 10 CRP funded projects into the existing project group list, which includes safety, bicycle, and pedestrian projects. This grouping would streamline the approval process and avoid STIP revision cycles while awaiting federal approval. Supportive literature was provided from the upcoming TIP/STIP guidance for 2025-2028, explaining the rationale behind project grouping and qualification criteria. A summary sheet was provided detailing the projects to be grouped and any amendments to existing grouped projects. All CRP projects currently listed in the fiscal year 2023-2026 TIP qualify for grouping and will be added to the new TIP in their programmed years.

Examples of CRP projects include:

- Stenger Street share use path (FY2025)
- Signal improvement projects in Cameron and Hidalgo Counties (FY2025)
- Southmost Nature Trail phases 3, 4, and 5 (FY2025, FY2026, FY2027)
- Los Fresnos hiking bike trail (FY2026)
- Bus curve cuts project in Brownsville (FY2027)
- Weslaco hike and bike trail phase one (FY2028)

Chairman Ben Worsham opened the floor for questions and no questions were raised. Dora E. Robles (TxDOT) motioned to approve the grouping of Category 10 CRP projects. Joel Garza from the City of Brownsville seconded the motion. The motion passed unanimously.

E. Discussion and Action to Program FY28 Carbon Reduction Program (CRP) Funds to the Hidalgo County & City of Weslaco Hike & Bike Trail Phase I.

Eva Garcia began with an overview of the Carbon Reduction Program (CRP), also known as Category 10, and the process of receiving and allocating these funds. She provided a quarterly update on the status of CRP projects, emphasizing the importance of obligating funds before they lapse. Garcia mentioned the Pharr International Bridge commercial vehicle parking project, which required obligating its FY22 funds by FY24.

Dora E. Robles provided an update, confirming that the project had received an FPAA and bids would be opened on May 30th. Eva Garcia thanked Dora Robles for the update, noting the importance of timely obligation to avoid lapsing funds. She continued with updates on other projects, including the Stanger Street project with FY24 funding, and various projects programmed for FY25-26, such as the Southmost Nature Trail, Los Fresnos Hike and Bike Trail, and two signalization projects. She highlighted the need for continued coordination and development for these projects.

Dora E. Robles confirmed an executed AFAA for the Stanger Street project. Eva Garcia acknowledged the update and provided an overview of the later year projects for FY27-28 in the MTP. She explained the process of securing federal concurrence for the Hidalgo County & City of Weslaco Hike & Bike Trail Phase I project, which was shortlisted in March. Garcia requested action to approve the programming of \$1.18 million of FY28 CRP funds for this project.

Chairman Ben Worsham opened the floor for questions and no questions were raised. Chairman Worsham called for a motion to approve the programming of funds. Armando Garza, Jr. from Hidalgo County motioned to approve the allocation. Ramon Navarro with Hidalgo County RMA seconded the motion.

F. TASA Update

Eva Garcia provided an overview of the TASA funding process, explaining the three phases: programming, obligation, and reimbursement. She detailed the status of various project groups:

- 2019-2020 Projects: These are the oldest group and should be working towards reimbursement to bring federal dollars back.
- 2021-2022 Projects: These projects are programmed and should be working towards obligating the funding to secure the FPAA and advertise their projects.
- 2023-2024 Projects: Recently programmed and should be working towards executing advanced funding agreements to kick off project development.

Garcia noted that three projects had been rebid and received concurrence to award the contract.

Dora Robles clarified that the three projects are pending rebidding and set to open bids on May 30th.

Eva Garcia acknowledged the update and emphasized the importance of receiving the concurrence to award contracts before requesting reimbursements. She highlighted the progress of several projects that had received concurrence to award contracts and are moving towards reimbursement. Garcia also mentioned the termination of one 2021-2022 planning project, with funds reallocated to two other planning projects pending AFA amendments. She urged the City of Harlingen to work on their PIF to ensure timely amendments, noting that the remaining construction projects are actively progressing.

Armando Garza Jr. provided additional context on the terminated Hidalgo project, explaining that Hidalgo County Precinct Two had absorbed the project and would extend the hike and bike trail from Hidalgo to the City of Mission. He emphasized the county's commitment to supporting and developing hike and bike trails.

Local government representatives presented project updates. Eva Garcia expressed gratitude for the thoroughness of the updates and confirmed that they would be shared with the Policy Board during the next meeting.

Chairman Worsham asked if there were any motions to acknowledge the report. Mardoqueo Hinojosa from the City of Edinburg motioned to acknowledge the update. Johanna Maldonado from the City of San Benito seconded the motion.

I) REPORTS AND UPDATES

A. RGVMPPO Executive Director's Report and Updates

Fernando Cantu presented an overview of the current budget status. Expenses through March have been recorded, with April's figures expected within the next two weeks. Year-to-date spending is 32.87% of the total budget, significantly under the projected 50% mark. Three contracts have been executed, and the corresponding invoices are anticipated to bring spending closer to projections.

Mr. Cantu opened the floor for questions or comments, and hearing none, Ben Worsham moved the meeting to the next agenda item.

B. TxDOT Project Status Report

Dora Robles provided a comprehensive overview of recent and upcoming TxDOT project lettings:

City of Pharr DAP 16: Three projects were bid on in late March and will be re-letting in late June.

'I' Road: The concurrence-to-award process is ongoing.

Pharr International Bridge: Bids were opened in April.

May Lettings: Three TASA projects (one with the City of Pharr, two with Cameron County) and the Nolana and Liberty Blvd projects (accelerated into FY2024) opened for bids on May 29th.

Upcoming Lettings: An on-system project is scheduled for early July, with additional projects planned for August.

Ms. Robles acknowledged the diligent efforts of all involved in maintaining the project schedules.

Chairman Ben Worsham opened the floor for questions, and hearing none, moved the meeting forward.

III) NEW OR UNFINISHED BUSINESS

None

IV) ADJOURNMENT:

There being no further business to come before the RGVMPPO TAC Members, Chairman Ben Worsham called for a motion to adjourn. Mardoqueo Hinojosa with the City of Edinburg made a motion to adjourn the meeting at 10:37am. The motion was seconded by Roberto Hernandez with the City of Harlingen, meeting was adjourned.

IV. Action & Discussion Items

B. Discussion and Action on FY 2024-2025 Unified Planning Work Program Amendment #3

Action

Possible Action

Information

Presenter: Fernando Cantu, RGVMPPO Transportation Planner III

Summary: The RGVMPPO is revising the UPWP to integrate language addressing the 2021 Planning Emphasis Areas, pertinent to the development of Metropolitan and Statewide Planning Research Work programs. Additionally, update Task 3.2 'Complete Street' to reflect the requirement for MPOs to allocate at least 2.5% of their PL funds towards designated planning activities aimed at enhancing safe and accessible transportation options for individuals of all ages and abilities across various travel modes.

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FY 2024-25 Unified Planning Work Program



Transportation Management Area (TMA)

AIR QUALITY STATUS: *Attainment*

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

**Approved by (Transportation Policy Board): 6/28/2023
Amendment: #1-10/25/23, #2-2/28/24, #3-6/26/24**

**FHWA Approval: 9/26/2023
Amendment: #1-4/2/24, #2-4/2/24**

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

Rio Grande Valley Metropolitan Organization

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VII. BUDGET SUMMARY

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APPENDICES:

- A. RGVMPO Membership and Staff
- B. Metropolitan Area Boundary Map (*Governor or Governor’s Designee Approved*)
- C. Debarment Certification (*Negotiated Contracts*)
- D. Lobbying Certification (*Certifications for Contracts, Grants, Loans and Cooperative Agreements*)
- E. Certification of Compliance
- F. Certification of Internal Ethics and Compliance Program

I. INTRODUCTION

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

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

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

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

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

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

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

On November 15, 2021, President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) Public Law 117-58, also commonly known as the Bipartisan Infrastructure Law (BIL). This new legislation is a once-in-a-generation investment to repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all road users. It reauthorizes surface transportation programs with 34% more funding than the FAST Act provided. In addition to the need for maintenance, there is an opportunity to diversify transportation options, invest in a multimodal transportation system, and innovate to safeguard against future problems with the incoming funds.

HISTORY OF THE RIO GRANDE VALLEY MPO

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

A. Purpose

This document presents the FY 2024-2025 UPWP for the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) Study Area, which is a two-year budget outlining the activities to be accomplished from October 1, 2023, through September 30, 2025. The UPWP defines the tasks to meet the requirements of the bipartisan Infrastructure Investment and Jobs Act (IIJA), as well as serve as an open and transparent resource for the public regarding the allocation of funds to fulfill these obligations. It also specifies the funding requirements and the agency responsible for carrying out the tasks.

The IIJA, is the first long-term surface transportation act since 2015's Fixing America's Surface Transportation (FAST) Act, and it includes a large investment in transportation over the next five (5) federal fiscal years, from 2022 to 2026. Current requirements stipulate that MPOs conduct

planning that explicitly considers and analyzes, as applicable, the ten planning factors as defined by federal law. The prior authorization, the FAST Act, added two new planning considerations: 1) enhance the resiliency and dependability of the transportation system and reduce or mitigate the impacts of surface transportation on stormwater runoff; and 2) boost travel and tourism. Listed below are the ten (10) planning factors.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

In compliance with the IIJA, which upholds the principles of the FAST Act and Moving Ahead for Progress in the 21st Century (MAP-21), the RGV MPO is dedicated to enhancing safety and improving project efficiency. As part of our ongoing efforts, we are diligently working towards the development of performance measures to address the following objectives outlined in 23 USC 150:

- 1) Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- 2) Infrastructure condition - To maintain the highway infrastructure asset system in a state of good repair.
- 3) Congestion reduction - To achieve a significant reduction in congestion on the National Highway System.
- 4) System reliability - To improve the efficiency of the surface transportation system.
- 5) Freight movement and economic vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

- 6) Environmental sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 7) Reduced project delivery delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Justice40 & Title VI

Under the guidance of Executive Order 14008, the Justice40 initiative was established with the objective of ensuring that 40 percent of the benefits derived from federal investments are directed towards disadvantaged communities. Within the framework of the FY 2024 and FY 2025 UPWP, administered by the RGVMPO, various programs have been included to support this initiative.

These programs encompass a wide range of areas, including climate change, clean energy, energy efficiency, sustainable transit, affordable and sustainable housing, training and workforce development, pollution reduction and remediation, as well as the development of clean water and wastewater infrastructure. It is important to note that compliance with Justice40 has become a significant consideration for numerous funding programs offered by the United States Department of Transportation (USDOT). Many jurisdictions within the RGVMPO rely on these programs to secure essential funding for their projects.

Embracing the vision of "Ladders of Opportunity" and recognizing the significance of access to essential services, the transportation planning process within the RGVMPO takes a proactive approach in identifying connectivity gaps.

The unique nature of the Rio Grande Valley, with its numerous colonias and a sizable population living below the poverty level, underscores the urgent need for the RGVMPO to address Title VI and Environmental Justice efforts. These endeavors serve as crucial opportunities for the RGVMPO to engage with underserved populations and understand their transportation and connectivity challenges. These efforts are outlined in Subtasks 1.2 Public Participation Plan, 2.2 Title VI, and 3.4 Complete Streets Planning.

With a commitment to comprehensive planning, the RGVMPO has taken the responsibility of producing and updating its transit plan, bike plan, and pedestrian plan in-house. By aligning these three plans, the RGVMPO aims to identify gaps that exist among pedestrian, bicycle, transit, and highway facilities. This holistic approach forms an integral part of the overarching multimodal plan, ensuring that every individual has access to mobility through their preferred transportation alternative.

PUBLIC PARTICIPATION PLAN

The RGVMPO has demonstrated its commitment to transparency and meaningful public participation through the development and adoption of a comprehensive Public Participation Plan (PPP) on September 25, 2019. This plan serves as a guiding policy, ensuring that the public has ample opportunity to review and provide valuable input on initiatives undertaken or amended by the RGVMPO.

Recognizing the importance of collaboration and coordination, the RGVMPO actively engages with other esteemed transportation planning agencies such as Valley Metro, Metro McAllen, and Brownsville Metro. By fostering these partnerships, the RGVMPO strives to enhance the effectiveness and inclusivity of the transportation planning process.

The primary goal of the PPP is to facilitate cooperation and extend a reasonable opportunity for citizens, public agencies, transportation employees, freight shippers, transportation service providers, private transportation providers, public transportation users, representatives of the disabled community, and other interested parties to voice their opinions on planning activities.

To effectively engage with the stakeholders, the RGVMPO has initiated the creation of a user-friendly MPO Web Page. This online platform serves as a dynamic hub for sharing vital information, including meeting agendas, minutes (both written and oral in English and Spanish), amendments, calendar events, completed studies, the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), the UPWP, the Annual Performance and Expenditure Report (APER), the Annual Project Listing (APL), and any other relevant updates. In addition, the RGVMPO ensures broad dissemination of information by mailing out flyers of amendments and public meetings or hearings to libraries, city halls, and chambers of commerce, encouraging them to prominently display the materials for easy public access. Moreover, the location of public meetings and/or hearings is carefully chosen to ensure accessibility via transit routes, in line with the PPP's guidelines.

In alignment with the requirements of Senate Bill 1237, signed by the Governor on June 19th, 2015, the RGVMPO has made significant investments in hardware and software to fulfill the obligation of Internet broadcasting and archiving of open meetings. This dedication enables the RGVMPO to comply with Section 551.128(c) of the Government Code, providing live video and audio broadcasts of each open meeting via the organization's internet website, while also making archived video and audio recordings available for subsequent viewing.

B. Definition of Area

The Rio Grande Valley Metropolitan Planning Organization resides in the southern tier of the state of Texas. It shares an international border with Mexico and its boundaries lie within the Lower Rio Grande Valley, now known as Rio South Texas. The RGVMPO is comprised of the following cities: Alamo, Alton, Brownsville, Combes, Donna, Edcouch, Edinburg, Elsa, Escobares, Granjeno, Harlingen, Hidalgo, La Feria, La Grulla, La Joya, La Villa, Laguna Vista,

Los Fresnos, Los Indios, McAllen, Mercedes, Mission, Palm Valley, Palmhurst, Palmview, Peñitas, Pharr, Port Isabel, Primera, Progreso, Progreso Lakes, Rancho Viejo, Rangerville, Rio Grande, Rio Hondo, Roma, San Benito, San Juan, Santa Rosa, South Padre Island, Sullivan City, and Weslaco. The RGVMPO is also comprised of unincorporated urbanized areas of Cameron and Hidalgo County. Governor Greg Abbott approved the re-designation agreement for the RGVMPO on May 14, 2019. On June 26, 2019, the Transportation Policy Board (TPB) approved the newly created Metropolitan Area Boundary (MAB) map that was created by merging the three (3) separate Rio Grande Valley MPO's, Brownsville, Harlingen-San Benito and Hidalgo County on November 5, 2019, and approved by Governor Greg Abbott on March 5, 2021. On April 28, 2021, the Transportation Policy Board (TPB) amended the MAB to include Starr County, and on October 29, 2021 it was approved by Governor Greg Abbott. A map depicts the area in Appendix B.

C. Organization

The transportation planning process of the RGVMPO operates through two fundamental organizational units: the Transportation Policy Board (TPB) and the Technical Advisory Committee (TAC). Both units employ a committee structure that facilitates a collaborative and cooperative approach to planning. These are described as the following:

Transportation Policy Board

The Transportation Policy Board (TPB) is composed of elected and appointed officials representing the cities of Brownsville, Edinburg, Harlingen, McAllen, Mission, San Benito, and Pharr; the counties of Cameron, Hidalgo, and Starr; as well as the Cameron County Regional Mobility Authority (RMA), Hidalgo County RMA, Lower Rio Grande Valley Development Council (LRGVDC), Texas Department of Transportation (TxDOT), and Valley Metro. Its responsibilities are as follows:

- Provide a forum for cooperative decision-making by principal elected officials of general purpose local government;
- Carry out the urban transportation planning process as required by law for urbanized areas in conformity with applicable federal regulations and guidelines; this includes, but is not limited to, performance measurement, congestion management process, and transportation conformity;
- Provide routine guidance to the planning process;
- Designate responsibility for the development of the Unified Planning Work Program, Transportation Improvement Program, and Metropolitan Transportation Plan;
- Establish and approve policy procedures for transportation planning;
- Examine the adequacy of the continuing planning process;
- Review the limits of the Study Area and, if necessary, make revisions;
- Review and approve an annual budget for transportation planning activities as outlined in the Unified Planning Work Program;

- Designate such technical committees or task forces as necessary to carry out the planning process; and
- Approve the National Highway System map, the functional classification system map, the urban area boundary map, and the metropolitan area boundary map.

An updated list of the policy committee members is enclosed in Appendix A.

Technical Advisory Committee

The Technical Advisory Committee membership consists of local officials and planners from the cities and the counties within the MPO boundary, which reports directly to the TPB has the following responsibilities:

- Provide routine guidance on the technical procedures employed in the transportation planning process;
- Review the technical accuracy of transportation plans and documents resulting from the transportation planning process and either take action on the work completed or make a recommendation to the TPB;
- Review any item requested by the TPB and report its findings to the TPB;
- Review and submit a recommendation on the Unified Planning Work Program and subsequent amendments;
- Review and submit a technical recommendation on the Transportation Improvement Program, the Metropolitan Transportation Plan, and subsequent amendments to each;
- Establish or approve any technical procedures necessary to carry out the transportation planning process. These will be sent to the TPB for their review and, as necessary, the Board will take appropriate action; and
- Review recommendations from TAC subcommittees and, if appropriate, forward them to the TPB for their assessment.

Appendix G contains an updated list of the Technical Committee and subcommittee members.

D. Private Sector Involvement

In pursuit of excellence and comprehensive planning, the RGVMPO acknowledges the value of expertise and collaboration, thus utilizing consultants on an as-needed basis for specific plans and programs. Embracing a versatile approach, the RGVMPO has engaged private consultants to provide a range of services, including legal expertise and invaluable assistance in the development of the Metropolitan Transportation Plan.

E. Planning Issues and Emphasis

In 2021, The Federal Highway Administration and Federal Transit Administration have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topical areas for MPOs and

State DOTs to develop and identify work tasks for FY 2024 and 2025. The Planning Emphasis Areas are:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with metropolitan planning organizations (MPO) to ensure transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. MPOs are encouraged to use the transportation planning process to accelerate the transition toward electric and other alternative-fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shifting to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

Subtask 2.2: Performance Measures and Targets - encourages developing measures that support the MTP, TIP, CMP, and other regional initiatives, including those aimed at reducing greenhouse gas emissions and improving transportation system sustainability. Subtask 3.2: Planning Assistance - The City of Brownsville and McAllen's plans to enhance public transportation options, reduce greenhouse gas emissions, and transition to electric and alternative-fueled vehicles directly contribute to the national greenhouse gas reduction goals. Subtask 3.4: Resiliency Planning - This task focuses on integrating regional sustainability and resilience into transportation infrastructure planning, identifying transportation system vulnerabilities to climate change, and proposing adaptive measures.

Equity and Justice40 in Transportation Planning

FHWA Division and FTA regional offices should work with MPOs to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for nonmotorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit oriented development including affordable housing strategies and consideration of environmental justice populations.

Subtask 1.3: Title VI Civil Rights/Environmental Justice/Justice40 Activities - explicitly addresses the principles of equity and justice in transportation planning. Subtask 2.1: General GIS Activities - conducting inventories of neighborhoods, particularly colonias, to monitor developments and address food deserts. Subtask 3.2: Planning Assistance - It addresses the needs of underserved and disadvantaged communities by ensuring connectivity and

public transportation access and includes considerations for reducing single-occupancy vehicle travel and associated air pollution.

Complete Streets

FHWA Division and FTA regional offices should work with MPOs to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets (with an emphasis on arterials roadways) and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.

Subtask 3.3: 2.5% Set-Aside for Increasing Safe and Accessible Transportation Options - The work described in this subtask aligns closely with the principles of Complete Streets by emphasizing the need for safe and accessible transportation options for all road users. Subtask 4.1: Project Selection Criteria - emphasizes the importance of strengthening the connection between performance data and project selection, ensuring that projects align with established performance goals and targets. Subtask 4.3: County Thoroughfare & Functional Classification Plan - By incorporating safe pedestrian facilities, safe transit stops, and safe crossing opportunities into thoroughfare plans, jurisdictions can prioritize safety improvements and create complete travel networks for all road users.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

Subtask 2.2: Public Participation Plan - emphasizes the use of various techniques, including virtual tools like questionnaires and newsletters, to facilitate meaningful public participation. Subtask 4.4: Metropolitan Transportation Plan – By creating virtual public involvement videos accessible through social media platforms, providing increased transparency and access to transportation planning activities.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)

Coordination

FHWA Division and FTA encourage MPOs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities.

Subtask 2.3: Model work - includes development of capabilities for connectivity of various transportation networks. TxDOT and the roadway system managed by local cities are seamlessly included in travel model network development and maintenance and used by the regional travel model. This inclusion enables the analysts

to provide reports and planning activities that include all interested parties. Subtask 4.3: County Thoroughfare & Functional Classification Plan - is the system by which roads are grouped into functional systems according to the type of service and the amount of traffic the facility carries. RGVMPO staff continually monitors this system for the RGV TMA to ensure that roadways serving DOD installations are accurately classified. Federal Function Classification System status is interrelated to both the National Highway System and STRAHNET.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA encourage MPOs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, MPOs, Tribal Governments, FLMAs, and local agencies should focus on the integration of their transportation planning activities and develop cross-cutting MPO long-range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support the access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). FY 2024 and FY 2025 UPWP Rio Grande Valley Metropolitan Planning Organization – RGVMPO Page 14 of 44 Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e))

RGVMPO coordinates with FLMAs on studies and projects that may connect to Federal lands. FLMAs are included in stakeholder engagement and consultation activities and are provided with specific opportunities for individual meetings and providing comments on plans as they are developed.

Planning and Environment Linkages (PEL)

FHWA Division and FTA encourage MPOs to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.

RGVMPO will promote and encourage the use of PEL (in part and in whole) to regional transportation partners. RGVMPO has a Project Readiness Work Group that examines the project development process and outlines the planning efforts to make projects viable candidates for federal funding.

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, the FHWA Division and FTA encourage MPOs to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making for all parties.

RGVMPO is consistently looking for data sources to complement, enhance, and improve the GIS, travel demand modeling and planning efforts. RGVMPO will continue to work closely with TxDOT to secure databases that monitor safety, demographics, freight movements, and other programs. Subtask 2.1: General GIS Activities - This

task involves refining and documenting demographic data, presenting transportation data across all modes, and highlighting census data with a focus on Title VI/Environmental Justice considerations. Subtask 2.3: Model Work - This task involves conducting transportation modeling activities to forecast future demand on the transportation system, integrating regional travel survey information and valuable freight data into the regional model. Subtask 5.3: Traffic Counts / Bike Ped Counts - This task emphasizes the collection and utilization of traffic data for transportation planning purposes.

II. Task 1.0 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

The top objective of the RGVMPO is to ensure the consistent delivery of essential plans and programs required for administering Federal transportation planning grants. By upholding the principles of cooperation, comprehensiveness, and continuity (3C) in the planning process, the RGVMPO strives to serve the needs of its community effectively.

B. EXPECTED PRODUCTS

This task encompasses the day-to-day activities that drive the operational aspects of the RGVMPO. These activities are geared towards successfully executing the certified transportation planning process and generating the necessary documents and reports vital to its implementation.

C. PREVIOUS WORK

The RGVMPO has made substantial progress in fulfilling the requirements of the certified transportation planning process. Through ongoing efforts, significant strides have been made in this regard. Furthermore, the RGVMPO has diligently delivered a range of essential documents and reports that support the planning process and provide valuable insights to stakeholders.

In pursuit of our mission, the RGVMPO remains dedicated to building upon our previous accomplishments. By fostering a collaborative and proactive approach, the RGVMPO continues to enhance our planning efforts, ensuring that the community receives the utmost benefit from our initiatives.

D. SUBTASKS

Subtask 1.1: MPO Administration

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

This activity includes developing and implementing the policies and guidelines required to maintain the 3C planning process; coordinating transportation planning activities; budgeting and managing transportation planning funds; sponsoring and conducting meetings, including providing support to policy and advisory committees; and coordinating and collaborating with other agencies and organizations involved in planning, programming, and implementing transport.

Additionally, this task will be leveraged for essential organizational functions such as hiring staff, recruiting services from a hiring firm and acquire legal services with prior State and Federal approval for conformity determinations and other issues as determined to be necessary and reasonable to carry out the metropolitan planning process per 23 CFR 450 Subpart C, Metropolitan Transportation Planning and Programming, and consistent with 23 CFR 420.113. (Local funds may be utilized in instances where federal funds are not eligible.)

Subtask 1.2: Public Participation Plan

The RGVMPO's staff is actively engaged in implementing the Public Participation Plan, which encompasses a range of activities to ensure effective community engagement. This includes executing community outreach initiatives and organizing public meetings and hearings as needed, with a particular emphasis on Environmental Justice (EJ) populations. The staff also plays a crucial role in the development and review processes of key planning products, such as the Transportation Improvement Program and Metropolitan Transportation Plan.

To facilitate meaningful public participation, the staff employs various techniques, including the development and use of questionnaires, newsletters, and other participation tools. Additionally, they are responsible for the continuous development and redeployment of website updates, ensuring that the public has access to the most up-to-date information.

Recognizing the diverse linguistic needs of the community, the staff is committed to creating bilingual materials as appropriate, ensuring inclusivity and accessibility in all communication efforts.

In parallel, Brownsville Metro (B Metro) staff undertake public involvement and correspondence activities for special projects. They actively seek opportunities to leverage funds through partnerships with entities like the Cameron County Economic Development Corporations. Some of these projects may require revisions to the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) documents.

Together, these collaborative efforts by the RGVMPO and Brownsville Metro staff ensure comprehensive public involvement and correspondence, enabling effective project implementation and maximizing opportunities for community benefit.

Subtask 1.3: Title VI Civil Rights/Environmental Justice/Justice40 Activities

This activity is dedicated to monitoring, evaluating, and implementing compliance with Title VI, Environmental Justice (EJ), and Justice40 regulations, guidance, and requirements for plans and programs. It involves the ongoing collection and analysis of data pertaining to disadvantaged communities, minority or low-income populations, and the impact of transportation programs and systems on these communities. The objective is to identify strategies to mitigate the effects of the transportation system and programs on the identified populations.

Additionally, this activity aims to expand the database of citizens and businesses in low-income or minority areas. This database facilitates effective outreach and engagement with these populations, ensuring their voices are heard and their needs are addressed in the planning and

decision-making processes. By prioritizing compliance, data analysis, and community engagement, the RGVMPO works towards creating a transportation system that promotes equity, inclusivity, and the well-being of all residents.

Subtask 1.4: TAC and TPB Workshops

The RGVMPO values continuous learning and professional growth, conducting workshops for TPB and TAC members on various MPO topics whenever possible. Previous workshops covered subjects such as multimodal transportation, reviewing essential MPO documents, and introducing new members to the MPO. A Policy Board workshop, facilitated by an external consultant, will update objectives, prioritize projects, discuss rankings and development strategies. It will also reflect on successes post-merger and consider other factors. The workshop budget includes provisions for meeting space and meals for the policy board, ensuring a productive and enjoyable experience. These workshops foster collaboration, informed decision-making, and a positive atmosphere among TPB and TAC members.

Subtask 1.5: Equipment/Office Space & Computer Hardware/Software

As part of our commitment to maintaining efficient data usage and analysis capabilities, this activity focuses on the upgrade/addition of office equipment (Desk, Chairs, etc.), office space, server equipment, computer hardware (PC, Laptops, Tablets, etc.), and software (Adobe, Microsoft, ESRI, etc.). To comply with the guidelines outlined in 2 CFR § 200.439, any equipment or software purchases with a unit cost of \$5,000 or more will be carefully described and submitted to the Texas Department of Transportation for approval before acquisition. This ensures transparency and adherence to the necessary procedures for acquiring high-value equipment and software.

Subtask 1.6: Travel and Training

To enhance the expertise and technical proficiency of our staff in the transportation planning process, this activity focuses on supporting their professional development. This includes attending relevant conferences, courses, seminars, and workshops that contribute to their knowledge and skills. For out-of-state travel, the RGVMPO will proactively seek prior approval from the Texas Department of Transportation (TxDOT) to ensure alignment with regulations and guidelines. Travel includes but not limited to TxDOT Planning Conference, Border Trade Advisory Committee meetings, Esri User Conference, AMPO Annual Conference, and TEMPO meetings.

Subtask 1.7: Transit Administration/Brownsville Metro

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

E. FUNDING SUMMARY

Task 1 – FY 2024-2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
1.1	MPO	\$694,846.00	\$694,846.00	\$0.00	\$0.00	\$0.00	\$0.00	\$694,846.00	\$694,846.00
1.2	MPO, Brownsville	\$25,177.60	\$25,177.60	\$8,000.00	\$8,000.00	\$2,000.00	\$2,000.00	\$35,177.60	\$35,177.60
1.3	MPO	\$9,449.00	\$9,449.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9,449.00	\$9,449.00
1.4	MPO	\$11,889.80	\$11,889.80	\$0.00	\$0.00	\$0.00	\$0.00	\$11,889.80	\$11,889.80
1.5	MPO	\$58,500.00	\$58,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$58,500.00	\$58,500.00
1.6	MPO	\$116,143.00	\$116,143.00	\$0.00	\$0.00	\$0.00	\$0.00	\$116,143.00	\$116,143.00
1.7	Brownsville	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$3,000.00	\$3,000.00	\$15,000	\$15,000
TOTAL		\$916,005.40	\$916,005.40	\$20,000.00	\$20,000.00	\$5,000.00	\$5,000.00	\$941,005.40	\$941,005.40

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

III. TASK 2.0 DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

The RGVMPPO Staff is dedicated to advancing the Performance Based Planning Process by updating and maintaining crucial data for Travel Demand Modeling (TDM), Geographic Information Systems (GIS), and analysis performance. This supports agency tasks and provides valuable information for our regional and local government partners. Through data-driven approaches, we enhance the effectiveness and efficiency of our planning efforts, promoting informed decision-making and collaboration for sustainable transportation systems.

B. EXPECTED PRODUCTS

The expected products from this task include:

1. Series of technical reports documenting the continuing demographic data updating process
2. Updates to the interactive map United Metropolitan Area Planning (UMAP)
3. Updated data tables and GIS layers
4. Updates to the TDM
5. Updates to the Land Use data
6. Coordination of target selection and tracking for performance measures identified in the IJJA

C. PREVIOUS WORK

Our dedicated staff collaborates closely with local municipalities and planning partners to execute travel demand models for local projects within the area. In preparation for the 2045 Metropolitan Transportation Plan (MTP) update, our team diligently updates parcel data and land use data to ensure accurate and comprehensive information. Additionally, we actively engage with transit providers to assist in geocoding bus signs, bus stops, and other transit assets, enhancing the efficiency and accessibility of our transit system. Through these efforts, we strive to facilitate effective transportation planning and improve the overall mobility experience for our community.

D. SUBTASKS

Subtask 2.1: General GIS Activities

In this task, the RGVMPPO staff engages in a range of activities to ensure accurate and comprehensive data for effective transportation planning and equitable community development. These activities encompass refining and documenting demographic data, presenting transportation data across all modes, and highlighting census data with a focus on Title VI/Environmental Justice considerations. This includes conducting regular inventories of neighborhoods, including colonias, to monitor any new developments. A significant aspect of our

work involves addressing food deserts, areas that lack access to affordable and nutritious food according to the CDC's definition. Through various measures, such as evaluating the number of food sources and their proximity to residents, we identify and gather relevant data within the RGVMPPO MAB (Metropolitan Area Boundary).

Furthermore, the staff utilizes and documents GIS data to facilitate the integration of planning efforts with the National Environmental Policy Act (NEPA). This involves updating and creating new GIS data layers as necessary. Additionally, the team analyzes public meeting attendance data to enhance public engagement and participation. To support effective communication, staff also design and prints presentation materials as needed.

Subtask 2.2: Performance Measures and Targets

Performance measures play a crucial role in assessing the effectiveness and impact of transportation investments and resource allocation strategies. These measures provide key metrics that help us understand the current, anticipated, and desired performance levels of our transportation systems. They also enable us to evaluate tradeoffs between different scenarios and investment strategies.

The RGVMPPO staff is committed to monitoring the adopted federal performance measures and working in coordination with our transportation planning partners. Together, we will regularly reassess regional target values for each performance measure to ensure they align with our regional goals and priorities. Additionally, we will develop additional performance measures that support the MTP, TIP, Congestion Management Process (CMP), and other regional initiatives.

By actively monitoring, reassessing, and expanding our performance measures, we can make informed decisions, track progress, and continuously improve the efficiency, reliability, and sustainability of our transportation systems.

Subtask 2.3: Model Work

RGVMPPO staff is actively engaged in conducting transportation modeling activities to accurately forecast the future demand on our region's transportation system. Through these efforts, we ensure thoroughfare planning, consider potential updates to the transportation needs assessment, and meticulously update and code the region's roadway, transit, and bicycle networks as necessary.

To enhance the accuracy and effectiveness of our modeling, we integrate regional travel survey information, including valuable freight data, into our regional model. This comprehensive approach allows us to capture the diverse travel patterns and needs of our community. Additionally, our staff actively participates in the review of demographic forecasts and modeling output, ensuring the models reflect the most up-to-date and reliable data.

To support our modeling efforts, we collaborate with TxDOT for data collection, conducting travel surveys, and performing traffic saturation counts within the MPO region. These data serve

as vital inputs for our travel demand models and transportation analysis, which guide pavement and geometric design decisions.

Subtask 2.4: Land Use Map

The staff will collaborate with Cameron, Hidalgo, and Starr County Appraisal Districts to obtain parcel data, which will be accessible during the first quarter of each year. The data on parcels is cleaned and any voids are filled in. These materials will enable the staff to lay the foundation for a comprehensive countywide map. Changes in residential and employment growth, both in terms of design and location, may prompt people to reconsider how they navigate throughout the region. If available, the staff will attend workshops and peer-to-peer programs to gain knowledge of the Land Use and Scenario Planning processes.

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

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

E. FUNDING SUMMARY

Task 2 – FY 2024-2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
2.1	MPO	\$66,143.00	\$66,143.00	\$0.00	\$0.00	\$0.00	\$0.00	\$66,143.00	\$66,143.00
2.2	MPO	\$37,796.00	\$37,796.00	\$0.00	\$0.00	\$0.00	\$0.00	\$37,796.00	\$37,796.00
2.3	MPO	\$47,245.00	\$47,245.00	\$0.00	\$0.00	\$0.00	\$0.00	\$47,245.00	\$47,245.00
2.4	MPO	\$75,592.00	\$75,592.00	\$0.00	\$0.00	\$0.00	\$0.00	\$75,592.00	\$75,592.00
2.5	Brownsville	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$3,000.00	\$3,000.00	\$15,000.00	\$15,000.00
TOTAL		\$226,776.00	\$226,776.00	\$12,000.00	\$12,000.00	\$3,000.00	\$3,000.00	\$241,776.00	\$241,776.00

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

IV. TASK 3.0 SHORT RANGE PLANNING

A. OBJECTIVE

This task focuses on providing information and conducting investigations for near-term comprehensive transportation planning. These planning activities are time-bound and directly contribute to implementation strategies. The objective is to address immediate implementation needs within a specific timeframe.

Examples of these activities include the development and revision of the Transportation Improvement Program (TIP), the establishment of criteria for project selection and award of Transportation Alternative Set Aside (TASA) funds, transit planning initiatives, development and revision of the UPWP, annual project listings, Annual Performance & Expenditure Report, as well as the establishment and implementation of planning procedures to comply with the requirements of Section 5303 of the Federal Transit Act of 1991.

B. EXPECTED PRODUCTS

The Expected Products from this task include:

1. Transportation Improvement Program
2. Unified Planning Work Program
3. Annual project listings
4. Annual Performance & Expenditure Report
5. Regional bicycle and pedestrian planning data and presentations
6. Multimodal Planning Study
7. Truck Route & Freight Plans
8. Regional Transit Study
9. Development of project selection criteria and award
10. Provide technical assistance to member cities as needed
11. Feasibility Rail Study
12. RGVMPO Resiliency and Sustainability Analysis

C. PREVIOUS WORK

RGVMPO staff assisted in the amendments to the FY 2020-2023 TIP and the development of the FY 2022 – 2022 TIP. RGVMPO staff attended Job Access and Reverse Commute (JARC) and New Freedom meetings and provided technical assistance to the group with respect to mapping and data collection, as well as technical expertise. As part of the UMAP live interaction initiative,

RGVMPO staff compared existing GIS transit data to current data from the region's transit providers in order to update the live interactive map. RGVMPO staff also developed selection criteria and were awarded 2023-2024 TASA funding programs.

D. SUBTASKS

Subtask 3.1: Service Coordination

This task serves multiple purposes within the RGVMPO's responsibilities. Firstly, it involves conducting quick reviews of traffic impact studies received by city Planning and Zoning Boards, providing member cities with essential feedback and guidance. Additionally, this task serves as a valuable resource for new members, assisting them in navigating the Transportation Improvement Program (TIP) process for the first time. Moreover, the RGVMPO plays a crucial role as an expert witness when requested, offering expertise and insights into relevant matters. The task does not involve hiring external consultants as the RGVMPO staff handles the responsibilities.

Under this subtask, RGVMPO staff actively participate in the district's Regional Transit Advisory Panel (RTAP). This involvement includes coordinating efforts related to FTA 5303 funds, as well as the JARC and New Freedom programs, which have been incorporated into FTA Categories 5307 and 5310 under MAP-21. The RGVMPO staff will also contribute to upcoming Program Calls, demonstrating their commitment to enhancing regional transit initiatives.

Subtask 3.2: Planning Assistance

This task focuses on providing planning assistance for the regional transit service area development project. It involves activities such as data sharing, map preparation, attending meetings, and offering transportation planning expertise. The staff has coordinated efforts with TxDOT and planning partners, specifically for the development of a financial forecast tool for future Metropolitan Transportation Plans (MTPs). Travel expenses related to meetings outside the Metropolitan Area Boundary (MAB), including discussions with Mexico on transportation planning, are attributed to this subtask.

Under this subtask, the RGVMPO will support Brownsville and McAllen in developing their respective local transit plans. The City of Brownsville aims to enhance public transportation options and community connectivity through a Transit Study. The study will identify needs, define goals and objectives, and project costs and revenues over the next decade. It will also evaluate scenarios to reduce greenhouse gas emissions and transition to electric and alternative-fueled vehicles.

Similarly, the City of McAllen seeks funding to support projects aligned with its recently adopted Short Range Transit Plan. Due to the COVID-19 pandemic, service modifications were implemented and need to be incorporated into the plan. With the reopening of the US/Mexico border, there is a need to address increased capacity demands. The Short-Range Transit Plan also aims to reduce greenhouse gas emissions and explore methods to accelerate the transition to electric and alternative-fueled vehicles. McAllen Metro will also use funds for a consultant, who will provide technical support services to assist Metro McAllen through the defined transit

planning period (October 31 - December 31, 2023) of the service redesign program for fixed-route service, identified for December implementation.

Additionally, the RGVMPO will collaborate with Brownsville Metro, Island Metro, McAllen Metro, and Valley Metro to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050. The task involves identifying barriers to and opportunities for the deployment of fueling and charging infrastructure, evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, and shifting to lower emission modes of transportation. It also involves identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

Subtask 3.3: 2.5% Set-Aside for Increasing Safe and Accessible Transportation Options

The IIJA, commonly known as the Bipartisan Infrastructure Law (BIL), dictates that all MPOs must conduct specified Complete Streets planning activities. The term “Complete Streets standards or policies” is defined as “Standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” With this guidance, the RGVMPO Staff will carry out comprehensive Complete Streets Planning activities. These activities, or this task, will encompass multiple initiatives: integrating Complete Streets principles into MPO planning documents, enhancing project evaluation criteria, and assisting municipal partners in developing their own Complete Streets Policies.

In FY2023 the RGVMPO developed the first Complete Streets Policy (Policy) for the region. The Policy provides information, recommendations, and guidance to municipalities for addressing the needs of all road users through context-appropriate solutions. In addition, RGVMPO Staff will also be aligning the Complete Streets Planning activities with the Safe Streets for All (SS4A) grant received for the development of a regional Safety Action Plan. While the grant will fund the consultant services for the plan, RGVMPO Staff will be administering related activities and ensuring Complete Streets policies/recommendations complement the SS4A recommendations, and vice versa.

The ongoing involvement of the RGVMPO Bicycle and Pedestrian Advisory Committee (BPAC) and the Lower Rio Grande Valley (LRGV) Regional Transit Advisory Panel (RTAP) will be crucial in updating the multimodal plan and shaping the selection criteria and funding process for TASA projects. Continued engagement and involvement with these groups will promote cross-sector collaboration for addressing transportation connectivity disparities and essential services while adhering to the Complete Streets criteria outlined in the IIJA. These criteria entail implementing standards and policies that guarantee the secure and sufficient accommodation of all individuals who utilize the transportation system, encompassing pedestrian, cyclist, public transportation users, children, senior citizens, individuals with disabilities, motorist, and freight vehicles.

Collaboration with local transit agencies, including Brownsville Metro, Island Metro, McAllen Metro, and Valley Metro, will be a key component of this task. Together, they will develop a comprehensive 10-year Long Range Transit Plan for existing service areas and potential expansion areas. The plan aims to improve facilities, address identified issues, and establish a financial framework for the newly approved Regional Transit Authority, which will be administered by the LRGVDC.

Subtask 3.4: Resiliency Planning

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

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

Subtask 3.5: Performance-Based Planning

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

Subtask 3.6: Feasibility Rail Study

The RGVMPPO is undertaking an important initiative to update the Hidalgo County Commuter Rail Feasibility Study. Since its publication in August 2011, significant changes have occurred, including the merger of three RGV MPOs and the expansion of the Metropolitan Area Boundary to include populated areas of Starr County.

Given the region's growing traffic congestion, increasing number of Personally Occupied Vehicles (POVs), and projected population growth, there is a pressing need for additional

transportation alternatives across cities and throughout the entire Rio Grande Valley. The updated study aims to encompass the entire RGVMPO Metropolitan Area Boundary and evaluate the feasibility of implementing passenger rail as a transportation solution.

Considering the exponential growth of the RGV's economy and the diversification of job opportunities, it is important to explore a range of options beyond POV to cater to the evolving needs of the population. The primary objective of this study is to identify the most suitable passenger rail option for the Rio Grande Valley and establish the necessary steps for the RGVMPO to progress from the feasibility study phase to the construction phase in the near future.

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

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

Subtask 3.8: Transit Planning/McAllen Metro-Short Range Planning

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

E. FUNDING SUMMARY

Task 3 – FY 2024-2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
3.1	MPO TXDOT Cities	\$19,398.00	\$19,398.00	\$0.00	\$0.00	\$0.00	\$0.00	\$19,398.00	\$19,398.00
3.2	MPO TXDOT Cities Consultant	\$136,694.00	\$56,694.00	\$0.00	\$0.00	\$0.00	\$0.00	\$136,694.00	\$56,694.00
3.3	MPO	\$124,726.80	\$124,726.80	\$0.00	\$0.00	\$0.00	\$0.00	\$124,726.80	\$124,726.80
3.4	MPO Consultant	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100,000.00	\$0.00
3.5	MPO Consultant	\$80,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$80,000.00	\$0.00
3.6	MPO Consultant	\$200,000.00	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$200,000.00	\$100,000.00
3.7	Brownsville	\$0.00	\$0.00	\$16,000.00	\$16,000.00	\$4,000.00	\$4,000.00	\$20,000.00	\$20,000.00
3.8	McAllen	\$0.00	\$0.00	\$500,000.00	\$0.00	\$125,000.00	\$0.00	\$625,000.00	\$0.00
TOTAL		\$660,818.80	\$300,818.80	\$516,000.00	\$16,000.00	\$129,000.00	\$4,000.00	\$1,305,818.80	\$320,818.80

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

V. TASK 4.0 METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

The expected products from this task include:

1. Project selection criteria for awarding for federal funds
2. Regional Truck route and Freight Plan
3. Throughfare Plan and map
4. Functional Classification Plan and map
5. Maintenance and update Metropolitan Transportation Plan

C. PREVIOUS WORK

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

D. SUBTASKS

Subtask 4.1: Project Selection Criteria

Develop and refine project selection criteria to further enhance the performance-based planning and decision-making processes in the Metropolitan Transportation Plan, Transportation Improvement Program, Transportation Alternative Set Aside, and other federal funds. Emphasize the importance of strengthening the connection between performance data and project selection, ensuring that projects align with established performance goals and targets. This task review project submittals and systematically score them against one another using the established project selection criteria. This task requires a thorough assessment of each project's alignment with the defined criteria, considering factors such as project readiness, project priority, and other relevant considerations. Utilize a transparent and objective scoring process to compare and rank projects based on their merits, ensuring fairness and consistency in the evaluation process. The outcome of this task will inform the decision-making process and guide the selection of projects that best align with the goals and priorities of the transportation planning effort.

Subtask 4.2: Truck Route & Freight Planning

Staff will actively collaborate with local trucking companies and freight stakeholders to develop a comprehensive freight plan that can be integrated into future Metropolitan Transportation Plan developments. This initiative will be undertaken once the RGVMPO has obtained a modal split on its travel demand model. The freight plan will address key considerations such as efficient goods movement, infrastructure needs, and freight-related challenges in the region.

Additionally, this task includes supporting travel expenses for RGVMPO staff to attend TxDOT freight committee meetings. By participating in these meetings, staff members can stay informed about the latest developments and discussions pertaining to freight transportation and contribute valuable insights from the RGVMPO's perspective.

The ultimate goal of this task is to ensure that the RGVMPO's transportation planning efforts incorporate a robust freight plan, promoting effective and sustainable freight movement in the region while addressing the specific needs and priorities of local trucking companies and freight stakeholders.

Subtask 4.3: County Thoroughfare & Functional Classification Plan

Transportation Planning Funds will be allocated for various initiatives during FY 2024-2025. RGVMPO staff will undertake the task of collecting and consolidating thoroughfare plans from local governments, ensuring a regional perspective and resolving boundary issues to enhance consistency and continuity between local partners and regional planning efforts. This endeavor will encompass the creation of a documented inventory of thoroughfare plans integrated into transportation networks, as well as the development of a geographic information system (GIS)-based regional arterial system map. The thoroughfare plan will serve as a valuable tool for effective planning and the preservation of right of way, with an expectation for annual amendments to accommodate evolving needs.

Furthermore, RGVMPPO staff will collaborate with federal partners and the Pharr District of TxDOT to uphold the functional classification documentation for the RGVMPPO's MAB. Continuous activities will involve monitoring the status of functional classification submittals and making amendments as requested by local planning partners. This collaborative effort ensures accurate and up-to-date functional classification data for effective transportation planning in the region.

Subtask 4.4: Metropolitan Transportation Plan

The Metropolitan Transportation Plan serves as the long-term, financially constrained, multimodal transportation blueprint for the region, and it undergoes regular updates at least every quarter. The MTP encompasses a wide range of projects, including transit, highway, local roadway, and bicycle and pedestrian initiatives.

Changes to the MTP are incorporated through various processes such as updates, amendments, or administrative modifications. To ensure transparency and public engagement, a 30-day period is provided for public input before the adoption of a resolution for any amendment. The RGVMPPO recognizes the importance of involving stakeholders at all levels, from government agencies to individual community members.

As part of the public outreach efforts, the RGVMPPO organizes public meetings in each sub-region, namely McAllen/Edinburg, Harlingen/San Benito, Brownsville, and Rio Grande city. These meetings are strategically located within a quarter-mile radius of transit routes, enabling participation from underserved and disadvantaged communities. Additionally, to enhance accessibility, all MTP updates feature a virtual public involvement video that can be accessed through social media platforms like YouTube and Facebook. This allows the public to download and review all materials presented during the process.

In line with the requirements set by MAP-21, the RGVMPPO staff will develop visualization techniques to provide the citizens of the Lower Rio Grande Valley (LRGV) with a deeper understanding of the impact, design, and functionality of future transportation projects. These techniques aim to improve public awareness and facilitate informed decision-making regarding regional transportation development.

The MPO will use a consultant to review and validate the development of the Travel Demand Model. This model is crucial for forecasting future travel patterns and assessing the impact of planned transportation projects on the region's network. The consultant's expertise will ensure that the model is accurate, reliable, and reflective of current and anticipated conditions. By incorporating professional oversight, the MPO aims to enhance the precision of its projections, thereby supporting more effective planning and decision-making. This initiative underscores the MPO's commitment to employing rigorous methodologies and external expertise to optimize transportation planning for the benefit of the community.

E. FUNDING SUMMARY

Task 4 – FY 2024-2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
4.1	MPO	\$18,933.00	\$18,933.00	\$0.00	\$0.00	\$0.00	\$0.00	\$18,933.00	\$18,933.00
4.2	MPO	\$18,933.00	\$18,933.00	\$0.00	\$0.00	\$0.00	\$0.00	\$18,933.00	\$18,933.00
4.3	MPO	\$18,933.00	\$18,933.00	\$0.00	\$0.00	\$0.00	\$0.00	\$18,933.00	\$18,933.00
4.4	MPO	\$316,643.00	\$166,643.00	\$0.00	\$0.00	\$0.00	\$0.00	\$316,643.00	\$166,643.00
TOTAL		\$373,442.00	\$223,442.00	\$0.00	\$0.00	\$0.00	\$0.00	\$373,442.00	\$223,442.00

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

VI. TASK 5.0 SPECIAL STUDIES

A. OBJECTIVE

The objectives of this task are to achieve optimal performance of current and future transportation systems by maximizing the utilization of management system outputs. This includes developing effective management systems that offer valuable information and strategies to enhance the performance of existing and future transportation facilities. The task also aims to contribute input to the transportation planning process at the system level. This involves providing valuable insights and recommendations based on the specialized information gathered through studies conducted on specific aspects of the transportation system. The goal is to contribute to the development of an efficient, multi-modal mobility system for the Rio Grande Valley Metropolitan Planning Organization (RGVMPO). By conducting in-depth studies and utilizing management systems, this task seeks to improve the overall performance and effectiveness of the transportation network, benefiting both current and future transportation users in the region.

B. EXPECTED PRODUCTS

Expected products encompass a range of technical reports and documentation that will provide a concise summary of the discoveries made during the diverse transportation planning endeavors carried out within this task.

1. Incident Management & Safety Study
2. Congestion Data Collection
3. Weslaco Loop Corridor Study
4. Traffic Counts Data Program
5. RGV Bicycle and Pedestrian Count Data Program

C. PREVIOUS WORK

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

visited each study intersection and performed an assessment of the signal equipment contents, working conditions, capabilities, and limitations.

D. SUBTASKS

Subtask 5.1: Incident Management & Safety Study

This task involves the ongoing monitoring of crash locations to identify statistically significant areas known as "Hot Spots." By utilizing data from the Texas Department of Transportation's Crash Records Information Systems (C.R.I.S.), we can pinpoint these locations. Once identified, further analysis is conducted to understand the causes of incidents and determine safety improvements that can be implemented in these areas.

The emphasis on safety is a key component of our planning efforts, and this task includes a Transportation Safety Study that extends beyond identifying the "Hot Spots." The safety study aims to proactively identify transportation safety problem areas within the Metropolitan Areas and keep safety at the forefront of RGVMPPO's planning initiatives. The data collected will be mapped and made accessible through our website for public reference.

As part of our commitment to Bipartisan Infrastructure Law Implementation Planning Emphasis Area, the RGVMPPO will develop safety performance measures in FY 2024-2025. These measures will be derived from the data obtained through this subtask, aligning with the requirements set forth by IIJA and continued with the MAP-21 & FAST-Act. By integrating safety considerations into our planning processes, we strive to create a safer transportation environment for our communities.

Subtask 5.2: Congestion Data Collection

This task focuses on the continuous monitoring of congestion, a requirement for all Transportation Management Areas (TMAs) under the FAST-Act. In FY 2022, the RGVMPPO has planned a CMP data collection initiative and intends to hire a consultant to conduct this study. The study will involve comparing previous CMP studies conducted in the Brownsville and Hidalgo County areas, with a particular focus on data collection in identified corridors where early deployment initiatives were implemented.

Through this subtask, the RGVMPPO aims to develop congestion performance measures in FY 2023. These measures will be derived from the data collected during the study, aligning with the requirements of the MAP-21 Implementation Planning Emphasis Area mandated by MAP-21 and the FAST-Act. The study's primary objective is to provide recommendations to address delay within the region, ensuring a smoother and more efficient transportation network.

Subtask 5.3: Traffic Counts / Bike Ped Counts

Under this task the RGVMPPO staff will collaborate with local governments to coordinate and conduct assessments for off-system roadways. This is particularly relevant for functionally classified roads and that included in the RGVMPPO thoroughfare plan, as they are not assessed by

TxDOT for on-system roadways. and collecting traffic data, ensuring accurate and comprehensive information is gathered.

In addition to collecting motor vehicle traffic counts, RGVMPO Staff will continue to manage the RGV Bicycle & Pedestrian Count Data Program (Program). These regional activities also assist with statewide efforts. In coordination with TxDOT and Texas Transportation Institute (TTI), the RGVMPO participates in the Texas BikePed Count Exchange (TX BP|CX) by submitting and quality checking data counts on a quarterly basis. Quarterly count data reports are also presented to the RGVMPO Bicycle and Pedestrian Advisory Committee (BPAC) Meetings.

To support these efforts, the RGVMPO staff plans to acquire additional traffic counter equipment and software as needed. This task also covers travel expenses incurred by RGVMPO staff for the purpose of deploying, maintaining/repairing, and collecting data from various counters/locations.

Subtask 5.4: Corridor Study

A consultant will be procured to conduct the corridor study in accordance with the procurement guidance provided by the Lower Rio Grande Valley Development Council (LRGVDC), in collaboration with the City of Weslaco. The selection process will adhere to the established guidelines and ensure transparency and fairness.

The City of Weslaco and Hidalgo County have requested the RGVMPO to conduct a planning corridor/alignment study to assess the feasibility and necessity of the Weslaco Southwest Loop. This project aims to address the need for enhanced safety and efficiency by separating passenger vehicular traffic from freight commercial international truck traffic, ultimately reducing accidents and alleviating delays.

The primary objective of the study is to evaluate the feasibility of the proposed Weslaco Southwest Loop and determine its potential benefits. By conducting a thorough analysis of the existing transportation infrastructure, traffic patterns, and anticipated future growth, the RGVMPO will provide valuable insights into the necessity and viability of the project.

Through this planning corridor/alignment study, the procured consultant will assess the potential impacts of implementing the Weslaco Southwest Loop, such as improved safety conditions, reduced congestion, and enhanced travel efficiency. The study will consider factors such as alignment options, environmental considerations, economic viability, and community needs.

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

averages for similar facilities to look for any statistically significant locations along the corridor. The study of FM 509 shall provide recommendations for roadway expansion, additional ROW, signal improvements, improved drainage, and other related improvements.

E. FUNDING SUMMARY

Task 5 – FY 2024-2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
5.1	MPO TxDOT	\$18,933.00	\$18,933.00	\$0.00	\$0.00	\$0.00	\$0.00	\$18,933.00	\$18,933.00
5.2	MPO Consultant	\$28,347.00	\$28,347.00	\$0.00	\$0.00	\$0.00	\$0.00	\$28,347.00	\$28,347.00
5.3	MPO Cities	\$11,449.00	\$11,449.00	\$0.00	\$0.00	\$0.00	\$0.00	\$11,449.00	\$11,449.00
5.4	MPO Consultant	\$225,000.00	\$62,500.00	\$0.00	\$0.00	\$62,500.00	\$0.00	\$287,500.00	\$62,500.00
TOTAL		\$283,729.00	\$121,229.00	\$0.00	\$0.00	\$62,500.00	\$0.00	\$346,229.00	\$121,229.00

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

VII. Budget Summary

2-Year Funding Summary - FY 2024 and FY 2025

UPWP Task	Description	Transportation Planning Funds (TPF) ¹		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
1.0	Administration Management	\$916,005.40	\$916,005.40	\$20,000.00	\$20,000.00	\$5,000.00	\$5,000.00	\$941,005.40	\$941,005.40
2.0	Data Development and Maintenance	\$226,776.00	\$226,776.00	\$12,000.00	\$12,000.00	\$3,000.00	\$3,000.00	\$241,776.00	\$241,776.00
3.0	Short Range Planning	\$660,818.80	\$300,818.80	\$516,000.00	\$16,000.00	\$129,000.00	\$4,000.00	\$1,305,818.80	\$320,818.80
4.0	Metropolitan Transportation Plan	\$373,442.00	\$223,442.00	\$0.00	\$0.00	\$0.00	\$0.00	\$373,442.00	\$223,442.00
5.0	Special Studies	\$283,729.00	\$121,229.00	\$0.00	\$0.00	\$62,500.00	\$0.00	\$346,229.00	\$121,229.00
Total:		\$2,460,771.20	\$1,788,271.20	\$548,000.00	\$48,000.00	\$199,500.00	\$12,000.00	\$3,208,271.20	\$1,848,271.20















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

Combined Transportation Planning Funds ²	\$ 5,056,542.40
Estimated Unexpended Carryover	\$ 2,832,065.97
TOTAL TPF:	\$ 7,888,608.37

² Estimate based on prior years' authorizations

APPENDIX A

POLICY TRANSPORTATION BOARD MEMBERSHIP

 <p>Chairperson- Honorable David L Fuentes</p> <p>Hidalgo County-Comm’r Precinct 1 david.fuentes@co.hidalgo.tx.us</p>	 <p>Vice- Chairperson- Honorable – John Cowen – Mayor</p> <p>City of Brownsville John.cowen@brownsvilletx.gov</p>	 <p>Frank Parker, Jr.</p> <p>Cameron County RMA fparker@parker-logistics.com</p>
 <p>Honorable Eddie Treviño, Jr. – Judge</p> <p>Cameron County ettrevino@co.cameron.tx.us</p>	 <p>Honorable – Ramiro Garza – Mayor</p> <p>City of Edinburg rgarza@rgeconomicadvisors.com</p>	 <p>Honorable – Norie Gonzalez- Garza – Mayor</p> <p>City of Mission mayorgarza@missiontexas.us</p>
 <p>Honorable – Javier Villalobos – Mayor</p> <p>City of McAllen jvillalobos@mcallen.net</p>	 <p>Honorable – Norma Sepulveda – Mayor</p> <p>City of Harlingen nsepulveda@myharlingen.us</p>	 <p>Honorable- Mayor Ricardo "Rick" Guerra</p> <p>City of San Benito rguerra2@cityofsanbenito.com</p>
 <p>Honorable Ambrosio “Amos” Hernandez- Mayor</p> <p>City of Pharr mayor@pharr-tx.gov</p>	 <p>S. David Deanda, Jr.</p> <p>Hidalgo County RMA David.deanda@hrma.net</p>	 <p>Honorable Eloy Vera Judge</p> <p>Starr County eloy.vera@co.starr.tx.us</p>
 <p>Pedro “Pete” Alvarez, P.E.</p> <p>TxDOT Phar District – Engineer Pedro.alvarez@txdot.gov</p>	 <p>Tom Logan</p> <p>Valley Metro – Executive Director tlogan@lrgvdc.org</p>	 <p>Luis Daiz</p> <p>RGVMPO – Interim Executive Director Ldiaz@rgvmppo.org</p>

TECHNICAL ADVISORY COMMITTEE MEMBERSHIP

<p>Benjamin L. Worsham, P.E. Chairman Cameron County benjamin.worsham@co.cameron.tx.us</p>	<p>Ramon Navarro Vice Chairman Hidalgo County RMA ramon.navarro@hcrma.net</p>	<p>Pete Sepulveda, Jr. Cameron County RMA psepulveda@ccrma.org</p>
<p>Joel Garza City of Brownsville joel.garza@brownsvilletx.gov</p>	<p>Tomas D Reyna City of Edinburg treyna@cityofedinburg.com</p>	<p>Ana Hernandez City of Harlingen ahernandez@harlingentx.gov</p>
<p>Rene Gonzalez City of McAllen rgonzalez@mcallen.net</p>	<p>Daniel Chavez- City of Pharr Commissioner4@pharr-tx.gov</p>	<p>Mayor Ricardo Guerra City of San Benito rguerra2@cityofsanbenito.com</p>
<p>Armando Garza Hidalgo County armando.garzajr.@co.hidalgo.tx.us</p>	<p>JP Terrazas, P.E. City of Mission jpterrazas@missiontexas.us</p>	<p>Dora E Robles TXDOT (Pharr District) dora.robles@txdot.gov</p>
<p>Tom Logan Valley Metro tlogan@lrgvdc.org</p>	<p>Simon Ortiz Brownsville Metro simon.ortiz@brownsvilletx.gov</p>	<p>Jon Ray Bocanegra McAllen Metro jbocanegra@mcallen.net</p>
<p>Alan Johnson Port of Harlingen Alanjohnson7@me.com</p>	<p>Mark Yates Cameron Co. Spaceport Dev. Corp Mark.yates@co.cameron.tx.us</p>	<p>Ariel Chavez III Port of Brownsville achavez@portofbrownsville.com</p>
<p>Victor Barrera Port Isabel – San Benito Nav. District vbarrera@pi-isd.net</p>	<p>Jose (Joe) Escamilla Starr County skamia@aol.com</p>	

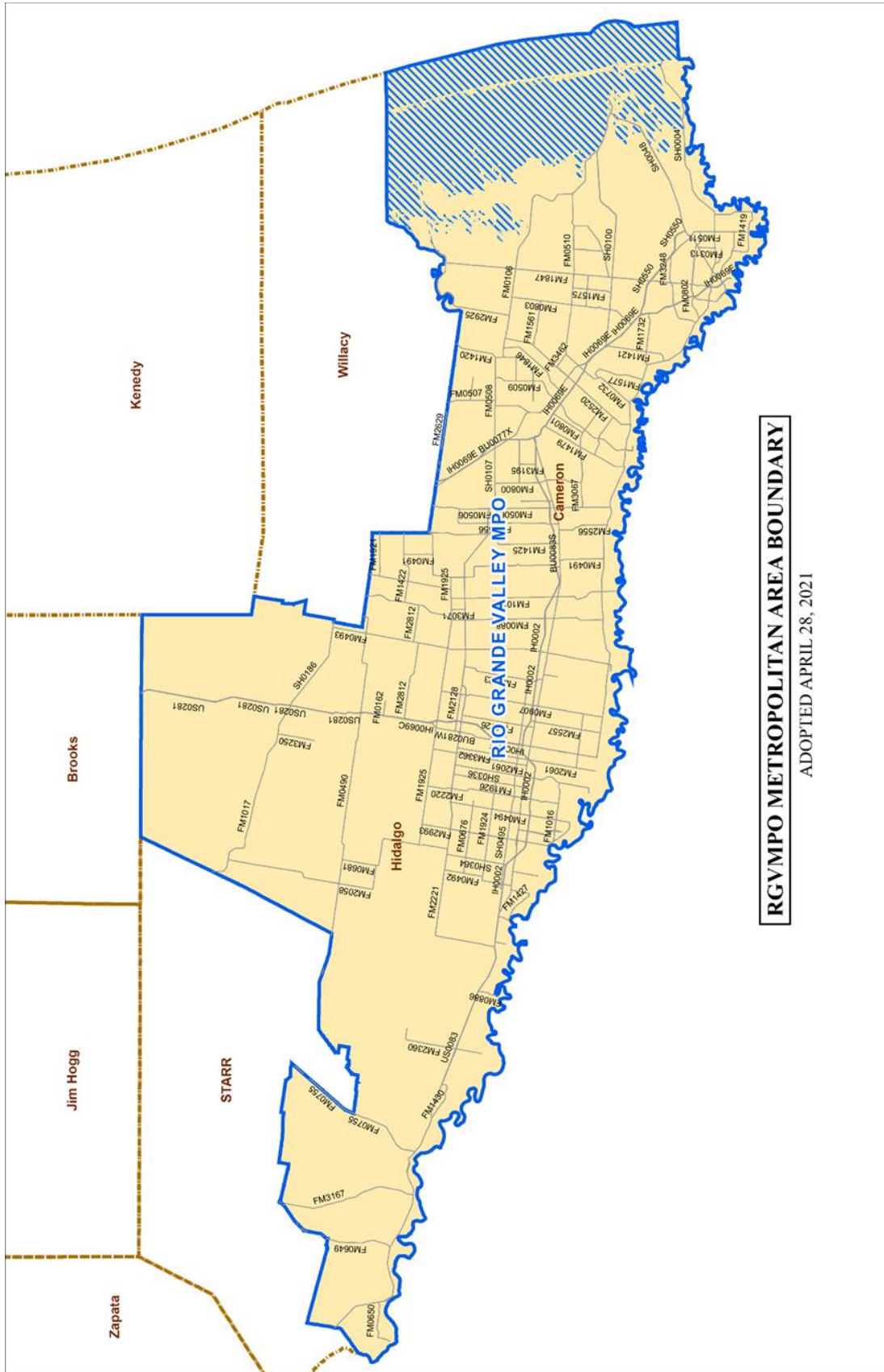
BICYCLE & PEDESTRIAN ADVISORY COMMITTEE MEMBERSHIP

David Hernandez Chair Valley Off-Road Bicycling Association	Commissioner Dr. Rose Gowen Vice Chair Caracara Trails	Omar Rodriguez City of Weslaco
Mayor Alma Salinas City of Sullivan City	Craig Wuensche TxDOT Pharr District	Lorenzo “Larry” Ayala City of Edinburg
Ruben Alfaro City of Pharr	Christopher Nelson City of Brownsville	Claudia Olmedo ValleyMetro
Horacio Garza Lower Rio Grande Valley Development Council	Rodney Gomez University of Texas Rio Grande Valley	Javier De Leon Texas Parks & Wildlife Department
Ana Adame Bike/Ped Citizen At-Large	Richard Cavin Bike/Ped Citizen At-Large	Nina Torkelson Bike/Ped Citizen At-Large
Robert Ordez Bike/Ped Citizen At-Large	Michael McNew Bike/Ped Citizen At-Large	Jon Ray Bocanegra Bike/Ped Citizen At-Large
VACANT Economic Development Agency	VACANT Stakeholder Organization	VACANT Stakeholder Organization
VACANT Pedestrian-Oriented Agency		VACANT Pedestrian-Oriented Agency

MPO STAFF

<p align="center">Luis M. Diaz Interim Director Ldiaz@rgvmpo.org</p>	<p align="center">Adriana Estrada Executive Assistant Aestrada@rgvmpo.org</p>	<p align="center">Miguel Arispe Planner III Marispe@rgvmpo.org</p>
<p align="center">Fernando Cantú Planner III Fcantu@rgvmpo.org</p>	<p align="center">Rudy Zamora Planner II Rzamora@rgvmpo.org</p>	<p align="center">Eva L. Garcia Planner III: Bike/Ped Coordinator Egarcia@rgvmpo.org</p>
<p align="center">Melany Rodriguez Planner/GIS Specialist I Mrodriguez@rgvmpo.org</p>	<p align="center">Klarissa Gonzalez Planner I Kgonzalez@rgvmpo.org</p>	<p align="center">Alma Provencio GIS Specialist I Aprovencio@rgvmpo.org</p>

APPENDIX B
METROPOLITAN AREA BOUNDARY MAP



RGVMO METROPOLITAN AREA BOUNDARY

ADOPTED APRIL 28, 2021

APPENDIX C

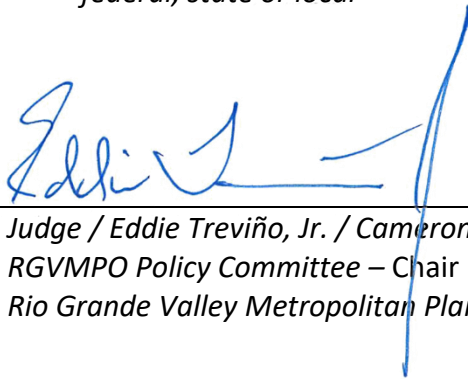
DEBARMENT CERTIFICATION

(Negotiated Contracts)

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

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

**federal, state or local*



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

6/28/23

Date

APPENDIX D

LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS,
LOANS AND COOPERATIVE AGREEMENTS

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

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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



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

2/28/23

Date

APPENDIX E

CERTIFICATION OF COMPLIANCE

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

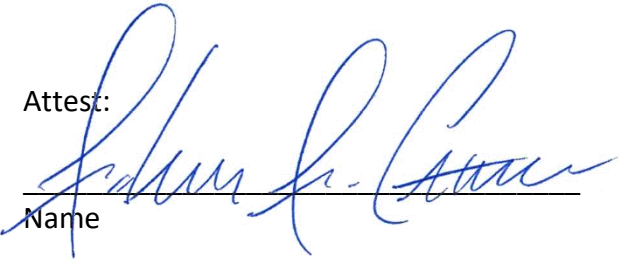
a duly authorized officer/representative of Rio Grande Valley Metropolitan Planning Organization,
(MPO)

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



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

6/28/23
Date

Attest:


Name

Executive Director
Title

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, Eddie Treviño Jr, Chairman

(Name and Position, Typed or Printed)

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

(MPO)

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

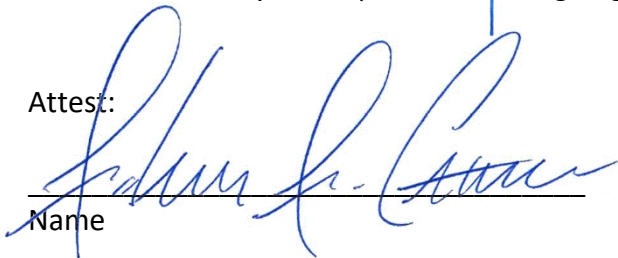


Judge / Eddie Treviño, Jr. / Cameron County
RGVMPO Policy Committee – Chair
Rio Grande Valley Metropolitan Planning Organization

6/28/23

Date

Attest:



Name

Executive Director

Title

IV. Action & Discussion Items

C. Discussion and Action on TJKM – SS4A Contract Amendment

Action

Possible Action

Information

Presenter: Fernando Cantu, RGVMPPO Transportation Planner III

Summary: The current TJKM contract is being amended to incorporate new tasks and increase the budget from \$199,648.95 to \$250,000. This adjustment ensures that all necessary activities are adequately funded to meet SS4A Grant goals. The additional budget will allow for enhanced project capabilities and improved outcomes.

Background: Safe Streets and Roads for All (SS4A) is a U.S. Department of Transportation initiative aimed at improving road safety nationwide. It focuses on reducing traffic fatalities and serious injuries through comprehensive planning, innovative safety solutions, and local community engagement. The program supports projects that promote safer streets for all users, including pedestrians, cyclists, and motorists.

Rio Grande Valley MPO Safe Streets and Roads for All (SS4A) Action Plan Contract Amendments

Scope of Services to include:

7. Strategy and Project Selections:

Added Scope of Services:

- Study and assist in the selection of potential pilot locations (Starr County, Hidalgo County, City of Harlingen, and City of Brownsville) that can be implemented in a future grant proposal.
- Selection of proven safety countermeasures for the region (general recommendations)

Project Deliverables to include:

TASK 3 COMMUNICATION & ENGAGEMENT

3.5 Board Briefings

- Minimum of three Board meetings
 - Delivery of a comprehensive presentation summarizing the Action Plan to stakeholders, highlighting key findings, strategies, and implementation steps.
 - Facilitation of a workshop to gather feedback and refine the Action Plan based on stakeholders' input.

Added Deliverables:

- Minimum of three SS4A Comprehensive Plan Project Reporting to each RGV MPO committee (initial project status, mid project status, final project status) total of nine project reports/presentations:
 - Bicycle and Pedestrian Advisory Committee (BPAC) – 3 virtual reporting,
 - Technical Advisory Committee (TAC) – 3 flexible reporting (can be virtual),
 - Transportation Policy Board (TPB) – 3 mandatory in-person reporting.
- **Material to be the same for BPAC, TAC and TPB in each round of meeting.

TASK 7 DOCUMENTATION & ACTION PLAN (DRAFT & FINAL SS4A ACTION PLAN)

7.1 Technical Memorandums/Reports/White Paper/Plan Documents

Added Deliverables:

- The Comprehensive safety action plan will include potential pilot locations (total of 4 projects) (equitable areas within Starr County, Hidalgo County, City of Harlingen, and City of Brownsville) that can be implemented in a future grant proposal.
- The Comprehensive safety action plan to include proven safety countermeasures for our region (general recommendations)

Project Contract Period and Timeline/Milestones to be amended to:

Article 1 Contract Period

This contract becomes effective when fully executed by all parties hereto and shall terminate upon the RGVMPPO's final approval of work completed by the Consultant or on **Monday, March 31, 2025**, whichever occurs earlier, unless otherwise terminated or modified as hereinafter provided.

Timeline/Milestones

- Kickoff Meeting:.....03/2024
- Monthly Staff meeting.....03/24 -**03/25**
- Quarterly Sub-Committee Meeting..... 03/24-**03/25**
- Midway Status report to TAC & TPB**01/2025**
- Planned draft action plan completion date:**12/2025**
- Planned Action Plan due date:.....**01/2025**
- Planned Action Plan Adoption date:**03/2025**
- Planned SS4A Final Report date:**03/2025**

Project Contractual Cost to be amended to:

- **\$250,000**

IV. Action & Discussion Items

D. Discussion and Action on ATG – MTP Contract Amendment

Action Possible Action Information

Presenter: Fernando Cantu, RGVMPPO Transportation Planner III

Summary: The current ATG contract is being amended to include new tasks and increase the budget from \$338,838.21 to \$397,043.03. This adjustment allows ATG to review the Travel Demand Model (TDM), a critical step before approving the new Metropolitan Transportation Plan (MTP). The additional budget will enable enhanced project capabilities and improved outcomes.

Background: The Metropolitan Transportation Plan (MTP) is a strategic framework designed to address the long-term transportation needs of metropolitan regions, ensuring the efficient movement of people and goods. It incorporates comprehensive analysis of current and projected demographics, land use, and economic trends to guide investment in infrastructure and services. The MTP aims to enhance mobility, reduce congestion, improve safety, and promote sustainable growth over a 25-year planning horizon.



Rio Grande Valley Metropolitan Planning Organization (RGVMPO)

Travel Demand Model (TDM) Review

July 11, 2024

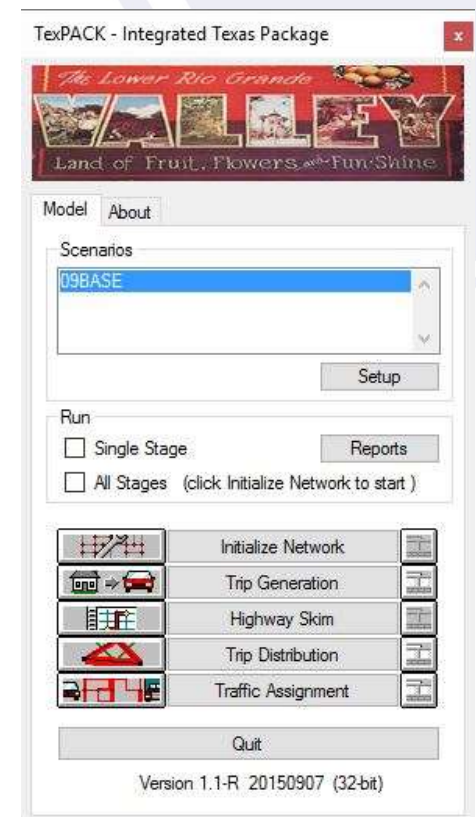


Purpose of Change Order to Current MTP Contract

- Updated Contract End Date:
 - December 2025 to better support full development of MTP to due date.
- Current MTP Tasks
 - Task 01 - Project Admin and Coordination
 - Task 02 - Public Participation
 - Task 03 - Plan Goals and Objectives
 - Task 04 - 2050 Transportation System Needs Assessment
 - Task 05 - Federal Compliance
 - Task 06 - MTP Document Development and Delivery
- New TDM Task
 - Task 07 - Travel Demand Model Review Support

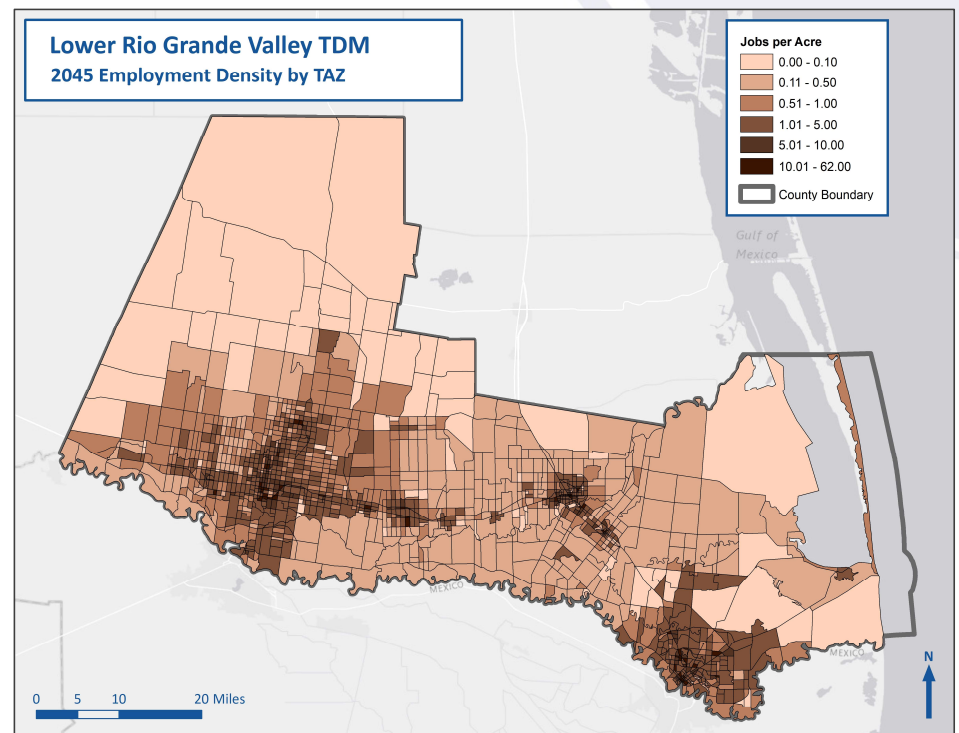
TxDOT update of RGV Travel Demand Model

- Purpose:
 - Create tools that LRGV MPOs and TxDOT can use in making decisions.
 - Provide decision-makers a picture of the future travel demand in the region and how proposed transportation projects can serve the needs of the state.
- Objective:
 - Update to new 2019 Base Year
 - Include 2050 forecast year
- Schedule
 - Model delivered to MPO by Mid 2025



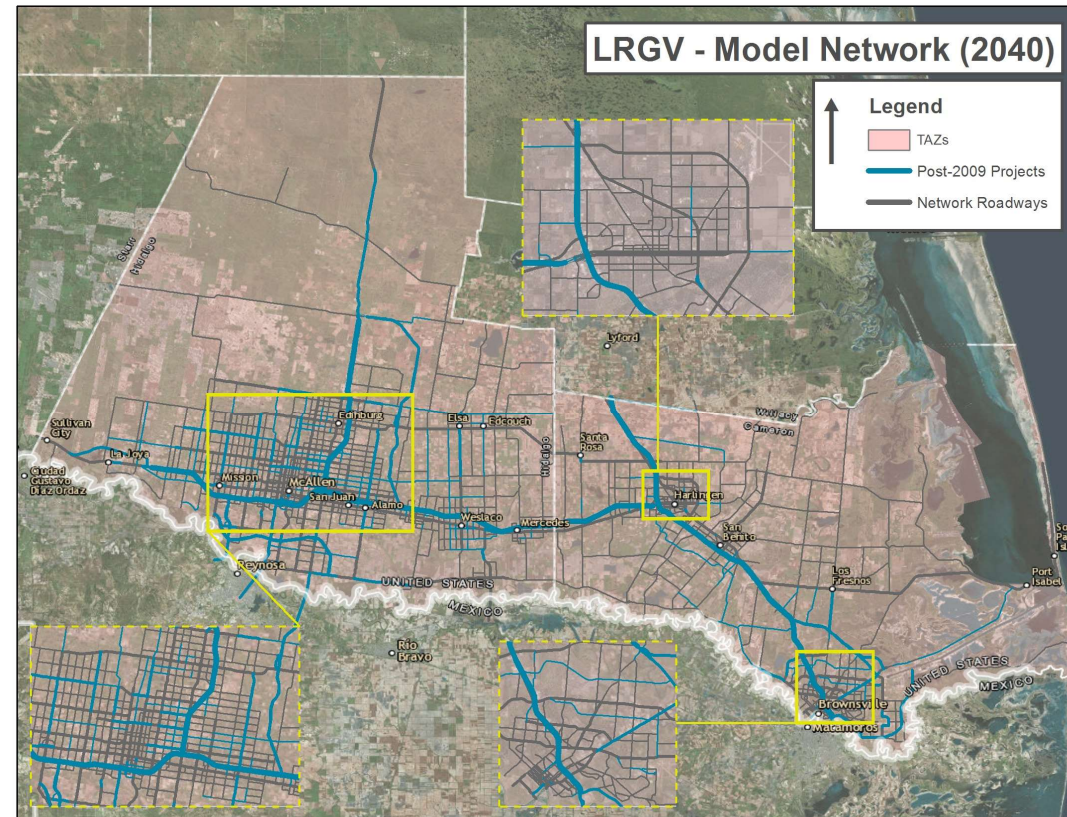
MPO Role in Model Update

- Add or review roadway projects added to highway network
- Provide or review base and forecast year demographics at county and TAZ level



Contractor (ATG) Role in Model Update

- Add or review roadway projects added to highway network
- Provide or review base and forecast year demographics at county and TAZ level
- Model operating (working correctly)
- Model Validation to counts is reasonable. Confirmed near key planned projects and areas of interest.
- External station estimates based on counts and border data.



June 19, 2024

Submitted Via Email

Luis Diaz
Interim Executive Director
Rio Grande Valley Metropolitan Planning Organization (MPO)
617 W University Drive
Edinburg, TX 78539

**Re: Contract Time Extension and Definition of Travel Demand Model (TDM)
Technical Support Assistance to RGV MPO, Additional Services**

Dear Luis,

In response to the RGV MPO’s expression of interest, Alliance Transportation Group, LLC (ATG|DCCM) presents, under the terms of the current agreement, and specifically to **Article 1, Contract Period**, a formal extension of time for completion of the current work and any future work assignments created in connection with our current agreement for development of the 2050 MTP as outlined in Attachment A.

The RGV MPO has expressed their will to exercise its option to extend the timeline for delivery of services as defined to accommodate public process and document reviews with the intention to be complete with all MTP related tasks by March 31, 2025.

The current contract has a timeline through December 31, 2024. It is the option of the LRGDVC, on behalf of the RGV MPO, to extend the timeline for services to be completed as defined in these tasks through December 31, 2025. All other terms and conditions of the Agreement remain in full force and effect.

In creating this additional time, it is the intention of the RGV MPO to provide a supplement for ATG to complete defined services in connection with the review and evaluation of the 2050 MTP TDM. In doing so, ATG has responded to the RGV MPO’s request and created a specific scope and fee for these supplemental services, consistent with the current contract **Attachment A (Scope of Services)** and **Attachment B (Project Budget)**.

Your acceptance of this information by signature incorporates both into these attachments. Please sign and return this letter at your convenience.

We appreciate the opportunity to work with the RGV MPO on this assignment.

Sincerely,

Alliance Transportation Group, LLC

Approved by:

Lower Rio Grande Valley Development Commission



Ed E Elam, AICP, PTP, TSSP Rail/Bus, PTSCTP
Vice President, Director of Planning

Executive Director, LRGDVC

Date

Rio Grande Valley Metropolitan Planning Organization

Executive Director, RGV MPO

Date

7. Travel Demand Modeling Technical Support

This work program builds upon the collaborative effort with the ATG team serving as an extension of RGVMPO staff to provide support for long range planning activities. The following Scope of Work denotes specific steps and major deliverables, prepared with support from the RGVMPO staff, as needed.

A. Project Management

1. Attend progress review/status meetings with MPO staff.
2. Perform detailed quality control/assurance reviews of each deliverable.
3. Prepare monthly invoices and progress reports.

B. Review of Demographic Inputs for Travel Demand Modeling

This task is designed to review and correct the RGVMPO TAZ level socioeconomic data that RGVMPO intends to use in their travel demand model (model).

1. Review the Demographic Data Control Totals for the Base Year, Interim Years, and Forecast Year and provide feedback on appropriateness of control totals recommended by TxDOT. Control totals are required for population, households, and employment by type.
2. Review TAZ level demographic and employment base year estimates and future year forecasts that impact the model's forecasting ability. Ensure the model demographics forecasts are capturing a logical direction and extent of growth in the MPO area.
3. Prepare a brief technical memorandum that describes findings and presents recommendations regarding county control total, base year TAZ level demographics and forecast year TAZ level demographics.

Deliverables

- Brief technical memorandum documenting findings

C. Highway Network Verification

ATG and RGVMPO shall complete the following tasks:

1. Review base year transportation system networks within the available model so that the representation of roadways and roadway attributes in the model is consistent with actual base year roadway characteristics.
2. Review the latest Metropolitan Transportation Plans (MTP), TxDOT Statewide Transportation Improvement Program (STIP), and MPO TIP within the MPO model area to ensure planned roadway projects are represented accurately.
3. Review the accuracy and cover of traffic counts included in the roadway network attributes for the purpose of model validation.

Deliverables

- Brief technical memorandum documenting findings

D. Model Architecture Review

ATG shall review information provided to the MPO about the architecture of the model to be developed for the MPO by TxDOT and advise on the appropriateness of the architecture and its ability to support transportation planning in the RGVMPO area.

Deliverables

- Brief technical memorandum documenting findings

ATG Labor Category	BLS Labor Classification	BLS Labor #	Base Labor Rate	Task 7 - TDM Technical Support Assistance		Total Labor and Direct Costs	
				Hours	Dollars	Hours	Dollars
Direct Labor				272		272	
Principal	Chief Executive	11-1011	\$ 125.00	12	\$ 1,500.00	12.00	\$ 1,500.00
Quality Manager	Architecture/Engineering Manager	11-9041	\$ 97.00	20	\$ 1,940.00	20.00	\$ 1,940.00
Planning Director (Senior Advisor)	Architecture/Engineering Manager	11-9041	\$ 97.00		\$ -	0.00	\$ -
Senior Planner	Public Relations Manager	11-2032	\$ 72.00		\$ -	0.00	\$ -
Planner III	Management Analyst	13-1111	\$ 63.00		\$ -	0.00	\$ -
Planner II	Urban Planner	19-3051	\$ 45.00	40	\$ 1,800.00	40.00	\$ 1,800.00
Planner I	Public Relations Specialists	27-3031	\$ 38.00		\$ -	0.00	\$ -
Sr Modeler	Computer and Information Systems Manager	11-3021	\$ 89.00	54	\$ 4,806.00	54.00	\$ 4,806.00
Travel Demand Modeler I/II	Database Architect	15-1243	\$ 53.00	120	\$ 6,360.00	120.00	\$ 6,360.00
Senior Engineer	Engineer Manager	11-9041	\$ 96.00		\$ -	0.00	\$ -
Traffic Engineer	Engineer All Other	17-2199	\$ 65.00		\$ -	0.00	\$ -
EIT	Engineering Technologists and Technicians	17-3029	\$ 40.00		\$ -	0.00	\$ -
Clerical	Business Operations Specialist	27-3031	\$ 41.00		\$ -	0.00	\$ -
Project Administration	Project Management Specialist	13-1082	\$ 59.00	26	\$ 1,534.00	26.00	\$ 1,534.00
						0.00	\$ -
						0.00	\$ -
	Direct Labor Subtotal				\$ 17,940.00		\$ 17,940.00
						189.68%	\$ 34,028.59
						12%	\$ 6,236.23
Total Contract Amount							\$ 58,204.82

* All reimbursable expenses itemized by task

IV. Action & Discussion Items

E. Discussion and Action for Qualifications RFQ for Legal Services for RGVMPPO Contract Review

Action

Possible Action

Information

Presenter: Fernando Cantu, RGVMPPO Transportation Planner III

Summary: The RGVMPPO is looking to acquire qualified firms who will review and enhance contractual agreements and legal compliance, evaluating new and existing contracts with vendors to identify risks and recommend amendments or renegotiations. They will also review MOUs between the MPO and local governments, offering legal guidance on interpretation, compliance, and potential amendments, and ensure adherence to federal regulations such as 23 CFR Part 450 and 2 CFR Part 200. The RGVMPPO/LRGVDC will select an experienced attorney or law firm to provide high-quality, timely legal advice to the Rio Grande Valley Metropolitan Planning Organization's executive and administrative staff.

Background: The RGVMPPO 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.



**ELECTRONIC
COPY**

Caso Law Firm, PLLC

112 E. Cano St., Edinburg, Texas 78539 | jcaso@caso.law | 956 – 433 – 2276

June 28, 2024

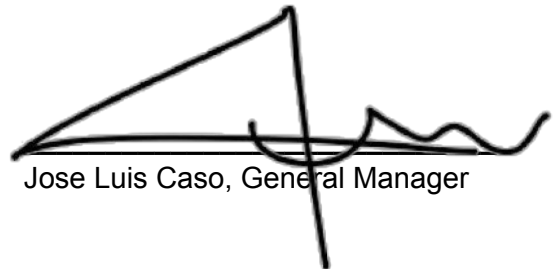
Via Hand Delivery

Asst. Director of Bus. Operations
Attn: LRGVDC – Procurement Dept.
Building D 301 W Railroad
Weslaco, Texas 78596

RE: Transmittal Letter - Statement of Qualifications - Caso Law Firm, PLLC
General Legal Services / Contracts Review for Lower Rio Grande Valley
Development Council (LRGVDC)
RFQ 2024-04

Dear LRGVDC,

Caso Law Firm, PLLC hereby submits its Statement of Qualifications (“SOQ”).



Jose Luis Caso, General Manager

Executive Summary

Caso Law Firm, PLLC was founded 12 years ago and has a proven history of representing governmental entities in complex legal environments. Current clients:

- Hidalgo County,
- Hidalgo County Drainage District No. 1,
- Military Highway Water Supply Corporation,
- City of Mission,
- City of Edinburg,
- Hidalgo County Emergency Services District No. 2,
- Cameron County Drainage District No. 6,
- City of Von Ormy, and
- Texas Municipal League - Intergovernmental Risk Pool.

Prior clients:

- Texas Department of Transportation,
- Cameron County,
- Willacy County,
- Willacy County Drainage District No. 1,
- City of La Villa,
- City of Progreso,
- Texas Woman’s University, and
- City of Mercedes.



Lead Attorney Experience

Jose Caso, the firm's General Manager and lead attorney for the present project, has practiced law for over 16 years in Texas. He has served in various roles at state and local agencies, both as an attorney and administrator, and has represented Hidalgo County on the MPO Transportation Policy Board. Mr. Caso has successfully assisted clients in delivering over \$1 billion in infrastructure projects in South Texas, ensuring compliance and efficiency.

Firm's Capacity and Capabilities

Our 12-member team is fully equipped to handle the extensive workload for LRGVDC and RGVMPO. We offer flexible billing options, including flat fees and hourly rates, ensuring clarity and efficiency. Our proven track record shows our ability to manage projects on both an hourly and monthly basis.

Qualifications

Mr. Caso's extensive experience with both small rural and large county governmental entities ensures precise legal guidance. He is proficient in reviewing contracts, MOUs, and federal laws such as 23 CFR Part 450 and 2 CFR Part 200.

Ability to Perform Services

Our team excels in:

1. **Reviewing MPO Contracts:** Analyzing contracts between MPO and consultants to identify risks and suggest improvements.
2. **Reviewing MOUs:** Scrutinizing MOUs for compliance and clarity.
3. **Interpreting Federal Regulations:** Ensuring adherence to legal standards.

Understanding of RGVMPO

Mr. Caso's tenure as Proxy Vice-Chairman of the Hidalgo County MPO and his familiarity with the MTP, TIP, and TxDOT funding categories demonstrate our deep understanding of RGVMPO's operations. He has reviewed the RGV MPO 2024 Metropolitan Transportation Plan and completed TxDOT's Local Government Project Procedures Qualification. Mr. Caso's experience includes serving as the Responsible Person in Charge for major MPO projects, ensuring compliance and successful project completion.



Caso Law Firm has a comprehensive understanding of the 12 TxDOT funding categories, essential for effective transportation project planning and execution. Our knowledge is based on extensive experience and familiarity with TxDOT's funding mechanisms.

Key Points

1. **Preventive Maintenance and Rehabilitation (Category 1)**
 - Focuses on maintaining and rehabilitating the existing state highway system.
2. **Metropolitan and Urban Area Corridor Projects (Category 2)**
 - Targets congestion mitigation and mobility improvements in metropolitan and urban areas.
3. **Non-Traditional Funding (Category 3)**
 - Involves projects funded through sources outside the State Highway Fund, such as state bonds and public-private partnerships.
4. **Statewide Connectivity Corridor Projects (Category 4)**
 - Aims at enhancing statewide connectivity and the efficiency of the highway system.
5. **Congestion Mitigation and Air Quality Improvement (Category 5)**
 - Supports projects that reduce congestion and improve air quality in designated areas.
6. **Bridge Program (Category 6)**
 - Funds the replacement or rehabilitation of structurally deficient or obsolete bridges.
7. **Metropolitan Mobility/Rehabilitation (Category 7)**
 - Allocates funds for mobility and rehabilitation projects in large metropolitan areas.
8. **Safety (Category 8)**
 - Supports safety improvements on public roads, including traffic signals and guardrails.
9. **Transportation Alternatives Program (Category 9)**
 - Finances non-motorized transportation projects like pedestrian and bicycle facilities.
10. **Supplemental Transportation Projects (Category 10)**
 - Includes smaller projects like landscaping and rest area improvements.
11. **District Discretionary (Category 11)**
 - Allows local TxDOT districts to address specific transportation needs with flexible funding.
12. **Strategic Priority (Category 12)**
 - Funds projects of strategic importance to Texas, often selected for their significant impact on the state's transportation network

Application in Practice

Caso Law Firm uses this understanding to assist clients in securing and managing transportation grants effectively. By leveraging our knowledge of these categories, we ensure compliance with funding requirements and optimize resource allocation for successful project outcomes.

What Differentiates Caso Law Firm From Our Competitors

Innovative Solutions

In 2017, Mr. Caso pioneered a two-step procurement process that bridges state and federal requirements, now a statewide standard.

Proven Leadership

As the Responsible Person in Charge for the 10th Street Expansion Project, Mr. Caso ensured timely project delivery and compliance, securing over \$13 million in MPO funding.

Grant Expertise



Our firm has secured and managed over \$100 million in grants, showcasing our ability to navigate and maximize funding opportunities.

Our unique experiences and exceptional problem-solving capabilities make us the ideal choice for LRGVDC's and RGVMPO's legal needs.

Key Differentiators in Past Performance

1. 2017 Procurement Innovation

- **Challenge:** Local Texas entities were unable to use MPO federal funds for engineering services due to conflicting requirements between the Texas Professional Services Act and federal regulations.
- **Process:** Mr. Caso led a team that created a two-step qualification-based selection process. First, we ensured compliance with the Texas Professional Services Act by selecting engineers based on qualifications alone. Then, we integrated cost considerations to align with federal regulations.
- **Outcome:** This process was approved by DOT and TxDOT and has been adopted statewide, demonstrating our exceptional problem-solving skills and regulatory expertise.

2. 2018 10th Street Expansion Project

- **Project Scope:** A 2.69-mile road expansion to extend 10th Street from University Drive to Monte Cristo Road, including turning lanes, emergency lanes, and sidewalks.
- **Funding:** Secured \$13.18 million from the Metropolitan Planning Organization out of the \$16 million needed.
- **Leadership:** Mr. Caso led the acquisition of right of way, utility relocation, environmental compliance, and project letting in February 2018. He is recognized statewide as an expert in TxDOT coordination and was invited to present a continuing legal education class on Condemnation and Multi-Agency TxDOT Projects to over 200 city attorneys across Texas.

Mr. Caso is regarded statewide as a subject-matter expert in complex coordination with TxDOT matters. Just this month, in June of 2024, as can be seen below, Mr. Caso gave a continuing legal education (“CLE”) class at the Texas City Attorneys’ Association meeting to over 200 city attorneys from the State of Texas pertaining to Multi-Agency TxDOT Projects



Scope of Services

1. Review Contracts between MPO and Consultants
2. Review MOU between MPO and Local Governments
3. Review and Interpret 23 CFR Part 450, 2 CFR Part 200, and Other Laws

Challenges Overcome

Mr. Caso was instrumental in laying the foundation for the MPO merger, demonstrating our firm's ability to overcome significant challenges.



Unique Experience

Our firm is locally owned and operated, with a unique background among our key staff members. We focus on project delivery, aiming to accelerate planning, acquisition, design, and construction to avoid cost escalation. We understand the importance of having shovel-ready projects to secure funding.

Infrastructure Projects

Our firm has helped deliver over \$1 billion in infrastructure projects, many involving MPO components.

Caso Law Firm has established itself as an expert in Advance Funding Agreements (AFAs) through a combination of extensive experience and a deep understanding of the intricacies involved in the funding processes managed by the Texas Department of Transportation (TxDOT) and other state and federal agencies.

Our firm has successfully navigated numerous AFAs, particularly for right-of-way acquisitions and construction, which are critical for the development and expansion of transportation infrastructure. Our expertise ensures that all projects comply with the stringent requirements set forth by TxDOT, including environmental regulations and the Uniform Relocation Assistance and Real Property Acquisition Act (URA).

Mr. Jose Luis Caso, our General Manager, leads a team proficient in managing the complexities of AFAs. His legal acumen, coupled with practical experience, ensures that every agreement is meticulously crafted to meet both state and federal standards. This proficiency not only accelerates project timelines but also secures the necessary funding, thereby facilitating seamless project execution.

Additionally, our firm's commitment to stakeholder collaboration has been instrumental in securing nearly \$100 million in state and federal grants. This achievement underscores our ability to work effectively with various agencies and stakeholders, ensuring compliance and maximizing funding opportunities for our clients.

In summary, Caso Law Firm's deep expertise in Advance Funding Agreements, combined with our proven track record in securing and managing significant transportation grants, positions us as a leader in the field. Our comprehensive approach guarantees that all legal and regulatory aspects are addressed, providing our clients with the assurance that their projects will be completed efficiently and successfully.

Expertise in Community Development Block Grants (CDBG)

Caso Law Firm has developed a deep understanding of the complexities involved in CDBG programs. Our services include:

- **Grant Application Assistance:** We assist clients in preparing and submitting robust grant applications that meet all federal, state, and local requirements. This includes detailed project plans, budget justifications, and compliance documentation.
- **Compliance and Monitoring:** Our team ensures that all funded projects comply with the applicable CDBG regulations. This includes adhering to the Uniform Relocation Assistance and Real Property Acquisition Act (URA), environmental review requirements, and labor standards.
- **Contract Drafting and Review:** We draft and review contracts to ensure they meet CDBG requirements, protecting our clients' interests and ensuring the proper use of funds.

Experience with CDBG Projects

Our firm has successfully managed numerous CDBG-funded projects, demonstrating our capability in this specialized area. Some highlights include:

- **Infrastructure Development:** We have facilitated several infrastructure projects funded by CDBG, ensuring timely completion and adherence to all regulatory standards. This is exemplified by our assistance to Hidalgo County for \$20 million on the Main Floodwater Channel Expansion Project.
- **Community Services:** Our involvement in community service projects funded by CDBG has helped improve local amenities, including parks, community centers, and affordable housing initiatives. In total, over one quarter of the grants we have helped secure have been CDBG.
- **Economic Development:** We have supported economic development projects aimed at job creation and business growth in low- and moderate-income communities. Research and reports from the Department of Housing and Urban Development (HUD) indicate

that for every dollar of CDBG investment, local communities leverage an average of \$4 in additional private and public funding. Considering this average return on grant funding, Caso Law Firm has helped the communities in the RGV gain \$100 million in economic development. .

Client-Centered Approach

At Caso Law Firm, we prioritize our clients' needs and goals. Our approach is collaborative, working closely with local governments, community organizations, and other stakeholders to maximize the impact of CDBG funds.

In conclusion, Caso Law Firm's extensive experience and specialized knowledge in CDBG make us a trusted partner for managing these critical grants. Our commitment to compliance, strategic planning, and effective execution ensures that community development projects are successful and impactful.

Executive Staff Highlights



Jose Luis Caso
General Manager



Lee Reyes
Administrative Services
Manager



Carlos Jasso
Program Manager



Oliver De La Garza
Quality Control
Manager



Martin Walker
Quality Assurance
Manager

- **Ms. Lymaira Reyes:** Harvard University graduate that oversees administrative and paralegal support services for Caso Law Firm, PLLC.
- **Mr. Oliver De La Garza:** Former Texas Secretary of State Ombudsman for colonias and low-to-moderate populations; managed over \$150 million in state and federal funding.
- **Mr. Carlos Jasso:** Former Hidalgo County Urban County staff member with critical experience in federal procurement and compliance.
- **Mr. Martin Walker:** Former U.S. Coast Guard Officer with extensive experience in federal solicitations and policy processes.

Conclusion

Caso Law Firm has secured and administered nearly \$100 million in state and federal infrastructure grants through effective stakeholder collaboration and successful grant proposals.

Our proficiency in stakeholder collaboration has enabled local governments to obtain significant funding by crafting persuasive and successful proposals. This track record highlights our commitment to delivering impactful results and efficiently navigating complex grant processes.

This Transmittal Letter is signed by Jose Luis Caso, the General Manager of Caso Law Firm. Mr. Caso is legally authorized to bind the Offeror to the representations in this response. He is licensed to practice law in Texas and is a member in good standing of the Texas Bar.

Caso Law Firm believes it is the most qualified offeror for providing General Legal Services and Contracts Review due to our comprehensive expertise and proven track record of over a decade in preparing public contracts that offer the best value for the LRGVDC/RGVMPO.

We stand out because:

- We are a local firm that understand the issues affecting the RGV.
- We have decades of collective practical experience with LRGVDC/RGVMPO.
- We provide best-value solutions for clients in the RGV.

Our extensive expertise in Metropolitan Planning Organization (MPO) projects, contracts, and funding agreements, as detailed in this SOQ, makes us the most qualified and ideal choice for LRGVDC.

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Technical Proposal

Business Information

Business Name and Address:

Caso Law Firm, PLLC
112 E. Cano St.
Edinburg, Texas 78539

Type of business:

Professional Limited Liability Company

Place and Date of incorporation:

State of Texas

April of 2012

Principal Contact Person:

Jose Luis Caso, General Manager of Caso Law Firm, PLLC
112 E. Cano St.
Edinburg, Texas 78539
Phone: (956) 433-2276
Fax: (956) 306-6930
E-Mail: jcaso@caso.law

Financial Stability:

- Caso Law Firm, PLLC is financially stable, solvent, and has adequate cash reserves to meet all financial obligations including any potential staffing costs resulting from an award of this contract.
- Caso Law Firm, PLLC currently possesses a cash reserve with an equivalent value of 24 months of payroll and firm expenses.

Qualifications and Experience

Personnel Qualifications

Caso Law Firm's project team for this contract is led by a group of highly qualified professionals, each bringing specialized expertise and experience:



Mr. Caso graduated from Rice University with a B.A. degree in Philosophy and Political Science in 2005, and the University of Texas School of Law with a J.D. degree in 2008, and is a member of the Bars of the State of Texas and of Washington, D.C. While in law school, Jose interned at the 13th Court of Appeals, studied in Spain, and participated in the University of Texas School of Law's prestigious Immigration Clinic. After law school, Jose joined the Texas Commission on Environmental Quality ("TCEQ") as a staff attorney working in the waste and water divisions.

Mr. Caso then practiced law at a private law firm in Hidalgo County that specializes in representing governmental entities. Mr. Caso then worked as Chief Administrator for Hidalgo County Precinct 4. During his 2-year tenure at Hidalgo County, Mr. Caso reduced the county's tax rate for the first time in 35 years. Mr. Caso then returned to private practice, where he deals with all aspects of government representation. He advises clients with regard to statutory compliance and administrative matters. He also assists clients in complex litigation matters. Mr. Caso was recently appointed by Texas State Governor Greg Abott to represent small businesses in the Region 15 Lower Rio Grande Flood Planning Region Group.



Ms. Lymaira Reyes is the Director of Administrative and Paralegal Services for Caso Law Firm. Ms. Reyes is a Harvard University graduate. She has prior experience working at the state legislature, with a particular focus on local governments. At Caso Law Firm she is responsible for all aspects of administrative and paralegal support. Her role is crucial in maintaining the streamlined operation and coordination of the project's various elements.



Mr. Carlos Jasso will serve as Project Manager. Mr. Jasso brings invaluable experience from his previous role as the primary grants coordinator for one of the largest school districts in the United States, with a focus on serving underserved communities. He has over 20 years of experience at the federal, state, and local levels. Mr. Jasso served as Project Manager of the Hidalgo County Urban County Program (UCP). His expertise in CDBG funds is instrumental in managing the project effectively, ensuring that it meets LRGVDC's objectives and serves its target demographics efficiently.

Mr. Oliver De La Garza has over a decade of experience working as the Ombudsman for Colonias for the Texas Secretary of State. Mr. De La Garza brings in a wealth of grassroots and community-driven experience. He further oversaw the funding of over \$150 million in funding from the Secretary of State to underserved communities and colonias.



Mr. Martin Walker honorably served in the Armed Forces for several decades. He currently serves as the Chief Quality Officer for Caso Law Firm. His extensive experience, including over 20 years in the U.S. Coast Guard and another 16 years as a civilian federal employee, equips him with a deep understanding of quality control and assurance. Mr. Walker will oversee the "Quality Control" and "Quality Assurance" programs to ensure that the LRGVDC always has the best legal documentation available to it.

Relevant Past and Ongoing Projects

Below is a compilation of key funding projects that Caso Law Firm has contributed to, collectively valued at nearly \$100 million, showcasing our significant involvement and impact:

Client:	Grant Name:	Value:	Project Name:
HCDD1	RESTORE Act	\$7,500,000	Raymondville Drain
Cameron County	RESTORE Act	\$3,500,000	E.K. Atwood Upgrade Project
HCDD1	TWDB - FIF	\$22,500,000	East Lateral Drainage
Willacy County	TWDB - FIF	\$1,400,412	Joint Flood Control Project with WCDD #1
Hidalgo County	CDBG-MIT 2015	\$10,000,000	Main Floodwater Channel Expansion Project - Phase 1
Hidalgo County	CDBG-MIT 2016	\$10,000,000	Main Floodwater Channel Expansion Project - Phase 2
HCDD1 and Hidalgo County Precinct 4	FY 2022 Community Project Funding	\$4,000,000	North Main Drain Expansion Project
Hidalgo County Precinct 1	FY 2023 Community Project Funding	\$4,000,000	Mile 10 Expansion Project (Transportation)
Military Highway WSC	Cameron County ARPA Subrecipient	\$700,000	Waterline Replacement Project and Las Rusias Treatment Plant Upgrade
Cameron County Drainage District No. 6	Cameron County ARPA Subrecipient	\$1,200,000	Tio Cano Pumphouse Project
Cameron County Drainage District No. 6	Valley Baptist Legacy Foundation	\$350,000	Green Bay South Drainage Project
Hidalgo County	CDBG-2018 South Texas Disasters	\$1,000,000	Drainage System Lateral Expansion Project - Phase 1
City of La Villa	CDBG-DR 2018	\$1,000,000	Southern Weir Expansion Project
City of Progreso	CDBG-DR 2018	\$1,000,000	City of Progreso Drainage Expansion Project - Phase 1
City of Mercedes	CDBG-DR 2018	\$1,000,000	City of Mercedes - South Lateral Expansion Project
Military Highway WSC	TWDB - EDAP	\$2,200,000	Southern Waterline Rehabilitation Project
City of Von Ormy	Bexar County ARPA Subrecipient	\$2,955,815	City of Von Ormy Sewer Project - Phase 1
Hidalgo County	FY 2024 CPF	\$4,000,000	Nolana Expansion Project
Cameron County	FY 2024 CPF	\$3,000,000	Parker Drain Expansion Project - Phase 3
Von Ormy (Bexar County)	FY 2024 CPF	\$3,000,000	City of Von Ormy Sewer Project - Phase 3

- Our firm has worked on multiple transportation projects totalling over \$58 million dollars.
- Mr. Caso has received is certified under TxDOT's Local Government Project Procedures Qualification ("LGP101").
- Caso Law Firm is experienced in seeking funding from the MPO as well as directly from TxDOT and DOT to obtain Advance Funding Agreements (AFA).

- We are also familiar with the requirements for design, environmental, and right-of-way acquisition.

Legal Services - Experience

Law Firm Experience

Caso Law Firm, PLLC is uniquely positioned to offer comprehensive legal services to the LRGVDC, combining a deep understanding of local government law with extensive practical experience.

Below is a detailed response to each of the categories requested in the present Request for Qualifications:

Preparation of Professional Service Agreements

Caso Law Firm, PLLC has a wealth of experience in preparing professional service agreements under the Texas Professional Services Procurement Act. Our firm has effectively assisted numerous governmental entities in issuing over \$50 million dollars in professional service contracts, ensuring that projects align with legal standards and are executed efficiently.

Our past collaborations with Hidalgo County, Willacy County, Cameron County, and various RGV cities and special districts demonstrate our ability to handle a wide range of professional services contracts. This experience ensures that we can offer LRGVDC tailored, compliant, and efficient contract preparation services.

Preparation of Contracts

Our firm's expertise extends to both vertical and infrastructure construction contracts and study contracts. We understand the nuances of different contract types, including construction manager-at-risk and design-build, which prioritize grading for quality and value. We are also familiar with sealed low bid procurements. We understand how to follow both state and federal procurement guidelines for a variety of different construction, transportation, and drainage projects.

Our focus on ensuring bonding and insurance requirements, adherence to guidelines, and staying updated with federal and state legislation illustrates our commitment to clarity and cost control. We strive to minimize change orders and maintain project timelines, essential for successful construction projects. Below are a few examples where we have assisted governmental entities in this arena:

Our foremost objective is to ensure that projects are completed on time, within budget, and in full compliance with legal standards.

Preparation of Legal Agreements for Transportation Projects:

Our firm has extensive experience in drafting and reviewing solicitations and contracts, and reviewing documentation to safeguard county rights. Additionally, our expertise includes interpreting federal regulations for purchasing. We maintain a well-organized registry of filings to ensure seamless and easy access to our real estate files, including mapping out these assets in GIS to keep a clear inventory of assets.

Our firm is intimately familiar with the funding process through the Texas Department of Transportation through Advance Funding Agreements (“AFA”) for right-of-way acquisition as well as through other state and federal agencies. Our firm also ensures compliance with environmental requirements and the Uniform Relocation Assistance and Real Property Acquisition Act (URA).

Consultation on Litigation Matters:

Our firm has a broad litigation background, handling disputes ranging from civil rights actions to lawsuits under the Texas Tort Claim Act.

Our law firm is one of a handful of firms that has gone through the rigorous vetting process to be added as an approved law firm for the Texas Municipal League - Intergovernmental Risk Pool (“TML-IRP”). For your reference, TML-IRP serves as the primary insurance company for municipalities and special districts in the State of Texas. As such, TML-IRP hires law firms to represent these governmental entities in both State and Federal Courts.

Being added to the list of TML-IRP law firms is a testament to our expertise in litigation matters.

Preparation and Review of Legal Documents:

At Caso Law Firm, PLLC, we employ a systematic approach to document preparation and review. We start with a key database of general conditions applicable across various solicitations, minimizing the need for customization.

We also believe that we need to embrace innovation, and as such we are adopting smart technology that has assisted us in drafting “smart contracts” that put our clients at the edge of technology while also ensuring that every document is processed through our internal “quality control” and “quality assurance” systems. Caso Law Firm is pursuing ISO 9001:2015, which demands strict adherence to quality standards.

Providing Legal Opinions:

Our firm offers structured legal opinions, both written and oral, while maintaining attorney-client confidentiality. We typically present a question, follow it with a brief executive summary, and then provide an in-depth analysis. This methodical approach ensures clarity and thorough understanding for the , its attorneys, and key executive staff.

Requests for Attorney General Opinions:

Jose Luis Caso has submitted hundreds of AG opinion requests, particularly concerning the Texas Public Information Act (“PIA”) and general jurisdictional or limitation queries. Mr. Caso started his legal career as a Staff Attorney in the TCEQ. In that position, he was assigned to the Low-Level Radioactive Waste Team, which handled very sensitive data including matters of national security. As such, he not only went through a vigorous background search, but he also served as lead counsel to address the dozens of public information requests pertaining to radioactive waste.

Coordination with Special Counsel:

Engaging Special Counsel is crucial for handling complex projects effectively. For instance, before issuing bonds or certificates of obligation, it's imperative to have bond counsel. Additionally, Special Counsel may be necessary for critical matters like census challenges, redistricting challenges, construction defect litigation, and more. Key to managing such relationships is contract review, effective communication, realistic expectation setting, and controlling costs.

Ensuring Compliance of Contracts with Applicable Rules and Regulations:

Compliance is a cornerstone of our contract management approach. We are familiar with various legal requirements, particularly when dealing with federal funds. Our contracts include specific provisions, such as the "American Iron and Steel" requirement, and adhere to acts like the Uniform Relocation Assistance and Real Property Acquisition Act (“URA”).

Negotiating and assisting with contract disputes

Our firm is acutely aware of the importance of safeguarding taxpayer funds, particularly when it comes to contract negotiations and disputes for the LRGVDC, and the RGVMPO.

Recognizing the unpredictability of contract performance, especially in the face of challenges like those presented by our post-pandemic reality, we emphasize the inclusion of comprehensive safeguards in every agreement. In the event of disputes, our initial strategy is to seek amicable resolution, often through mediation. However, if such efforts do not yield the desired outcome, we are prepared to assertively pursue litigation to enforce contract completion or seek liquidated damages, as is in the best interest of the LRGVDC and the RGVMPO.

Capacity and Capabilities

- **Comprehensive Legal Services:** CLF offers a full spectrum of legal services, including contract review, negotiation, litigation, and advisory services. Our capacity to handle diverse legal issues ensures that all aspects of MPO operations are covered.
- **Expertise in Federal Regulations:** Our firm is well-versed in key federal regulations such as 23 CFR Part 450 and 2 CFR Part 200, as well as other part of the Transportation Equity Act for the 21st Century (TEA-21).
- **Legal Analysis:** We provide legal analysis and interpretations to ensure MPOs adhere to regulatory requirements, mitigating risks and ensuring compliance with relevant law and regulations, such as the National Environmental Policy Act (NEPA) of 1969.
- **Contract Review and Advisory Services:** CLF excels in analyzing and evaluating existing contracts between MPOs and their consultants or vendors. We identify potential legal risks, inconsistencies, and areas for improvement, offering recommendations for contract amendments or renegotiations.
- **MOU Scrutiny:** We scrutinize Memoranda of Understanding (MOUs) between MPOs and local governments, assessing legal implications and obligations. Our legal guidance ensures clarity and compliance with relevant regulations.
- **Project Management:** Our structured approach to project management includes clear timelines, milestones, and deliverables. We commit to providing consistent, high-quality legal support throughout the contract period.

Qualifications to perform the work.

- **Qualifications:** CLF boasts a highly qualified legal team with extensive experience in transportation law, public policy, and regulatory compliance.
- **Representing the MPO:** Our firm has successfully represented MPOs in numerous legal matters, demonstrating a deep understanding of federal and state regulations governing transportation planning and funding.
- **Knowledge of the RGVMPO:** Caso Law Firm possess a deep understanding of the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) and its operational framework. This insight allows us to offer strategic legal advice that aligns with RGVMPO's objectives and regulatory environment.

Ability to perform the services outlined in the Scope of Services

Caso Law Firm stands ready to provide superior legal services, in a timely manner, and at the best value to the LRGVDC. To carry out the scope of services, Caso Law Firm has:

- **Expertise:** Skilled legal professionals, with proven expertise in MPO matters

- **Knowledge:** A deep understanding of the RGVMPO, LRGVDC, and the Rio Grande Valley projects.
- **Capacity:** Caso Law Firm can provide the staff necessary to complete any task outlined in the scope of services.

Understanding of the RGVMPO

Caso Law Firm's understanding of transportation issues in the RGV is an area that makes us stand out amongst other firms. The firm has provided services on several MPO projects including the Nolana Loop Expansion and Mile 2 Projects in Hidalgo County. Our intimate knowledge of these projects provide us with the context to compliment our expertise.

Differentiators:

- Specialized expertise,
- Dedicated team,
- Client-centric approach, and
- Cost effective representation.

Ultimately, we feel that our ability to overcome obstacles and create innovative solutions to challenges sets us apart from our competition.

In 2017, TxDOT made a statewide finding that local Texas entities could not use MPO category funds for *Engineering Services For Inspection, Material Testing, And Construction Management* due to compliance issues with the Texas Professional Services Act and federal regulations, in particular 2 CFR Part 200 and 23 CFR Part 172.

- **The Challenge:**
 - The Texas Professional Services Act (Texas Government Code Chapter 2254) requires that engineers be selected based on qualifications without regard to cost.
 - Meanwhile, the pertinent federal procurement procedures, in particular those contained in 2 CFR Part 200 and 23 CFR Part 172, required engineer selection to be made based on both qualifications and a fair and reasonable cost.
- **The Caso Law Firm Solution:**
 - Mr. Caso led a team that ingeniously bridged this gap by designing a two-step qualification-based selection process. First, we ensured compliance with the Texas Professional Services Act by instituting a qualification-based selection without considering costs. In the second step, we integrated cost as a selection criterion, aligning with federal regulations.
 - This innovative procedure was approved by DOT and TxDOT and has since been adopted statewide, showcasing our exceptional problem-solving abilities and profound understanding of both state and federal requirements.

References

David L. Fuentes, County Commissioner Hidalgo County, Texas
1902 Joe Stephens Ave., Ste. 101, Weslaco, Texas 78596 | (956) 968-8733
Can discuss how we have assisted Hidalgo County secure and manage over \$50 million in federal and state grants for drainage, transportation, and quality of life projects. Can further discuss how Caso Law Firm has assisted Hidalgo County in delivering key drainage and transportation projects both through advocacy and drafting of legal documents.

Gilbert Galvan, Board Member Cameron County Drainage District No. 6
300 North Main St., La Feria, Texas 78559 | (956) 797 2421
Can discuss how we have assisted Cameron County Drainage District No. 6 to secure federal grant funding from ARPA and Community Project Funding (federal programs) for development of infrastructure. He can further discuss how we assisted in the creation of a \$22.5 million bond election and the implementation of capital equipment and construction of capital projects. He can further discuss how Caso Law Firm assisted in the creation of the district and ensuring compliance with all pertinent laws and regulations under the Texas Water Code.

Connie De La Rosa, General Manager of Military Highway Water Supply
4000 US-281, Mercedes, Texas 78570 | (956) 565-2491
Can discuss how we have assisted MHWSC to secure and manage over \$5 million in federal and state grants for water supply and sewer projects from federal and state funds. Can further discuss how our firm is assisting in developing an \$80 million water line relocation project utilizing a blend of funds and grants from international, federal, state, and local grants blended with borrowing.

Ann Cass, General Manager of Proyecto Azteca
1601 US-83 BUS, San Juan, Texas 78589 | (956) 702-3307
Can discuss our efforts in securing and overseeing HUD funding as well as private grant funding for this non-profit organization with a particular focus on providing housing for low-income, rural, and farming families. She can further discuss the efforts to secure funding from several governmental and non-governmental entities such as NOAA, the Valley Baptist Legacy Foundation, and the Texas Bar Foundation.

Ellie Torres, Board Member of Hidalgo County Drainage District No. 1
1051 N Doolittle Rd., Edinburg, Texas 78542 | (956) 383-3112
Can discuss our efforts in assisting in multiple drainage projects in right-of-way acquisitions as well as in transportation projects such as Russell Road and the 10th Street Expansion Project, which are being funded through a variety of sources including certificates of obligation and TxDOT funding. She can further discuss efforts regarding quality of life projects as well as assistance in complex legal matters. She can further discuss how we assisted in obtaining and implementing \$4 million in FEMA funding to expand the North Main Drain, \$7 million in Community Project Funding for the West Main Drain, and \$1 million in CDBG Colonia funds.

Attachments:

1. Solicitation Request Acknowledgement Form
2. DBE / HUB Proposer Identification Form
3. HUB Certification - Caso Law Firm, PLLC
4. Conflict of Interest Questionnaire
5. Suspension and Debarment Certification

Attachment 1

**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
(RGVMPO) / LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL
(LRGVDC)**

Solicitation Request Acknowledgement Form

Solicitation Number: No 2024-04

Solicitation Title: General Legal Services / Contracts Review

The undersigned hereby proposes and agrees to be bound by the requirements, terms and conditions and any and all amendments issued by the LRGVDC/RGVMPO and made a part of this RFQ as set forth or referenced in this RFQ. The undersigned further certifies that he/she is legally authorized to make the statements and representations in its response to this solicitation and that said statements and representations are true and accurate to the best of his/her knowledge. The undersigned understands and agrees that when evaluating bids and making an award decision, the LRGVDC/RGVMPO relies on the truth and accuracy of the statements and representations presented in the bid response. Accordingly, District has the right to suspend or debar the undersigned from this process and/or terminate any contract award that may have resulted from this solicitation if LRGVDC/RGVMPO determines that any statements or representations made were not true and accurate. If awarded the undersigned agrees to furnish all services as described on the scope of services and any negotiations thereafter.

EXECUTED this 28th **day of** June, **20**24.

Signature: _____

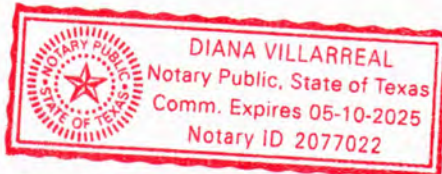
Printed Name: Jose Luis Caso

Title: General Manager

Firm: Caso Law Firm, PLLC

SWORN TO AND SUBSCRIBED before me by Jose Luis Caso,
on the 28th day of June, **20**24.

Diana Villarreal May 10, 2025
Notary Public, State of Texas Commission Expiration



This Acknowledgement must be filed with the Lower Rio Grande Valley Development Council and be maintained as part of the permanent procurement record.

Attachment 2

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION (RGVMPO) / LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL (LRGVDC)

Disenfranchised Business Enterprise (DBE) / Historically Underutilized Business (HUB)
Proposer Identification FORM

Solicitation Number: No. 2024-04

Solicitation Title: General Legal Services / Contract Review

(Reproduce as necessary)

I HEREBY DECLARE AND AFFIRM THAT I AM THE General Manager and duly
(Title – Owner, President, CEO, etc.)

authorized representative of Caso Law Firm, PLLC and I hereby declare and affirm
(Name of Firm)

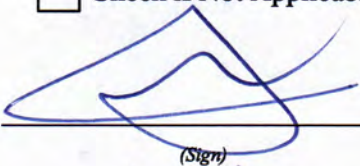
that I am a certified DBE and/or HUB.

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

Texas Comptroller of Public Accounts

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

Check if Not Applicable. *(must sign below)*


(Sign)

6/28/2024
(Date)

Jose Luis Caso
(Printed)





GLENN HEGAR TEXAS COMPTROLLER OF PUBLIC ACCOUNTS

The Texas Comptroller of Public Accounts (CPA) administers the Statewide Historically Underutilized Business (HUB) Program for the State of Texas, which includes certifying minority, woman, and service disabled veteran-owned businesses as HUBs and facilitates the use of HUBs in state procurement and provides them with information on the state's procurement process.

We are pleased to inform you that your application for certification/re-certification as a HUB has been approved. Your company's profile is listed in the State of Texas HUB Directory and may be viewed online at <https://mycpa.cpa.state.tx.us/tpasscmbsearch/index.jsp>. Provided that your company continues to meet HUB eligibility requirements, the attached HUB certificate is valid for the time period specified.

You must notify the HUB Program in writing of any changes affecting your company's compliance with the HUB eligibility requirements, including changes in ownership, day-to-day management, control and/or principal place of business. *Note: Any changes made to your company's information may require the HUB Program to re-evaluate your company's eligibility.*

Please visit our website at <http://comptroller.texas.gov/procurement/prog/hub/> and reference our publications (i.e. Grow Your Business pamphlet, HUB Brochure and Vendor Guide) providing addition information on state procurement resources that can increase your company's chances of doing business with the state.

Thank you for your participation in the HUB Program! If you have any questions, you may contact a HUB Program representative at 512-463-5872 or toll-free in Texas at 1-888-863-5881.

Texas Historically Underutilized Business (HUB) Certificate



Certificate/VID Number:	1455054986000
File/Vendor Number:	512151
Approval Date:	13-APR-2021
Scheduled Expiration Date:	13-APR-2025

The Texas Comptroller of Public Accounts (CPA), hereby certifies that

CASO LAW FIRM, PLLC

has successfully met the established requirements of the State of Texas Historically Underutilized Business (HUB) Program to be recognized as a HUB. This certificate printed 16-APR-2021, supersedes any registration and certificate previously issued by the HUB Program. If there are any changes regarding the information (i.e., business structure, ownership, day-to-day management, operational control, business location) provided in the submission of the business' application for registration/certification as a HUB, you must immediately (within 30 days of such changes) notify the HUB Program in writing. The CPA reserves the right to conduct a compliance review at any time to confirm HUB eligibility. HUB certification may be suspended or revoked upon findings of ineligibility.

*Statewide HUB Program
Statewide Procurement Division*

Note: In order for State agencies and institutions of higher education (universities) to be credited for utilizing this business as a HUB, they must award payment under the Certificate/VID Number identified above. Agencies, universities and prime contractors are encouraged to verify the company's HUB certification prior to issuing a notice of award by accessing the Internet (<https://mycpa.cpa.state.tx.us/tpasscmbsearch/index.jsp>) or by contacting the HUB Program at 512-463-5872 or toll-free in Texas at 1-888-863-5881.

Rev. 06/19

1455054986000 512151
CASO LAW FIRM, PLLC
112 E CANO ST
EDINBURG, TX 78539-4508

CONFLICT OF INTEREST QUESTIONNAIRE
For vendor doing business with local governmental entity

FORM CIQ

This questionnaire reflects changes made to the law by H.B. 23, 84th Leg., Regular Session.

This questionnaire is being filed in accordance with Chapter 176, Local Government Code, by a vendor who has a business relationship as defined by Section 176.001(1-a) with a local governmental entity and the vendor meets requirements under Section 176.006(a).

By law this questionnaire must be filed with the records administrator of the local governmental entity not later than the 7th business day after the date the vendor becomes aware of facts that require the statement to be filed. See Section 176.006(a-1), Local Government Code.

A vendor commits an offense if the vendor knowingly violates Section 176.006, Local Government Code. An offense under this section is a misdemeanor.

OFFICE USE ONLY

Date Received

1 Name of vendor who has a business relationship with local governmental entity.

Caso Law Firm, PLLC

2 Check this box if you are filing an update to a previously filed questionnaire. (The law requires that you file an updated completed questionnaire with the appropriate filing authority not later than the 7th business day after the date on which you became aware that the originally filed questionnaire was incomplete or inaccurate.)

3 Name of local government officer about whom the information is being disclosed.

Name of Officer

4 Describe each employment or other business relationship with the local government officer, or a family member of the officer, as described by Section 176.003(a)(2)(A). Also describe any family relationship with the local government officer. Complete subparts A and B for each employment or business relationship described. Attach additional pages to this Form CIQ as necessary.

A. Is the local government officer or a family member of the officer receiving or likely to receive taxable income, other than investment income, from the vendor?

Yes No

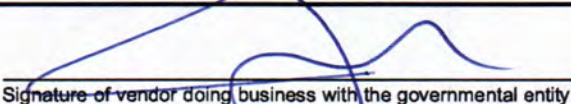
B. Is the vendor receiving or likely to receive taxable income, other than investment income, from or at the direction of the local government officer or a family member of the officer AND the taxable income is not received from the local governmental entity?

Yes No

5 Describe each employment or business relationship that the vendor named in Section 1 maintains with a corporation or other business entity with respect to which the local government officer serves as an officer or director, or holds an ownership interest of one percent or more.

.....

6 Check this box if the vendor has given the local government officer or a family member of the officer one or more gifts as described in Section 176.003(a)(2)(B), excluding gifts described in Section 176.003(a-1).

7

Signature of vendor doing business with the governmental entity

6/28/2024
Date

CONFLICT OF INTEREST QUESTIONNAIRE
For vendor doing business with local governmental entity

A complete copy of Chapter 176 of the Local Government Code may be found at <http://www.statutes.legis.state.tx.us/Docs/LG/htm/LG.176.htm>. For easy reference, below are some of the sections cited on this form.

Local Government Code § 176.001(1-a): "Business relationship" means a connection between two or more parties based on commercial activity of one of the parties. The term does not include a connection based on:

- (A) a transaction that is subject to rate or fee regulation by a federal, state, or local governmental entity or an agency of a federal, state, or local governmental entity;
- (B) a transaction conducted at a price and subject to terms available to the public; or
- (C) a purchase or lease of goods or services from a person that is chartered by a state or federal agency and that is subject to regular examination by, and reporting to, that agency.

Local Government Code § 176.003(a)(2)(A) and (B):

(a) A local government officer shall file a conflicts disclosure statement with respect to a vendor if:

(2) the vendor:

(A) has an employment or other business relationship with the local government officer or a family member of the officer that results in the officer or family member receiving taxable income, other than investment income, that exceeds \$2,500 during the 12-month period preceding the date that the officer becomes aware that

- (i) a contract between the local governmental entity and vendor has been executed; or
- (ii) the local governmental entity is considering entering into a contract with the vendor;

(B) has given to the local government officer or a family member of the officer one or more gifts that have an aggregate value of more than \$100 in the 12-month period preceding the date the officer becomes aware that:

- (i) a contract between the local governmental entity and vendor has been executed; or
- (ii) the local governmental entity is considering entering into a contract with the vendor.

Local Government Code § 176.006(a) and (a-1)

(a) A vendor shall file a completed conflict of interest questionnaire if the vendor has a business relationship with a local governmental entity and:

- (1) has an employment or other business relationship with a local government officer of that local governmental entity, or a family member of the officer, described by Section 176.003(a)(2)(A);
- (2) has given a local government officer of that local governmental entity, or a family member of the officer, one or more gifts with the aggregate value specified by Section 176.003(a)(2)(B), excluding any gift described by Section 176.003(a-1); or
- (3) has a family relationship with a local government officer of that local governmental entity.

(a-1) The completed conflict of interest questionnaire must be filed with the appropriate records administrator not later than the seventh business day after the later of:

(1) the date that the vendor:

- (A) begins discussions or negotiations to enter into a contract with the local governmental entity; or
- (B) submits to the local governmental entity an application, response to a request for proposals or bids, correspondence, or another writing related to a potential contract with the local governmental entity; or

(2) the date the vendor becomes aware:

- (A) of an employment or other business relationship with a local government officer, or a family member of the officer, described by Subsection (a);
- (B) that the vendor has given one or more gifts described by Subsection (a); or
- (C) of a family relationship with a local government officer.

SUSPENSION AND DEBARMENT CERTIFICATION

Federal Law (A-102 Common Rule and OMB Circular A-110) prohibits non-federal entities from contracting with or making sub-awards under covered transactions to parties that are suspended or debarred or whose principals are suspended or debarred. LRGVDC does not do business with parties that have been suspended or debarred.

Firms receiving individual awards and all sub-recipients must certify that their organization and its principals are not suspended or debarred by a federal agency.

Before an award can be made to your firm, you must certify that your organization and its principals are not suspended or debarred by a federal agency.

I, the undersigned agent for the firm named below, certify that neither this firm nor its principals are suspended or debarred by a federal agency.

Name of Firm: Caso Law Firm, PLLC

Signature of Authorized Official:



Printed Name:

Jose Luis Caso

Date Signed:

June 28, 2024



Jonathan Lass
Jackson Walker LLP
100 Congress Avenue, Suite 1100
Austin, Texas 78701
512.236.2085
jlass@jw.com

June 28, 2024

Asst. Director of Bus. Operations
LRGVDC – Procurement Dept.
Building D
301 W. Railroad
Weslaco, Texas 78596

Re: RFQ for General Legal Services / Contracts Review

We appreciate the opportunity to respond to the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) / Lower Rio Grande Valley Development Council (LRGVDC) Request for Qualifications for General Legal Services / Contracts Review. It would be our firm's privilege and pleasure to represent the interests of the RGVMPO and to work with you and your colleagues.

Jackson Walker provides best-in-class legal services, and our aim is to become a trusted advisor to the RGVMPO. To get there, I, along with my colleagues identified below, will be dedicated, efficient, creative, and results-oriented. With over 500 attorneys across our 6 Texas offices (in Austin, Dallas, Fort Worth, Houston, San Antonio, and San Angelo), Jackson Walker is a full-service firm. Although we have chosen to only have offices in Texas (in part to keep our costs and rates lower than "national" firms), Jackson Walker's work is nationally recognized.

If you have any questions, or if you would like additional information about our submission, please do not hesitate to contact me at 512.236.2085 or at jlass@jw.com. The attached proposal reflects that Jackson Walker possesses the subject matter expertise, experience, and collaborative spirit that I know you value and seek in outside counsel. Thank you again for the opportunity to provide our response to your RFQ.

Respectfully submitted,

A handwritten signature in blue ink that reads 'J. Lass'.

Jonathan Lass
Partner



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ABOUT JACKSON WALKER

Jackson Walker, with its roots planted in Texas over 130 years ago, is the largest firm in Texas and is one of the preeminent firms in the state. With more than 500 attorneys in our six offices across the state (in Dallas, Austin, Houston, San Antonio, Fort Worth, and San Angelo), we are a full-service firm. Although we have chosen to only have offices in Texas (in part to keep our costs and rates lower than “national” firms), Jackson Walker’s work is nationally recognized.



Clients rely on our attorneys to deliver top-tier legal representation to protect their interests. We pride ourselves on being the kind of professionals clients enjoy working with, and we serve clients worldwide in a broad range of practices and industries. Our clients know they can count on us to deliver personalized service, legal experience, and added value.

BY THE NUMBERS



A Firm Foundation

Since our founding in 1887, Jackson Walker has played a vital role in the growth and development of Texas business. Our attorneys have represented some of the most influential companies in the state in key industries that shaped the course of Texas history, including transportation and railroads, the media, and oil and gas exploration. Today, we remain firmly rooted in Texas while serving clients around the world.

Maximizing Value

We recognize that predictability and cost control are critical to our clients. We pride ourselves on our ability to combine our client-as-partner philosophy, project management skills, technological prowess, legal acumen, and expertise to the advantage of our clients. We maximize value by providing a framework for managing costs to assist clients in their budget process and aligning costs with strategies such that clients can make informed decisions regarding the risk and cost-benefit of different legal options.

Committed to Client Service

Loyalty, quality, and integrity define our approach to client service. We take the time to understand each client’s business goals and employ industry-leading technology to make the process as efficient as possible.

Delivering Value

Because we choose to keep our offices in Texas, our lower overhead costs afford us the opportunity to keep our rates competitive. You’ll get the benefit of top-tier legal experience without breaking your budget.

Knowledge and Experience

We have represented some of the most influential companies in Texas’ key industries. Our attorneys focus on a specific range of legal matters and collaborate to provide seamless counsel for all of your legal needs.

Diversity & Inclusion at JW

At Jackson Walker, we provide a supportive, inclusive environment for our attorneys and staff.

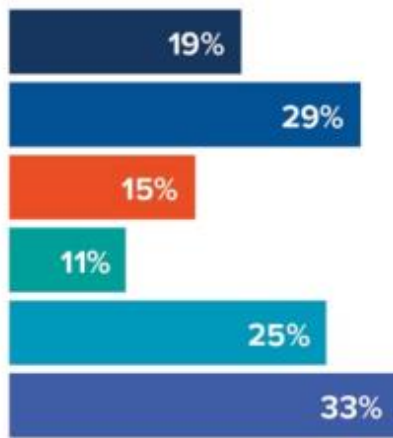
We believe diversity and inclusion make us better. By actively recruiting, retaining, and advancing a diverse team, we are better equipped to serve our sophisticated, global clients and contribute to making our communities better places.

Jackson Walker is proud to announce our achievement of Mansfield Rule Certification status. Our firm is one of the more than 240 law firms that successfully completed Diversity Lab’s Mansfield Rule 2022-2023 Certification Program, which ran from July 2022 to July 2023. Launched by Diversity Lab in 2017, the Mansfield Rule was designed to improve diversity within law firms and legal department leadership.

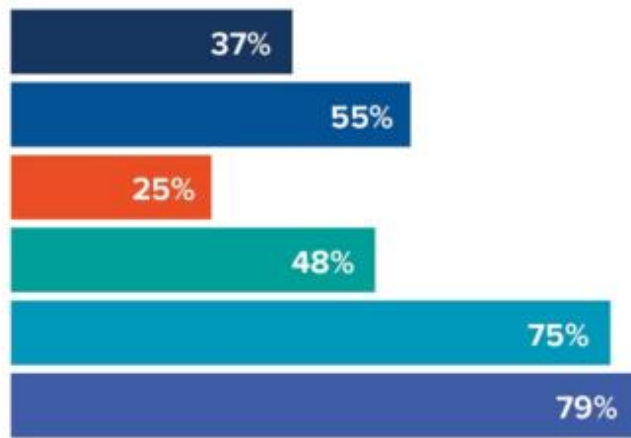


To learn more, visit jw.com/diversity.

Underrepresented Racial & Ethnic Attorneys & Staff



Women Attorneys & Staff



● All Attorneys ● All Associates ● All Partners ● Counsel ● Other Attorneys ● All Staff

37.5% of the Management Committee are Underrepresented Talent

44% of the Compensation Committee are Underrepresented Talent

41% of our combined Management, Compensation, and Hiring Committees are Underrepresented Talent

Experience and Expertise

Jackson Walker is a full-service firm with a deep bench of attorneys with significant experience advising governmental entities in contracting matters. Our clients include government agencies, higher education institutions (such as the University of Texas System, the University of Texas at Austin, the University of Houston, and Texas A&M University, to name a few), cities and counties, and development and infrastructure districts such as municipal utility districts, water districts, transportation authorities, and other local taxing authorities. Because we routinely provide legal services to public organizations, our attorneys understand our clients' needs not only at a granular, operational level, but also in the context of broader, institutional strategies that contemplate the effect of trends in local, state, and federal regulations.

We have the experience necessary to address all aspects of complex contracting transactions. Examples of our representative contracting experience are included below.

- Represented the Texas Department of Transportation (TxDOT) as counsel in a Procurement Agreement for the State of Texas in 2024.
- Represented the Supreme Court of Texas through its Office of Court Administration as lead procurement counsel in 2024.
- Represented the Austin Firefighters Relief and Retirement Fund in Procurement Agreements in 2022.
- Represented TxDOT in multiple Procurement Agreements in 2021-2022.
- Represented the Austin Police Retirement Systems in Procurement Agreements in 2021.
- Represented an energy technology services firm specializing in electric power smart grid modeling technologies in their sale to a private equity firm in 2021.
- Represented TxDOT as lead counsel in Procurement Agreements in connection with an outsourcing project valued at approximately \$1 Billion.
- Represented The University of Texas System in Master Services Agreements and Procurement Agreements entered into by the University of Texas System and its institutions.
- Represented the Texas Secretary of State to acquire all intellectual property and software underlying its voting systems so that the State of Texas could independently protect, maintain and support its voting systems.
- Represented the Texas Lottery Commission in Procurement Agreements valued at nearly \$1 Billion.
- Represented electric utilities in Master Services Agreements and Procurement Agreements.
- Represented the President of a software company in the sale of its business to a Fortune 100 technology company.
- Represented Pure Austin in the sale of its business to LifeTime.

RESOURCES AND CAPACITY

With more than 500 attorneys practicing in our six offices across the state, Jackson Walker is proud to be the largest law firm in Texas. We are a full-service firm with a deep bench of attorneys in numerous practice areas and industries.

Our offices are fully equipped to support clients growing and thriving in Texas, with local attorneys experienced in contracting transactions, litigation, estate planning, intellectual property, labor and employment, bankruptcy, and tax law.

Technology Support and Library Holdings

To facilitate effective and efficient legal services, Jackson Walker provides its attorneys and staff access to an extensive collection of print and online resources, as well as the latest products and tools available in information systems, communications, electronic information processing, and litigation technology. Our Knowledge Services department also employs eight individuals, including five full-time research attorneys, who support the legal information research needs of all practice groups, attorneys, paralegals, and staff.

- Jackson Walker provides its attorneys and staff with access to over thirty databases containing cases, statutes, administrative materials, authoritative secondary resources, practical guidance, and news analysis—all at absolutely no cost to our clients.
- While we do offer our attorneys Westlaw and Lexis accounts, we encourage them to use these databases only as a last resort, or to do as much client research as is efficient at the vendors' no-charge weekly training sessions. We also provide all attorneys and staff with access to WestlawNext Find & Print and a Lexis Custom User Interface database, which offer both primary law and treatise materials—again at absolutely no cost to the client.
- Jackson Walker uses Lexis's knowledge management software to help attorneys and staff quickly search and access our existing files of completed internal documents. By creating easy access to the firm's entire work product, this product prevents duplicate legal research and results in a higher quality of client service at reduced cost.

We also have a dedicated information technology team available to facilitate our lawyers' technology needs at any time of day or night.

OUR TEAM

Based on the need to provide legal counsel who have appropriate expertise in a cost-effective manner for each legal project, we propose a team approach to the provision of legal services to the RGVMPPO. Each member of our team has special expertise and experience that may be useful. To create continuity and efficiency in the provision of legal services, Jonathan Lass would serve as the RGVMPPO's relationship and lead contracting attorney and would be your primary point of contact. The proposed legal team for these contracting transactions will also include Shari Mao, Jessica Schwartz, and Martin Zelinsky. We hope that our team has the opportunity to meet with you to discuss your needs and interests and provide you with a clear idea of the value we can provide in these types of negotiations.



Jonathan Lass, Lead Attorney

Partner, Austin

512.236.2085 | jlass@jw.com | [Full bio](#)

Jonathan Lass, an Austin based partner at the law firm of Jackson Walker, specializes in contracting matters and mergers and acquisitions (M&A). Jonathan represents government agencies acquiring mission-critical technology and advises private sector clients on strategic acquisitions, sales of businesses and assets, and technology procurement. Key public sector

engagements include procurement transactions on behalf of the Texas Secretary of State, Texas Supreme Court (through its Office of Court Administration), Texas Department of Transportation, Texas Lottery Commission, Teacher Retirement System of Texas, The University of Texas at Austin, The University of Texas System, the Austin Police Retirement System, and the Texas Counties and District Retirement System.

Key private sector engagements include domestic and international Mergers and Acquisition (M&A) transactions and procurement transactions and projects. Recently, Jonathan advised clients in a variety of IT-oriented transactions and projects, including assisting clients in transitioning technology services from an on premises to a cloud-based service delivery, technology transformation projects, master services agreements, data center services, joint development arrangements, licensing, software as a service (SaaS), and cooperative research and development (CRADA) agreements. Jonathan also has a sub-specialty in energy and utilities, and has successfully negotiated Energy Management Systems (EMS), Open Metering Systems (OMS), Supervisory Control and Data Acquisition systems (SCADA), Geographic Information Systems (GIS), and Customer Care and Information Billing systems (CCIB) transactions on behalf of his clients.

Jonathan is a trusted advisor to his clients. He actively engages with each client, and understands that clear communication, robust exchange, and deep knowledge are foundational to achieving successful results. He considers active listening, creative problem solving, clear drafting, and strategic negotiation as the cornerstones of any successful transaction, project, or litigation. Because of Jonathan's client-centered approach, he has a unique commitment to knowing and understanding his clients' organization, constituents, and leadership and can provide helpful information to identify his clients' interests and goals and develop a strategy that obtains optimal results.

In addition to Jonathan's law practice, he invests substantial time and energy teaching, mentoring, and sponsoring law students at his alma mater, The University of Texas School of Law. His favorite class to teach is Negotiations, which he has taught at The University of Texas School of Law each semester since 2017. Prior to that, Jonathan taught Business Law and Ethics to undergraduate students at the McCombs School of Business at The University of Texas. Jonathan has also served on the Board of the Austin Symphony Orchestra since 2014.



Shari Y. Mao
Partner, San Antonio
210.978.7764 | smao@jw.com

Shari Mao assists clients, such as TxDOT and other public sector clients, in contracting and procurement transactions, including fully-managed IT sourcing transactions; negotiating commercial, licensing, and services agreements and mergers and acquisitions; and drafting contracts in support of business operations. Prior to law school, she was vice president of a flooring company, where she managed the North American operations and collaborated with factories in China and Taiwan. She was a Risk Manager on the Pulp and Paper Desk at Enron and was retained after the mass termination to unwind and liquidate trades. Additionally, Shari was an associate at J.P. Morgan & Co., where she managed projects and implemented trade processing solutions in New York, London, and Tokyo.

For Shari's complete professional biography, please see: www.jw.com/shari-mao.



Jessica Schwartz
Associate, Dallas
214.953.5983 | jschwartz@jw.com

Jessica Schwartz is an associate in Jackson Walker's Corporate & Securities group. Jessica assists clients with negotiating and drafting procurement contracts in support of business operations, master services agreements, and licensing agreements. Jessica is also a member of Jackson Walker's Block Chain and Crypto Assets group. She represents public and private companies and private equity and venture capital clients in a variety of matters, including outsourcing transactions, mergers, acquisitions and divestitures, debt and equity offerings, SEC reporting and compliance, and general corporate matters.

For Jessica's complete professional biography, please see: www.jw.com/jessica-schwartz.



Martin H. Zelinsky
Contract Counsel, Austin
512.965.7506 | martin.zelinsky@outlook.com

Martin has deep Texas state government IT sourcing and data privacy law experience. A veteran of the Texas Department of Information Resources (DIR), Martin served as Chief Counsel for 9 years. He also served as Chair of the State Agency Coordinating Committee, General Counsel Subcommittee, from 2011 to 2013, and as counsel to the Health & Human Services Commission. Martin has extensive experience in state procurement and contract management, cybersecurity, data privacy, Open Meetings, public information, administrative and legislative law, fiscal policy and employment law.

While serving as General Counsel to DIR, Martin was heavily involved in the procurement and administration of the Texas.gov contracts, which included the original eFiling application for the Courts. He regularly attended Judicial Committee on Information Technology (JCIT) meetings and oversaw the transition of the eFiling system from DIR to OCA and Tyler Technologies.

Martin is a frequent speaker at statewide and national conferences on procurement and technology law.

OUR UNDERSTANDING OF THE RGVMPPO

Today, public entity clients are faced with unprecedented challenges as new laws and regulations are changing the way entities are formed and governed. Jackson Walker has one of the preeminent public law practices in the country, drawing upon the experience of our government affairs, healthcare, corporate, litigation, and compensation specialists to provide our clients with the information and analysis needed to respond to a rapidly changing regulatory environment.

Our attorneys represent clients in a wide range of government contracting and procurement matters at every level – federal, state, and local. We regularly represent government agencies such as the Texas Department of Transportation and The University of Texas in contract matters involving strategic acquisitions, sales of businesses and assets, real estate, construction and technology.

Transportation Law Experience

For over 100 years, Jackson Walker attorneys have served the transportation industry effectively and efficiently. Our transportation law experience provides clients with the critical resources required to get specific projects funded and approved under the tight timeframes and eligibility criteria often established under legislation. For example, Jackson Walker currently represents a public transportation authority that is designing and constructing a commuter rail system between Fort Worth and the DFW Airport by assisting with the procurement of the design and construction firms under a design-bid-build delivery method. This project includes the drafting of necessary design and construction contracts and any ensuing negotiations, a diesel multiple unit acquisition agreement, trackage agreements, right-of-way or easement documents, compliance requirements, assistance with any change orders or contractor disputes, and responding to procurement protests.

We are knowledgeable in transit law and understand transit policies including but not limited to the Urban Mass Transportation Act of 1964, the Americans with Disabilities Act, Title VI and VII of the Civil Rights Act, FTA requirements regarding third party contracting guidelines, FTA and DOT regulations and circulars, state and federal funding issues, The Sunshine Act of 1986, conflicts of interest and policies and laws regarding the same, and the Public Information Act and Freedom of Information Act. We have represented clients such as railroads, trucking firms, and various aviation clients before the Texas Department of Transportation, and we served as counsel to the Texas High Speed Rail feasibility study funded by the Texas Legislature.

Our transportation experience includes representing Texas Central Railroad and Infrastructure, Inc. in its efforts to develop a first-of-its-kind high-speed railway between Dallas and Houston. Our experience also includes representing Union Pacific Railroad, Burlington Northern and Santa Fe Railway (BNSF), and Gardendale Railroad in the acquisition of property for trackage and facilities, including Union Pacific's acquisition of over 1,800 acres needed for a railyard in Robertson County.

We know the ins and outs of agency negotiations, contested case hearings, and formal rulemaking and appeals processes in Texas. From freight claims and personal injury to corporate financing and regulatory matters, our transportation attorneys have successfully represented a diverse client base of railroads, transit authorities, airlines, trucking and shipping concerns, pipelines, utilities and other governmental authorities.

WHAT DIFFERENTIATES JW?

A number of factors distinguish and differentiate Jackson Walker and its lawyers from other firms and their lawyers, but most important is our commitment to deliver high-quality, cost-effective, responsive, innovative, and practical services to our clients. Put another way, we strive to provide work product that meets a client's needs rather than an expensive, idiosyncratic, firm-based form. Jackson Walker prides itself on recognizing the difference between significant legal issues that require substantial resources and other legal issues that require a more practical, and resource-friendly solution. The key is to maintain a proper balance between taking matters too lightly (and consequently assuming too much risk), and taking them too seriously (resulting in increased costs in terms of money and human resources). Jackson Walker works with its clients to achieve and maintain that balance.

Additionally, we strive to creatively solve problems. The easiest alternative for any attorney is to conclude that a client's strategy, tactic, or scheme is "too risky." The mark of a great attorney is to understand the client's goals, and creatively assist and allow the client to achieve those goals in light of a reliable, legally correct explanation of attendant risks. We consult with our clients to understand their goals, offer creative, but reasonable, solutions, and help our clients evaluate the alternatives by giving them a clear understanding of the risks involved in each alternative course of action. Our commitment to the RGVMPPO, as with all our clients, is to provide cost effective, practical, and innovative legal services.

A comprehensive associate training and evaluation program is an integral part of Jackson Walker's continuing efforts to ensure that we develop and maintain skilled lawyers to provide clients with quality service. We have in-house training programs for associates in specific skills and areas of the law. Associates are also assigned mentors and a responsible partner for each matter they handle. Semi-annual and annual performance reviews are conducted to provide associates with prompt feedback. On occasion, we send associates to client offices at no charge to observe, assist, and become intimately familiar with client needs.

Value-Add Services

Jackson Walker often presents custom seminars that are available to our clients on topics of client interest. We consider this knowledge-sharing as an added benefit to partnering with us, and understand our role as outside counsel to include ensuring that a client's legal and operational staff have a working understanding (at a job-appropriate level) of the legal implications of and controls affecting their role in the organization. For example, Jackson Walker's Labor and Employment Section offers annual CLE programs that deal with the most relevant topics of a given year.

Jackson Walker practice groups, including labor, securities, litigation, real estate, tax, and intellectual property, also periodically present seminars to individual clients and small groups of clients, as well as to third parties. The firm would offer these same programs or other programs tailored to the RGVMPPO at no cost.

Jackson Walker also provides periodic CLE programs to its attorneys on various substantive areas of law. Clients are invited to participate in these programs, either in person or by telephone or video conference, at no cost. Finally, we publish a number of newsletters and e-Alerts for client distribution, covering a broad range of new developments, cases and legislation relating to our various practice areas and would include members of the RGVMPPO team in these communications.



EXISTENCE OF ATTORNEY-CLIENT RELATIONSHIP

To obtain legal counsel or legal services from Jackson Walker LLP, you must first establish an attorney-client relationship with the Firm. This document does not establish an attorney-client relationship with Jackson Walker or any individual attorney at Jackson Walker. Until you have received an engagement letter from the Firm, do not disclose or send any information or documents that you consider private or confidential.

Attachment 1

**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
(RGVMPO) / LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL
(LRGVDC)**

Solicitation Request Acknowledgement Form

Solicitation Number: No. 2024-04

Solicitation Title: RFQ for General Legal Services / Contracts Review

The undersigned hereby proposes and agrees to be bound by the requirements, terms and conditions and any and all amendments issued by the LRGVDC/RGVMPO and made a part of this RFQ as set forth or referenced in this RFQ. The undersigned further certifies that he/she is legally authorized to make the statements and representations in its response to this solicitation and that said statements and representations are true and accurate to the best of his/her knowledge. The undersigned understands and agrees that when evaluating bids and making an award decision, the LRGVDC/RGVMPO relies on the truth and accuracy of the statements and representations presented in the bid response. Accordingly, District has the right to suspend or debar the undersigned from this process and/or terminate any contract award that may have resulted from this solicitation if LRGVDC/RGVMPO determines that any statements or representations made were not true and accurate. If awarded the undersigned agrees to furnish all services as described on the scope of services and any negotiations thereafter.

EXECUTED this 27 day of June, 2024.

Signature: [Handwritten Signature]

Printed Name: Jonathan Lass

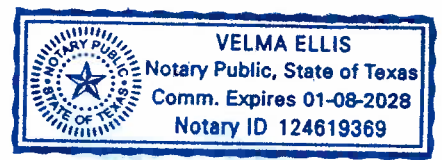
Title: Partner

Firm: Jackson Walker LLP

SWORN TO AND SUBSCRIBED before me by Velma Ellis,
on the 27th day of June, 2024.

[Handwritten Signature]
Notary Public, State of Texas

01-08-2028
Commission Expiration



This Acknowledgement must be filed with the Lower Rio Grande Valley Development Council and be maintained as part of the permanent procurement record.

Attachment 2

**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
(RGVMPO) / LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL
(LRGVDC)**

Disenfranchised Business Enterprise (DBE) / Historically Underutilized Business (HUB)
Proposer Identification FORM

Solicitation Number: 2024-04

Solicitation Title: RFQ for General Legal Services / Contracts Review

(Reproduce as necessary)

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

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/HUB certified
must be attached to this form.*

Check if Not Applicable. *(must sign below)*

J. Lass

(Sign)

June 26, 2024

(Date)

Jonathan Lass

(Printed)



CONFLICT OF INTEREST QUESTIONNAIRE

For vendor doing business with local governmental entity

FORM CIQ

This questionnaire reflects changes made to the law by H.B. 23, 84th Leg., Regular Session.

This questionnaire is being filed in accordance with Chapter 176, Local Government Code, by a vendor who has a business relationship as defined by Section 176.001(1-a) with a local governmental entity and the vendor meets requirements under Section 176.006(a).

By law this questionnaire must be filed with the records administrator of the local governmental entity not later than the 7th business day after the date the vendor becomes aware of facts that require the statement to be filed. See Section 176.006(a-1), Local Government Code.

A vendor commits an offense if the vendor knowingly violates Section 176.006, Local Government Code. An offense under this section is a misdemeanor.

OFFICE USE ONLY

Date Received

1 Name of vendor who has a business relationship with local governmental entity.

Jackson Walker LLP

2 Check this box if you are filing an update to a previously filed questionnaire. (The law requires that you file an updated completed questionnaire with the appropriate filing authority not later than the 7th business day after the date on which you became aware that the originally filed questionnaire was incomplete or inaccurate.)

3 Name of local government officer about whom the information is being disclosed.

N/A (but The University of Texas Rio Grande Valley and The University of Texas System are clients of the firm)

Name of Officer

4 Describe each employment or other business relationship with the local government officer, or a family member of the officer, as described by Section 176.003(a)(2)(A). Also describe any family relationship with the local government officer. Complete subparts A and B for each employment or business relationship described. Attach additional pages to this Form CIQ as necessary.

N/A

A. Is the local government officer or a family member of the officer receiving or likely to receive taxable income, other than investment income, from the vendor?

Yes No

B. Is the vendor receiving or likely to receive taxable income, other than investment income, from or at the direction of the local government officer or a family member of the officer AND the taxable income is not received from the local governmental entity?

Yes No

5 Describe each employment or business relationship that the vendor named in Section 1 maintains with a corporation or other business entity with respect to which the local government officer serves as an officer or director, or holds an ownership interest of one percent or more.

The University of Texas Rio Grande Valley and The University of Texas System are clients of the firm.

6 Check this box if the vendor has given the local government officer or a family member of the officer one or more gifts as described in Section 176.003(a)(2)(B), excluding gifts described in Section 176.003(a-1).

7


Signature of vendor doing business with the governmental entity

June 26, 2024

Date

CONFLICT OF INTEREST QUESTIONNAIRE
For vendor doing business with local governmental entity

A complete copy of Chapter 176 of the Local Government Code may be found at <http://www.statutes.legis.state.tx.us/Docs/LG/htm/LG.176.htm>. For easy reference, below are some of the sections cited on this form.

Local Government Code § 176.001(1-a): "Business relationship" means a connection between two or more parties based on commercial activity of one of the parties. The term does not include a connection based on:

- (A) a transaction that is subject to rate or fee regulation by a federal, state, or local governmental entity or an agency of a federal, state, or local governmental entity;
- (B) a transaction conducted at a price and subject to terms available to the public; or
- (C) a purchase or lease of goods or services from a person that is chartered by a state or federal agency and that is subject to regular examination by, and reporting to, that agency.

Local Government Code § 176.003(a)(2)(A) and (B):

(a) A local government officer shall file a conflicts disclosure statement with respect to a vendor if:

(2) the vendor:

(A) has an employment or other business relationship with the local government officer or a family member of the officer that results in the officer or family member receiving taxable income, other than investment income, that exceeds \$2,500 during the 12-month period preceding the date that the officer becomes aware that

- (i) a contract between the local governmental entity and vendor has been executed;
- or
- (ii) the local governmental entity is considering entering into a contract with the vendor;

(B) has given to the local government officer or a family member of the officer one or more gifts that have an aggregate value of more than \$100 in the 12-month period preceding the date the officer becomes aware that:

- (i) a contract between the local governmental entity and vendor has been executed; or
- (ii) the local governmental entity is considering entering into a contract with the vendor.

Local Government Code § 176.006(a) and (a-1)

(a) A vendor shall file a completed conflict of interest questionnaire if the vendor has a business relationship with a local governmental entity and:

- (1) has an employment or other business relationship with a local government officer of that local governmental entity, or a family member of the officer, described by Section 176.003(a)(2)(A);
- (2) has given a local government officer of that local governmental entity, or a family member of the officer, one or more gifts with the aggregate value specified by Section 176.003(a)(2)(B), excluding any gift described by Section 176.003(a-1); or
- (3) has a family relationship with a local government officer of that local governmental entity.

(a-1) The completed conflict of interest questionnaire must be filed with the appropriate records administrator not later than the seventh business day after the later of:

(1) the date that the vendor:

- (A) begins discussions or negotiations to enter into a contract with the local governmental entity; or
- (B) submits to the local governmental entity an application, response to a request for proposals or bids, correspondence, or another writing related to a potential contract with the local governmental entity; or

(2) the date the vendor becomes aware:

- (A) of an employment or other business relationship with a local government officer, or a family member of the officer, described by Subsection (a);
- (B) that the vendor has given one or more gifts described by Subsection (a); or
- (C) of a family relationship with a local government officer.

SUSPENSION AND DEBARMENT CERTIFICATION


Federal Law (A-102 Common Rule and OMB Circular A-110) prohibits non-federal entities from contracting with or making sub-awards under covered transactions to parties that are suspended or debarred or whose principals are suspended or debarred. LRGVDC does not do business with parties that have been suspended or debarred.

Firms receiving individual awards and all sub-recipients must certify that their organization and its principals are not suspended or debarred by a federal agency.

Before an award can be made to your firm, you must certify that your organization and its principals are not suspended or debarred by a federal agency.

I, the undersigned agent for the firm named below, certify that neither this firm nor its principals are suspended or debarred by a federal agency.

Name of Firm: Jackson Walker LLP

Signature of Authorized Official:


Printed Name:
Jonathan Lass

Date Signed:
June 26, 2024

IV. Action & Discussion Items

F. Discussion and Possible Action regarding the RGVMPO Transportation Alternatives Set-Aside Program (TASA; ALSO KNOWN AS Category 9)

Action Possible Action Information

Presenter: Eva Garcia, RGVMPO Transportation Planner III

Summary: All FY2021-2022 TASA Projects are currently in the ‘obligation phase’ with awarded funds set to lapse (expire) by September 2025. As discussed in the May 2024 TASA Update, RGVMPO Staff returns with project development updates.

Background: RGVMPO Staff continues to communicate with RGVMPO Technical Advisory Committee (TAC) & Transportation Policy Board (TPB) Members regarding TASA projects to ensure the timely obligation and reimbursement of programmed funds. Staff continues to work with the Texas Department of Transportation Pharr District (TxDOT) and Local Government (LG) projects sponsors to provide these updates to RGVMPO Members. Thank you to all those involved for their continued communication and coordination.

FEDERAL FUNDING PROCESS RECAP
with related documents and potential outcomes at different phases.



Per the BIL, FHWA apportions funds to the State.

Apportionment = BIL & CFR
(Feds commit funds to States)

Allocation = TAC & UTP
(States commit funds to MPOs)

Apportioned funds are **suballocated** to the MPO for programming.

Programming = MTP & TIP
(MPOs commit funds to LGs)

Funding for the MPO-selected/programmed/LG-awarded projects is available to be obligated for four fiscal years (the year funds were apportioned plus three additional fiscal years).

Obligation = FPAA & SLOA
(Feds & State commit funds to LGs)

Unobligated amounts will lapse after the fourth fiscal year, starting with the oldest program funds first. The region will lose that portion of funds.

Risks.

Extra details.

The region **gains** the funds when MPO obligated projects successfully get federal reimbursement.

Reimbursement = RFR? APL?
(LG secures federal funds)

Not following federal or state requirements will **jeopardize** the reimbursement. Therefore, losing the regions portion of funds.

RGVMPO TASA Funding Groups

FY2019-2020

- The are the oldest group of funds being tracked and reflect ‘inherited’ projects.
- The projects presented successfully obligated their awarded funds.
- This group is in the ‘Reimbursement’ phase of the federal funding process.

FY2021-2022

- These funds were the first to be awarded/programmed by the merged RGVMPO.
- These projects have scheduled letting dates and are working to obligate the federal funds.
- This group is in the ‘Obligation’ phase of the federal funding process.

FY2023-2024

- These funds were officially awarded through resolution by the Policy Board in Oct. 2023
- These projects were added to the MPO’s TIP and MTP during the Nov. 2023 Revision Cycle.
- This group is in the ‘Programmed’ phase of the federal funding process and are working with TxDOT to execute Advance Funding Agreements (AFA).

FY2019-2020 TASA Projects

Reimbursement Phase

CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDERAL AWARD	<u>Q3 2024 STATUS</u>
0921-02-430	Hidalgo County Mobility Plan	LRGVDC	\$ 264,000	Submitted RFR.
0921-02-431	Jackson Rd. Hike & Bike Trail	McAllen	\$ 808,232	In construction. NEED TO SUBMIT RFRs.
0921-02-432*	PSJA Tri-City Ped. Safety, Phase II	Pharr	\$ 1,296,136	Received bids. Pending notice to proceed.
0921-06-322	Brownsville to Los Fresnos Connect	Brownsville	\$ 512,000	Pending contract to start construction.
0921-06-325*	North High School Park Connection	Los Fresnos	\$ 308,810	In construction. Pending RFRs.
0921-06-326	Olmito Sidewalks	Cameron Co.	\$ 318,965	Received bid but bidder is not responsive. Will rebid both projects as one.
0921-06-327	Las Palmas Sidewalks	Cameron Co.	\$ 240,934	
0921-02-480	Hike & Bike Trail + Bike Racks	UTRGV	\$ 285,300	Awarded contract. Pending start of construction.
Total FY2019-2020 OBLIGATED RGVMPO TA Funds:			\$4.034.377	

This Table reflects the FY2019-2020 RGVMPO Transportation Alternatives Set-Aside (TASA; also known at Category 9) Projects that have successfully obligated funds and are progressing in receiving **reimbursement** of the federal funds.

Once contracts are awarded (for professional services or construction work), **Local Governments should be submitting MONTHLY REQUESTS FOR REIMBURSEMENT** to TxDOT for the work activities completed, invoiced and paid.

FY2021-2022 TASA Projects

Obligation Phase

CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDERAL AWARD	<u>Q3 2024 STATUS</u>
0921-02-495	Elsa Getting Connected	Elsa	\$ 81,920	<i>AFA Amendment in progress.</i>
0921-02-496	Bridge Street BikePed Plan	Hidalgo	\$ 0	TERMINATED
0921-02-497*	Freddy Gonzalez Trail	Edinburg	\$ 699,996	<i>30% submitted 6/25.</i>
0921-06-349	Arroyo Colorado Phase III Study	Harlingen	\$ 176,568	<i>AFA Amendment in progress.</i>
0921-06-350	West Rail Trail - Amenities	Brownsville	\$ 900,000	<i>Working on 60% design & env.</i>
0921-06-351*	Bejarano-McFarland-Gonzalez Trail Ext.	Port Isabel	\$ 435,300	<i>Contracting professional services.</i>
Total FY2021-2022 Programmed RGVMPO TA Funds:			\$2,293,784	

The Table reflects the list of RGVMPO TASA projects programmed with the FY2021-2022 federally apportioned funds (Resolution 2021-15; September 2021). Award notice letters, outlining program and project details, were sent to Project Sponsors in October 2021.

Prior to submitting a request for an FPAA/SLOA, the 100% Plans + Bid Documents + Final Project Certifications must be completed **by May 2025** to signal the project's Ready-to-Let (RTL) status.

FY2021-2022 TASA Projects

Obligation Phase

FY2021-2022 TASA Program Schedule of Activities	
Jan. - Mar. 2024	Deadline for final consideration(s) of <i>funding/project changes</i> - Resolutions to Policy for Action.
March 2024	Deadline to fully execute <i>AFA Amendment(s)</i> for final approved funding/project changes.
(A+) June 2024	100% Plans + Bid Documents + Final Project Certifications = Ready To Let (RTL)
July 2024	Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request
August 2024	Funds obligated by receipt of FPAA + SLOA
(e-) June 2025	100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)
July 2025	Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request
(F+) August 2025	FINAL OPPORTUNITY to have funds obligated by receipt of FPAA + SLOA
September 2025	FY2021-2022 FUNDS EXPIRE!!!

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

FY2023-2024 TASA Projects

Programmed Phase

CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDERAL AWARD	<u>Q3 2024 STATUS</u>
0921-06-374	Dixieland Reservoir/Park Corridor PE	Harlingen	\$276,000	AFA Resolution to Commission in July.
0921-02-531	Mission Comprehensive TA Assessment	Mission	\$200,000	
0921-06-375	West Rail Trail to Brownsville Sports Park PE	Brownsville	\$325,820	AFA Resolution to Commission in Aug.
0921-06-376	Morrison Road to Monte Bella Park PE	Brownsville	\$153,457	AFA Resolution to Commission in Aug.
0921-02-532	I Road/Hike & Bike Phase I	Pharr	\$952,224	
0921-02-533	Cano St. & Veterans Blvd. Trail Improvements	Edinburg	\$886,025	
0921-06-377	Arroyo Colorado Hike & Bike Trail Safety Improvements	Harlingen	\$890,836	AFA Resolution to Commission in July.
2094-01-074	FM2220 Underground Crossing at Houston & Ware	McAllen	\$2,237,711	
0921-06-379	Downtown Port Isabel Bicycle & Pedestrian Safety	Port Isabel	\$1,124,628	AFA Resolution to Commission in July.
0921-06-378	Old Alice Road Sidewalks	CCRMA	\$1,953,299	SPA submitted on 5/30.
Total FY2023-2024 Programmed RGVMPPO TA Funds:			\$9,000,000	

The Table reflects the list of RGVMPPO TASA projects **programmed** with the FY2023-2024 federally **apportioned** funds (Resolution 2023-19; October 2023). Award notice letters, outlining program and project details, were sent to Project Sponsors in January 2024.

FY2023-2024 TASA Projects

FY2023-2024 TASA Program Schedule of Activities	
October 2024	All projects should have fully executed Advanced Funding Agreements (AFA) with TxDOT.
January 2025	Deadline for final consideration(s) of <i>funding/project changes</i> - Resolutions to Policy for Action.
May 2026	Deadline to fully execute AFA <i>Amendment(s)</i> for final approved funding/project changes.
June 2026	100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)
(A+) July 2026	Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request
August 2026	Funds obligated by receipt of FPAA + SLOA
June 2027	100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)
(e-) July 2027	Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request
August 2027	FINAL OPPORTUNITY to have funds obligated by receipt of FPAA + SLOA
(F+) September 2027	FY2023-2024 FUNDS EXPIRE!!!

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

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

Questions?

Possible Action?

V. Presentation & Reports

A. Congestion Management Process Update

Action

Possible Action

Information

Presenter: Klarissa Gonzalez, RGVMPPO Transportation Planner

Summary: Recent Congestion Management Process (CMP) Subcommittee meetings focused on a comprehensive analysis to address traffic congestion in our region. These meetings fostered productive discussions on establishing regional goals, evaluating traffic challenges and identifying effective strategies for implementation. This update serves to present the first draft of the 2024 RGVMPPO CMP for review and feedback before the adoption this Fall.

Background: In January of 2024, The RGVMPPO began producing the 2024 update to the Congestion Management Process. This is federally mandated activity for Transportation Management Areas (TMA), and the document will be considered during the certification of the RGVMPPO in December. The purpose of a CMP is to identify, analyze, and monitor traffic congestion in urban areas to provide data-driven implementation strategies and evaluate their effectiveness over time. This process is cyclic in nature and is an ongoing effort with the intention of alleviating traffic congestion and improving the efficiency of a regional transportation network.



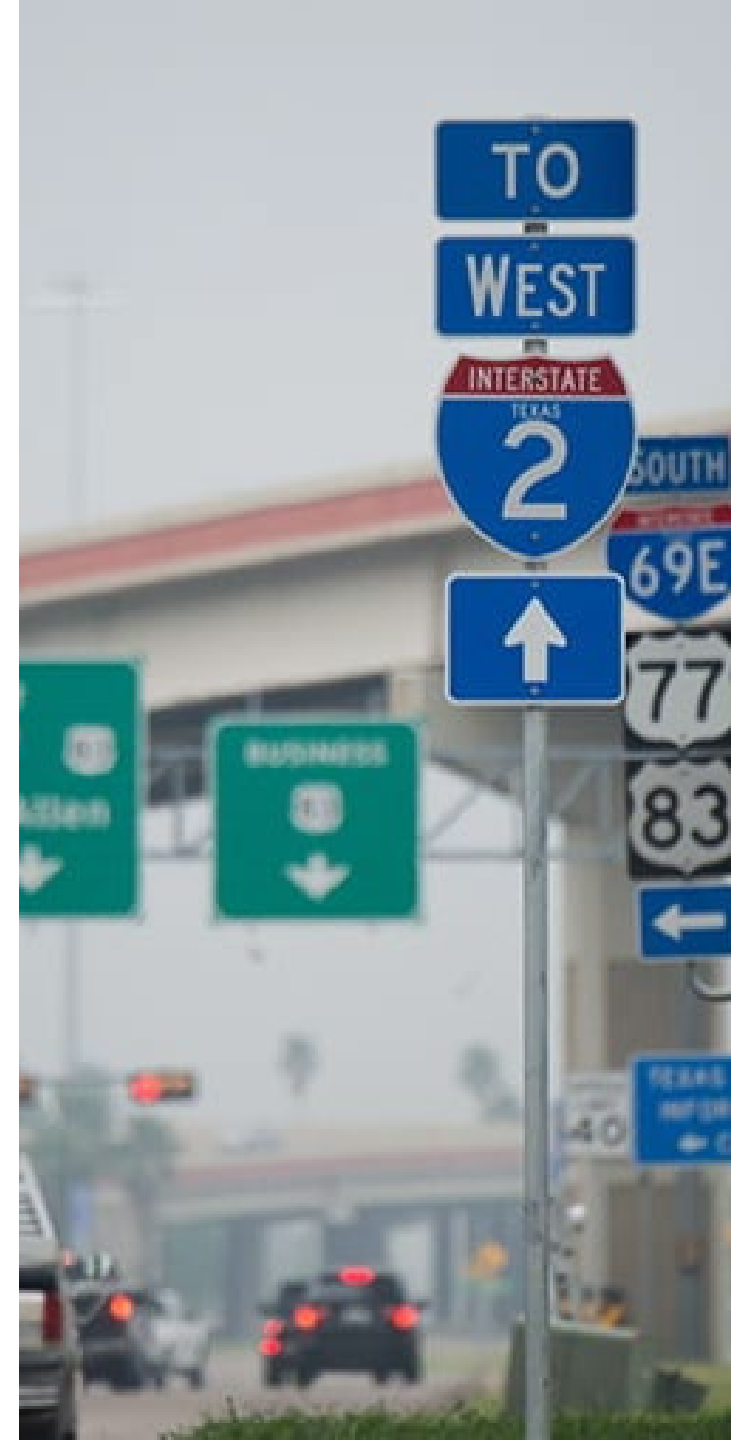
Congestion Management Process

Technical Advisory Committee Update



Outline

1. Introduction
2. Timeline
3. eCFR
4. 8-Step Process
5. Feedback

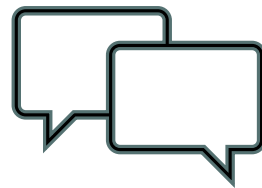
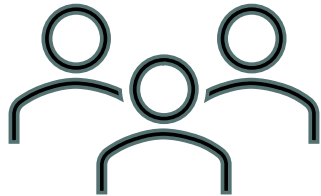


INTRODUCTION

Congestion Management Process Update

The purpose of this effort is to comply with federal regulations by way of a comprehensive report.

The goal of the CMP subcommittee meetings was to receive input from traffic experts across the region.

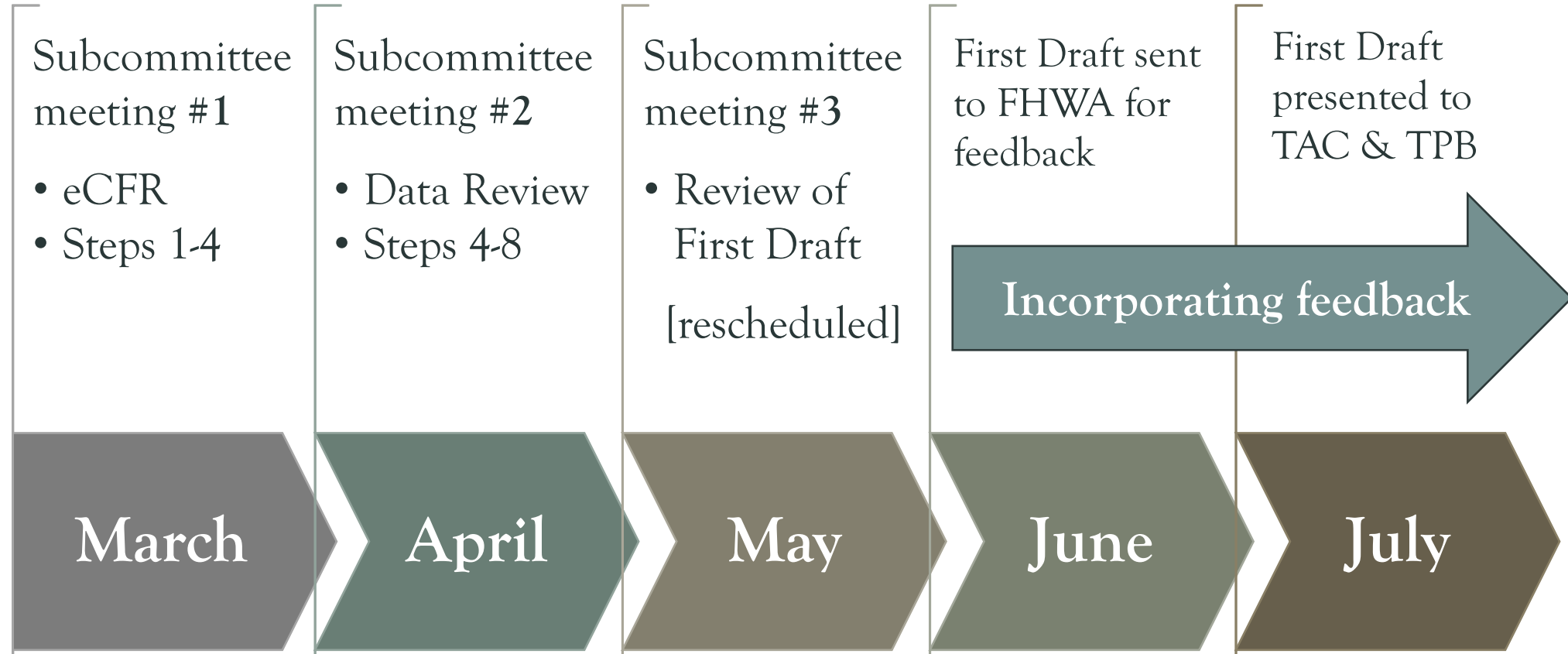


An interactive discussion is highly welcome.

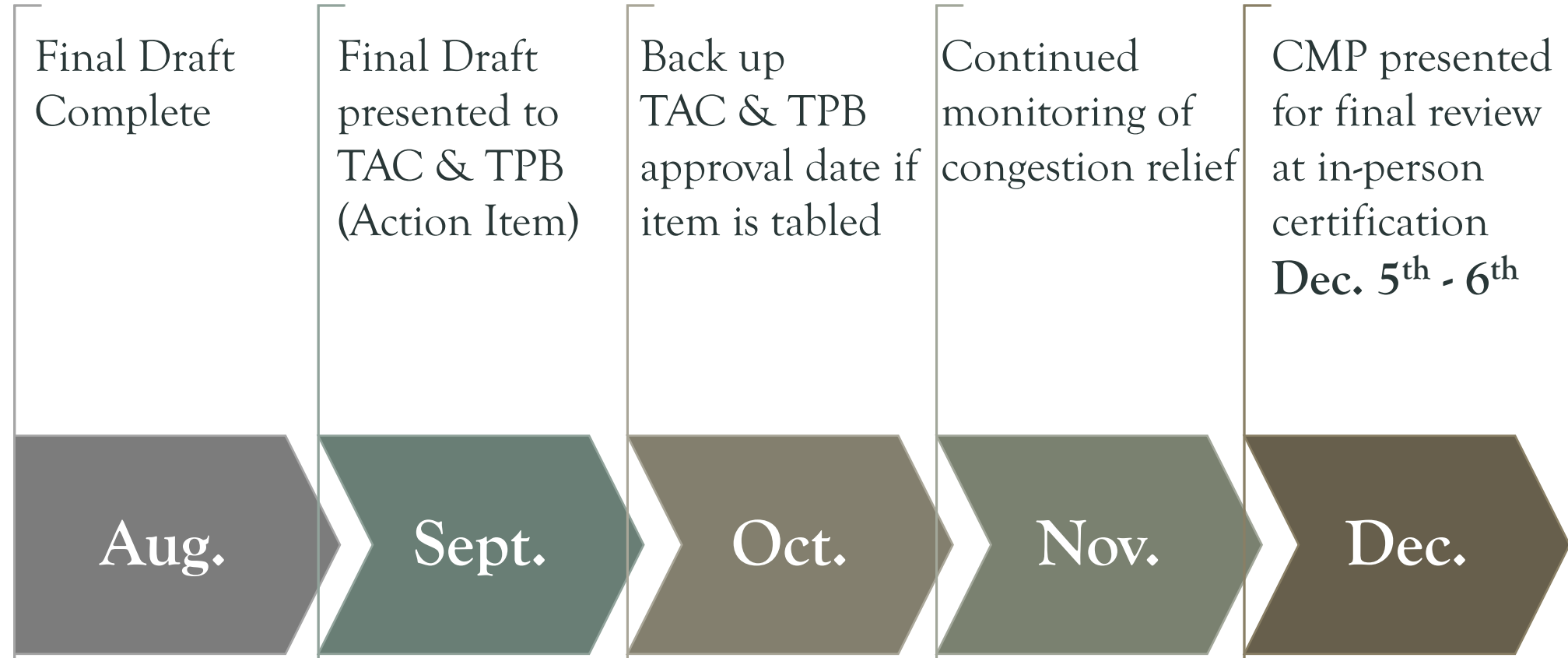
Share comments and questions in the chat

A link to a survey will be available as an alternative opportunity to respond.

TIMELINE



TIMELINE CONTINUED





Code of Federal Regulations

A point in time eCFR system



Title 23 § 450.322
Congestion management
process in transportation
management areas



Code of
Federal
Regulations

Congestion
Management
Process

 [Link to CMP in eCFR](#)

§ 450.322 Congestion management process in transportation management areas.

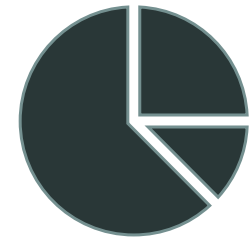
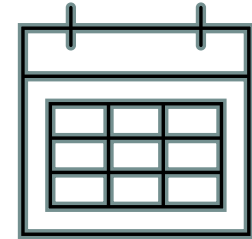
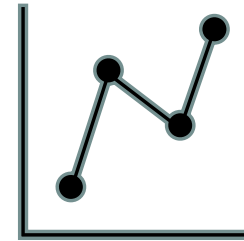
The CMP shall

- Be established cooperatively
- Assess extent of congestion
- Define methods to monitor and evaluate performance
- Assess mobility enhancement strategies
- Identify underlying causes of recurring and non-recurring congestion
- Evaluate effectiveness of implemented actions
- Identify and anticipated performance and
- Evaluate expected benefits from most efficient and safe strategies

§ 450.322 Congestion management process in transportation management areas.

The CMP shall include:

- Performance measures
- Example strategies
- Implementation schedule
- Possible funding sources
- Process for periodic assessment
- Data collection program
- Definition of objectives



FHWA'S 8-Step Process



Action 1: Develop regional objectives

Action 2: Define CMP network

Action 3: Develop multimodal performance measures

Action 4: Collect data and monitor system performance

Action 5: Analyze congestion problems and needs

Action 6: Identify and assess strategies

Action 7: Program and implement strategies

Action 8: Evaluate strategy effectiveness

→ [Link to FHWA CMP Guidebook](#)

STEP 1: DEVELOP REGIONAL OBJECTIVES

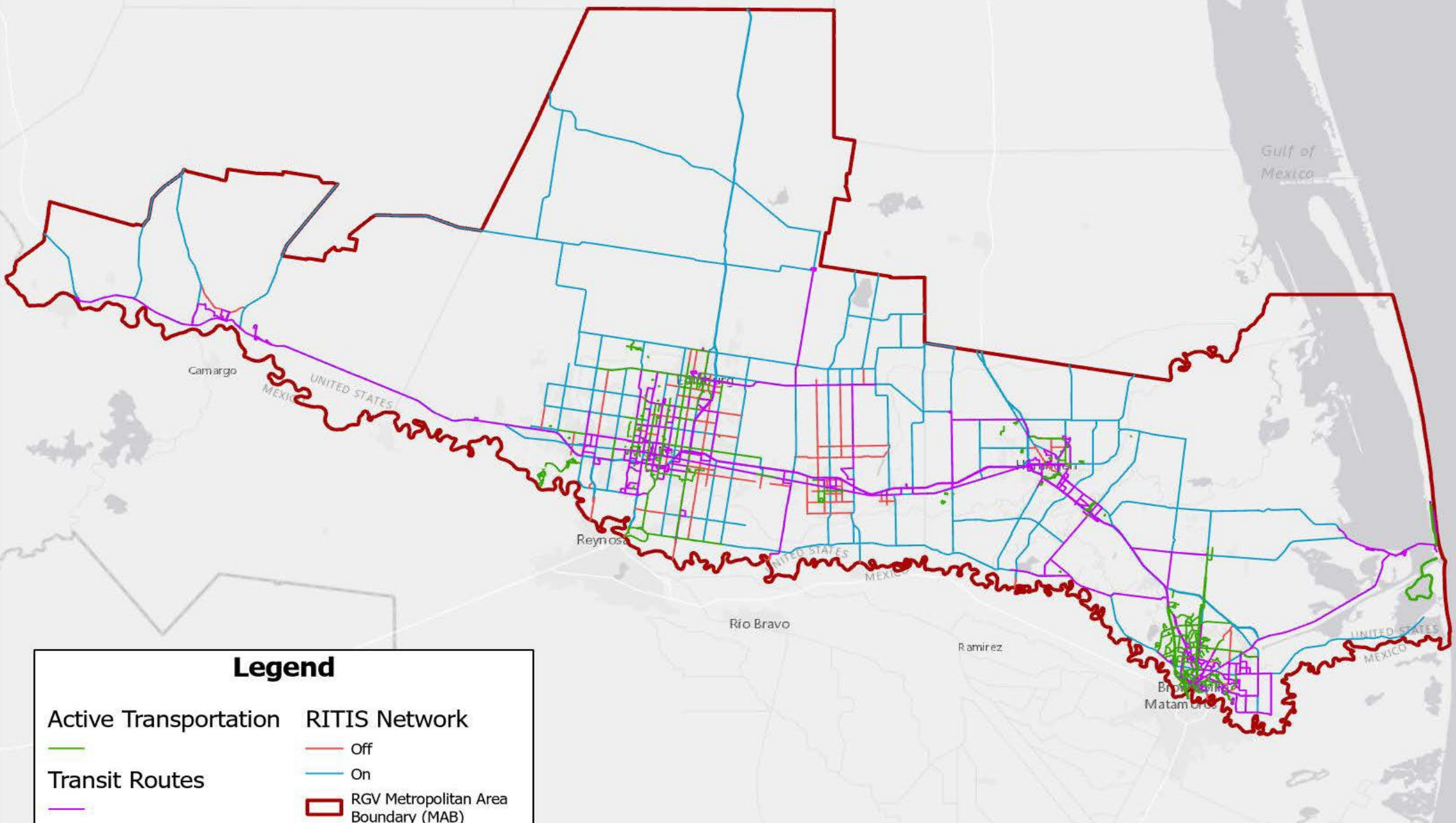
Congestion Management Process Principles, Goals, and Objectives

Principle	Goal	Objective	
1st Principle: Reduce traffic congestion and increase travel time reliability	Goal #1: Incorporate intelligent transportation systems to reduce travel delay	Objective 1	Reduce travel delay resulting from traffic signals by installing and maintaining light synchronization technology.
		Objective 2	Decrease Urban Congestion Index to 1.2 by 2030, and to 1.15 by 2050
	Goal #2: Identify and address corridors with the worst Travel Time Reliability index	Objective 3	Study and improve the travel time reliability index for corridors with an TTRI over 1.5.
2nd Principle: Promote a sustainable multimodal network	Goal #3: Create a transportation system that encourages more single-occupancy road users to utilize public transit, cycling, and walking alternatives.	Objective 4	Increase active transportation usage by 5% over a 4 year time period
		Objective 5	Increase public transit ridership by 10% over a 5 year time period
	Goal #4: Determine what aspects of congestion that support livability, equity, and economic vitality are most important to regional stakeholders.	Objective 6	Gather qualitative information through stakeholder engagement regarding transportation sustainability.
	Goal #5: Improve traffic safety	Objective 7	Develop a Safety Action Plan aimed at reducing traffic deaths and serious injuries by 2025.
		Objective 8	Utilize access management strategies to reduce crash rates annually
3rd Principle: Enhance transportation efficiency of commercial motor vehicle connectivity	Goal #6: Minimize the disparity between peak-period travel conditions and free flow travel conditions for commercial motor vehicles near border crossings.	Objective 9	Improve truck connectivity from border crossings to the state highway system by reducing the (Truck Travel Time Reliability Index) TTTRI
		Objective 10	Improve truck travel safety by reducing the occurrences of freight crashes near border crossings

STEP 2: DEFINE CMP NETWORK

CONGESTION MANAGEMENT PROCESS

JULY 2024



Legend

Active Transportation	RITIS Network
Transit Routes	Off
	On
	RGV Metropolitan Area Boundary (MAB)

STEP 3: DEVELOP MULTIMODAL PERFORMANCE MEASURES

Purpose:

- Track progress toward objectives
- Communicate system performance to decision makers and to the public
- Define levels of performance that are acceptable and unacceptable

Question:

How do we define and measure congestion?

Examples:

- Average weekday traffic counts
- Travel Time Index
- Travel Time Reliability
- Transit on time performance
- Hours and miles of congestion
- Travel delay costs

STEP 4: COLLECT DATA AND MONITOR SYSTEM PERFORMANCE

Purpose:

- Seek out reliable data collection and
- Satisfies a “Data Driven Approach”
- Method of Performance Based Planning and Programming (PBPP)
- Establish a consistent data source to reference for future iterations

Question:

How does the transportation system perform?

Examples:

- RITIS
- Previous Delay Studies
- TDM
- Transit/Bicycle/Pedestrian data
- Crash data

CONGESTION CAUSES FOR THE NATIONAL HIGHWAY SYSTEM

Sources of Disruption Nationwide 2019

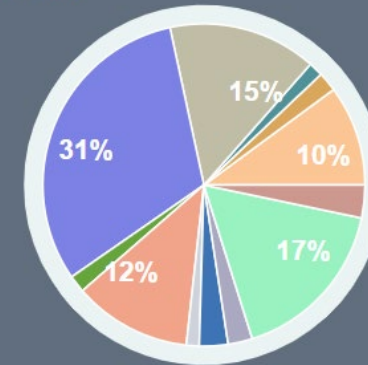
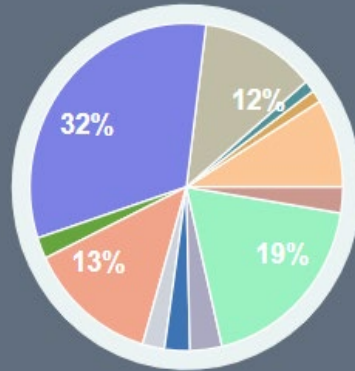
No weather radar data was included for the states of AK and HI

\$45.84b User Delay Cost
1.75b Vehicle Hours of Delay

Texas 2019

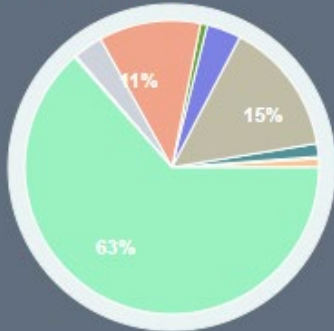
\$4.30b User Delay Cost (9.4% of US)
164.20m Vehicle Hours of Delay

DATA SOURCE:



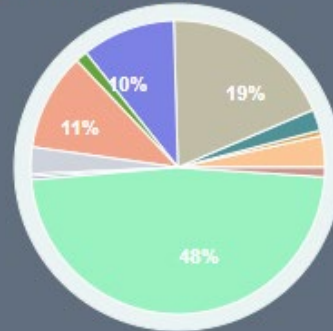
Cameron, TX 2019

\$16.40m User Delay Cost (0.4% of TX)
626.62k Vehicle Hours of Delay



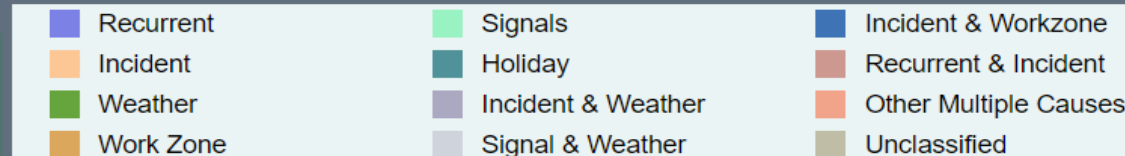
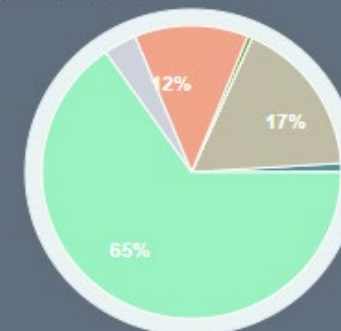
Hidalgo, TX 2019

\$50.92m User Delay Cost (1.2% of TX)
1.95m Vehicle Hours of Delay



Starr, TX 2019

\$1.05m User Delay Cost (0.0% of TX)
40.27k Vehicle Hours of Delay



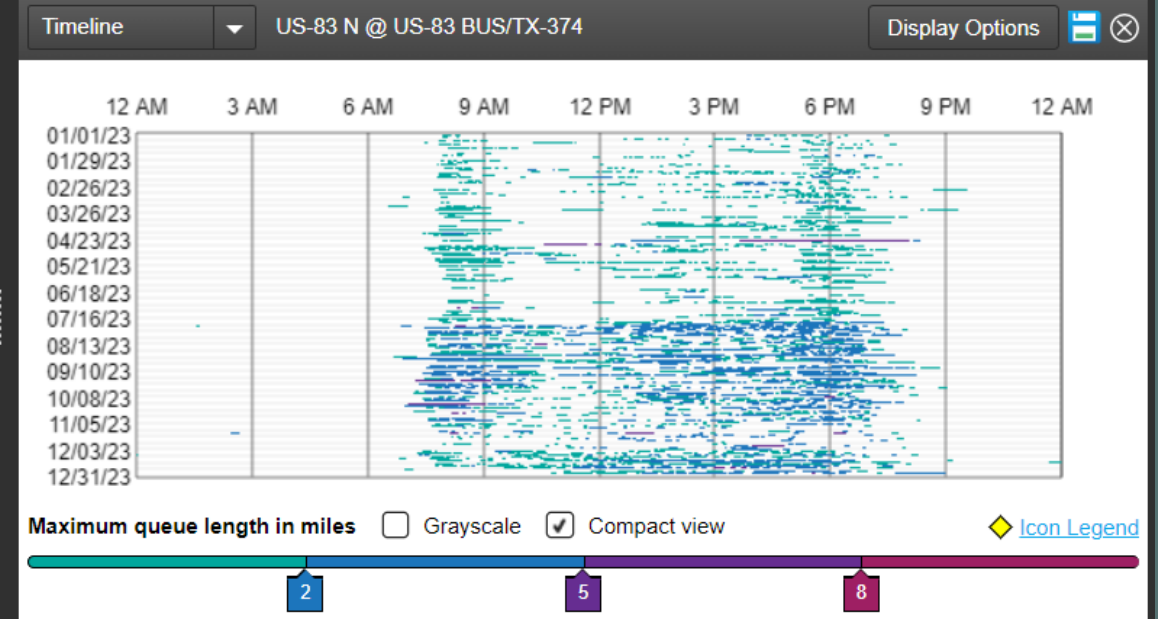
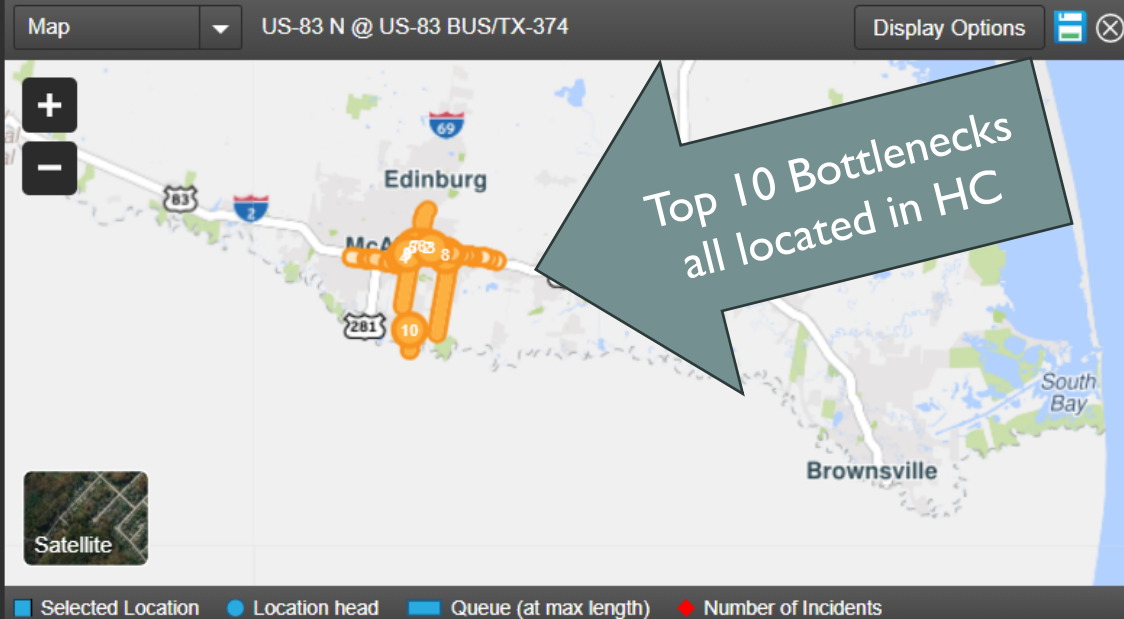
STEP 4: COLLECT DATA AND MONITOR SYSTEM PERFORMANCE

#1 Bottleneck Ranking - Using INRIX TMC data

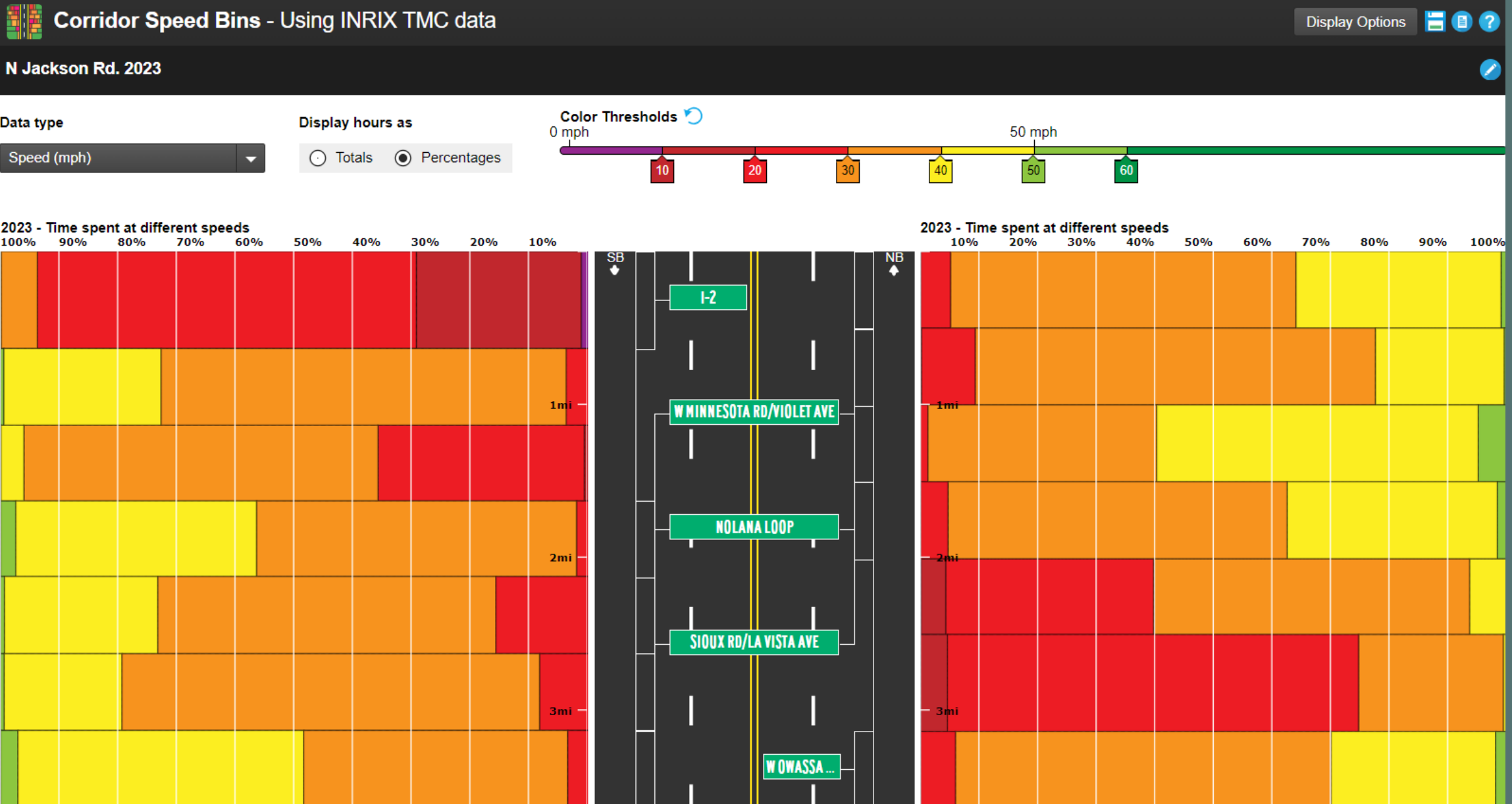
cameron, hidalgo, and starr all road classes

Bottleneck Ranking for Northbound, southbound, eastbound, westbound, clockwise, and counterclockwise interstates, US routes, stat... (1000 total) + Add Visualization Display Options

Rank	Map	Head Location	Bottleneck Profile			Influence	Base Impact Weighted By				
			Average M...	Average D...	Total Duration	Agency-Repor...	Base Impact	Speed Diff...	Congestion	Total De...	
1	<input checked="" type="checkbox"/>	US-83 N @ US-83 BUS/TX-374	1.42	2 h 57 m	45 d 1 h 5 m	0	89,454	3,575,243	200,583	213,693,231	
2	<input checked="" type="checkbox"/>	US-83 S @ I-69C/US-281/N CAGE BLVD	2.09	1 h 24 m	21 d 7 h 42 m	0	57,746	2,241,379	128,632	138,332,644	
3	<input checked="" type="checkbox"/>	US-83 N @ I RD	1.95	1 h 10 m	17 d 20 h 18 m	0	46,227	1,874,125	94,608	90,653,189	
4	<input checked="" type="checkbox"/>	US-83 S @ E JACKSON AVE/W SAM HOUSTON BLVD	1.37	1 h 36 m	24 d 11 h 2 m	0	44,582	1,546,070	79,909	81,617,807	
5	<input checked="" type="checkbox"/>	US-83 S @ US-83 BUS/TX-374	2.08	32 m	8 d 8 h 8 m	0	23,261	954,508	62,810	72,640,114	
6	<input checked="" type="checkbox"/>	US-281 S @ I-2/US-83	0.64	3 h 25 m	51 d 23 h 46 m	0	34,703	722,219	57,363	62,850,008	



STEP 4: COLLECT DATA AND MONITOR SYSTEM PERFORMANCE



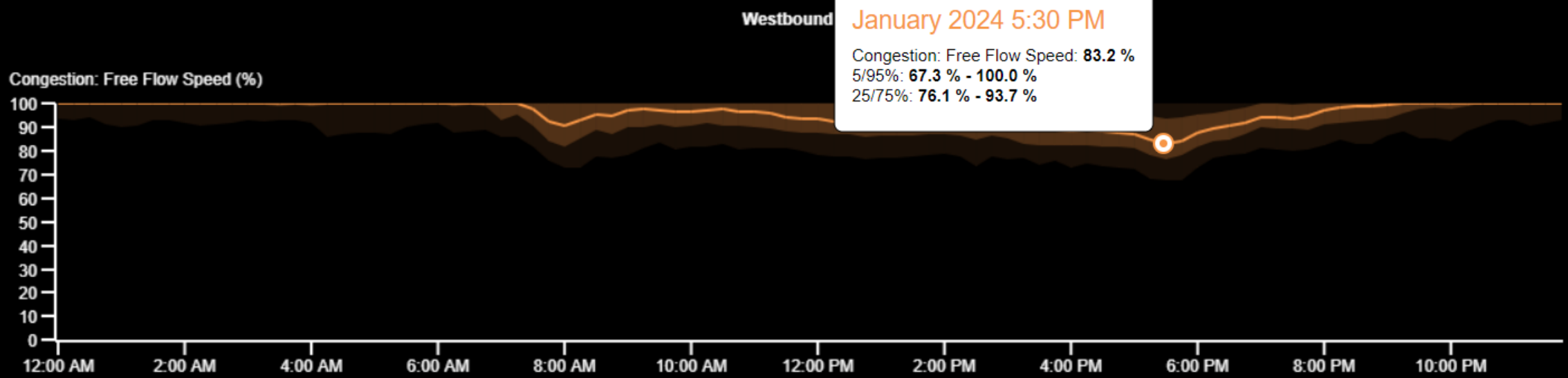
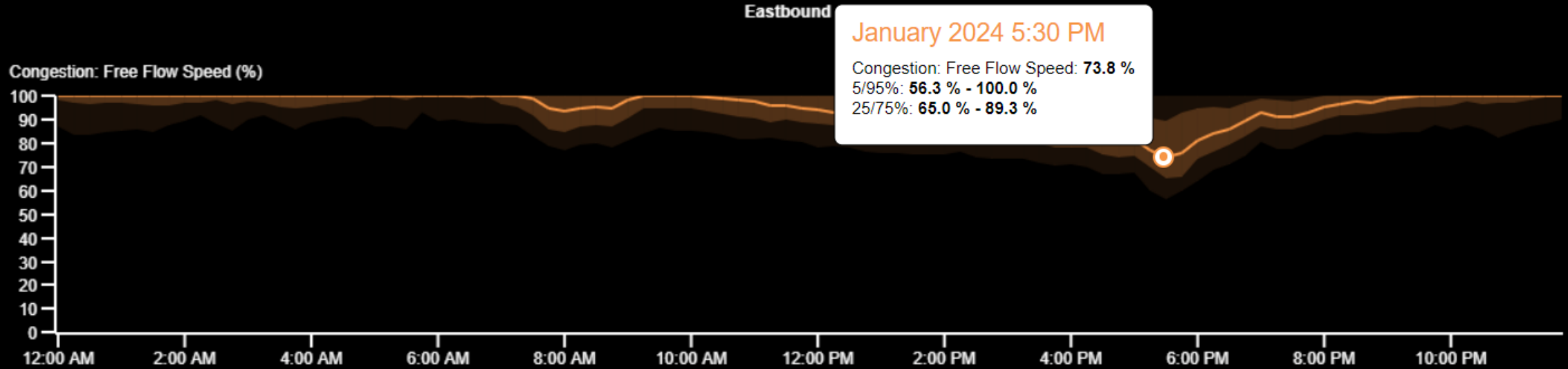
STEP 4: COLLECT DATA AND MONITOR SYSTEM PERFORMANCE



Performance Charts - Using INRIX TMC data

Congestion: Free Flow Speed for FM-3461, FM-3461, and NOLANA AVE

Averaged per fifteen minutes for January 2024



STEP 5: ANALYZE CONGESTION PROBLEMS AND NEEDS

Purpose:

- Analysis of data is to tell an accurate story of most up to date conditions
- To translate raw data into meaningful measures of performance

Questions:

- What congestion problems are present in the region, or are anticipated?
- What are the sources of unacceptable congestion?

Examples:

- Detailed traffic modeling
- Formal technical analysis

STEP 6: IDENTIFY AND ASSESS STRATEGIES

Purpose:

- To produce a set of recommended solutions to manage congestion effectively.
- Strategies should support objectives
- Individual focus on
 - demand management
 - traffic operations
 - public transparency
 - roadway improvements

Question:

What strategies are appropriate to mitigate congestion?

Examples:

- Light Synchronization (ITS)
- Communication to the public about traffic conditions
- CMP “Toolbox”

STEP 7: PROGRAM AND IMPLEMENT STRATEGIES

Purpose:

- To integrate the findings from a CMP into the planning process
- Inclusion of strategies in the MTP/TIP

Question:

How and when will solutions be implemented?

Examples:

- CRP as a funding source
- Scoring criteria for project prioritization

STEP 8: EVALUATE STRATEGY EFFECTIVENESS

Purpose:

- System-level performance evaluation
- Strategy effectiveness evaluation
- To ensure that implemented strategies are effective at addressing congestion

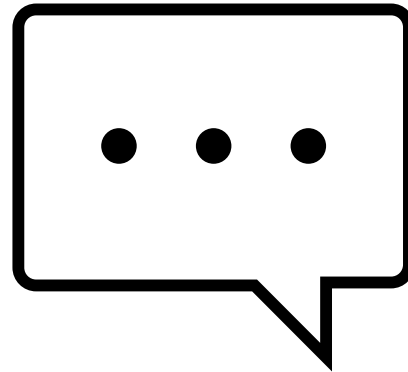
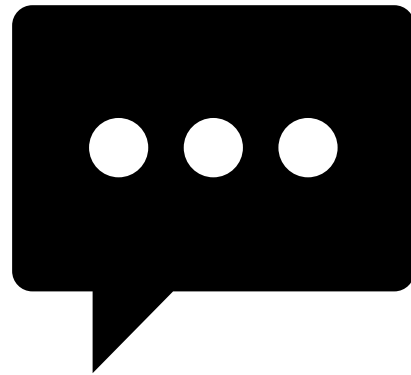
Questions:

- What have we learned about implemented strategies?
- What is the best method for periodic assessment?

Examples:

- Periodic updates to Report
 - Every year or every 4 to 5 years
- Annual Technical Memorandums

FEEDBACK?



→ [Link to survey](#)



THANK YOU

Klarissa Gonzalez

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www.rgvmpo.org/committees/subcommittees

Rio Grande Valley Metropolitan Planning Organization

Congestion Management Process



2024 Update

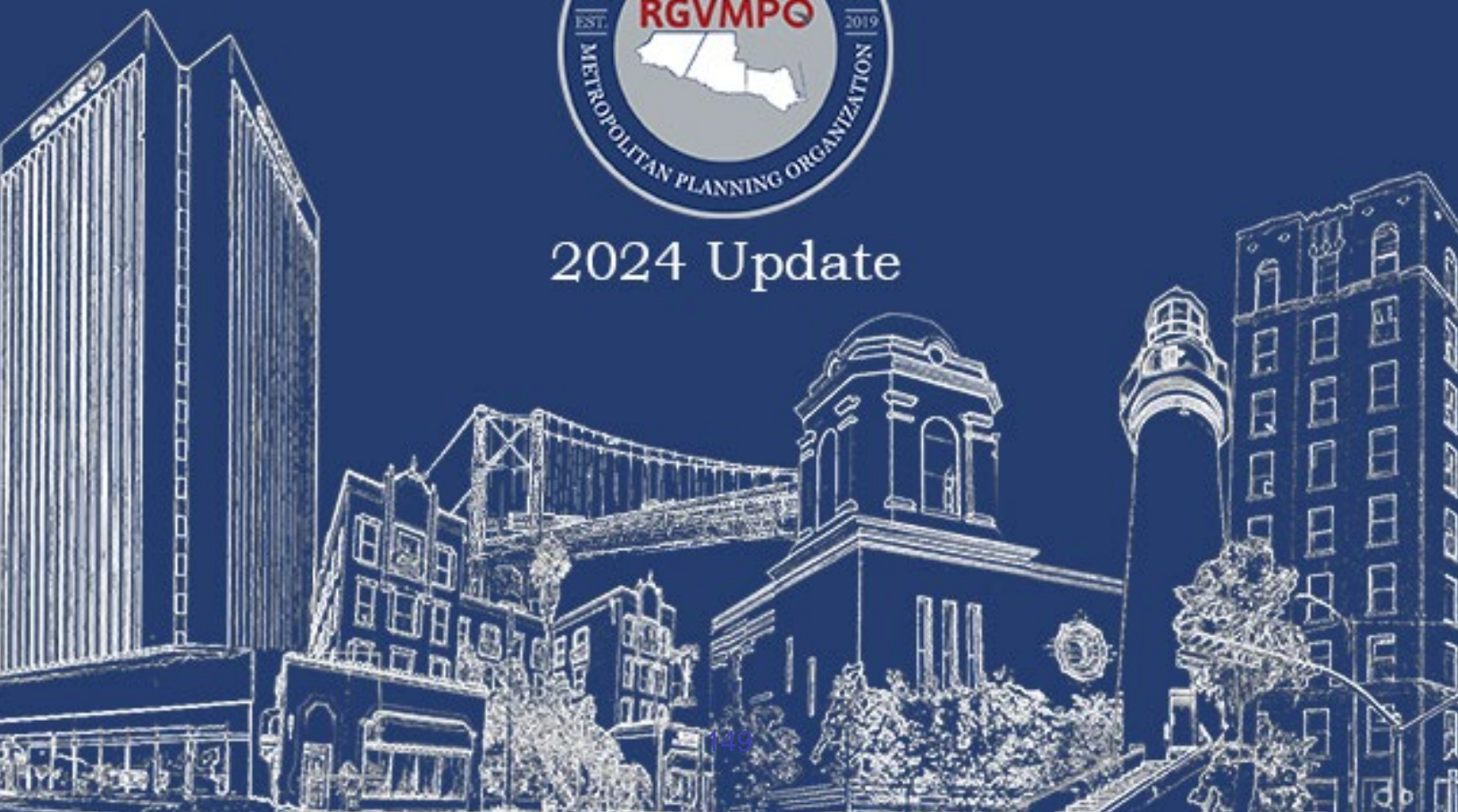


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Introduction

What is a Congestion Management Process?

A Congestion Management Process (CMP) is a federally mandated set of procedures to be documented and sustained by Metropolitan Planning Organizations (MPO). The purpose of a CMP is to identify, analyze, and monitor traffic congestion in urban areas to provide data-driven implementation strategies and evaluate their effectiveness over time. This process is cyclic and an ongoing effort to ease traffic congestion and improve the efficiency of a regional transportation network.

Rio Grande Valley Metropolitan Planning Organization (RGVMPO)

The RGVMPO, established in 2019, has a Metropolitan Area Boundary (MAB) spanning across three counties and 44 cities. The combined population of Cameron County, Hidalgo County, and Starr County is approximately 1,375,937 people, positioning the Rio Grande Valley MPO among the top 5 largest Metropolitan Planning Organizations in Texas by population size. This demographic stature brings forth complex challenges and solutions in transportation planning, emphasizing the critical need to integrate a comprehensive congestion management process with transportation planning and programming.

3-C Process

Successful congestion management emphasizes the 3-C process which stands for Cooperative, Comprehensive, and Continuing. This report is “Comprehensive” in that it is both *supportive of* and *supported by* RGVMPO adopted plans such as the Metropolitan Transportation Plan, the Transportation Improvement Program, the Unified Planning Work Program, and multiple iterations of a Traffic Delay Study. It is “Continuous” in that the periodic assessment over time of implementation strategies is integrated by use of qualitative objectives and performance measures. The process is “Cooperative” in that a diverse CMP subcommittee was formed and utilized to participate in data collection and analysis. A list of planning partners within the RGVMPO MAB include: TxDOT (Texas Department of Transportation) Pharr District, Cameron County Regional Mobility Authority, Hidalgo County Regional Mobility Authority, Local Governments, Transit Agencies, and Residents. The 2024 CMP subcommittee is comprised of nine members, including personnel from municipal, county, and district levels.

Purpose of A Congestion Management Process

The Congestion Management Process is meant to address challenges that densely populated urban areas face from traffic resulting in wasted time, fuel, and economic costs. It should reflect visions in transportation planning documents established at the local, regional, and national level such as city ordinances, RGVMPO long- and short-range plans, Connecting Texas 2050, and the MAP-21 Act. The main purpose is to identify, analyze, and monitor traffic congestion in urban areas to provide data-driven implementation strategies that are to be evaluated for effectiveness over time. It is an

opportunity for interagency collaboration to analyze congestion issues ensuring a more effective allocation of limited transportation funding.

Code of Federal Regulations

Title 23 Part [450.322](#) specifies federal requirements and expected outcomes from a CMP. In short, the federal code states that all urban areas with a population greater than 200,000, called a Transportation Management Area (TMA), shall address traffic congestion using a developed, established, and implemented CMP. This report shall be provided to decision makers and the public to provide guidance on the selection of effective strategies for future implementation. The result of this process should be a safe and effective multimodal system. A CMP shall include the following:

- Definition of congestion management objectives and appropriate performance measures
- Methods to monitor and evaluate performance of the multimodal system periodically
- Identification of underlying causes of recurring and non-recurring congestion
- Support for congestion reduction and mobility enhancement for people and goods
- Cooperation between the State, MPO, Elected Officials, and public transportation providers
- Identification of an implementation schedule and possible funding sources
- Development of a regional goal that would improve transportation specifically for job access
- Identification and evaluation of the effectiveness of implemented and alternative strategies

8-Step Process

In order to ensure all the federal requirements are addressed in a CMP, the Federal Highways Administration (FHWA) has established an 8-step process model seen in Figure 1. Reflecting this structure, the subsequent eight chapters provide a detailed breakdown of each step, facilitating a step-by-step exploration of the congestion management process.

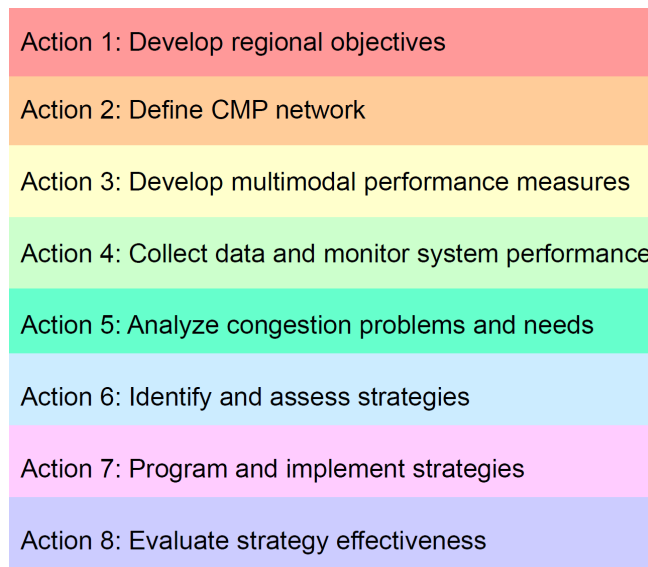


Figure 1 FHWA 8 Step Process

Step 1: Develop Regional Goals, Objectives, & Principles

Crafting Goals that Address Traffic Congestion

This first step of the congestion management process is to develop fundamental principles, clearly defined goals, and measurable objectives that align with regional plans, and research findings. To execute this task appropriately, our team identified national, statewide, and regional goals pertaining to traffic congestion in plans endorsed by elected officials and experts. Extensive stakeholder engagement shaped both the long-term and short-term plans and programs of the RGVMPPO. Consequently, aligning the goals of the CMP with those already established in adopted plans ensures regional coherence. Finalization of principles, goals, and objectives occurred in collaboration with current key regional stakeholders, including the Transportation Policy Board, Technical Advisory Committee, and the TxDOT Pharr district.

National Goals

The overarching national performance goals aimed at improving surface transportation is specified in the Moving Ahead for Progress in the 21st Century (MAP-21) Act. There are 7 fundamental categories of goals:

- 1) Safety
- 2) Infrastructure condition
- 3) Congestion reduction
- 4) System reliability
- 5) Freight movement and economic vitality
- 6) Environmental sustainability
- 7) Reduced project delivery days.

The Federal Highway Administration establishes methods to calculate and report on performance measures related to these goals for MPOs (Metropolitan Planning Organizations) and DOTs (Department of Transportation). This sets a uniform reporting system consistent among states. A few federal performance measures pertaining directly to traffic congestion are the percentage of person miles traveled on the interstate and non-interstate that are reliable, as well as Truck Travel Time Reliability Index.

Long Range Planning Goals

The RGVMPPO Long Range 25-year plan, otherwise known as the Metropolitan Transportation Plan (MTP), has similar preliminary visioning goals to reduce congestion and improve travel time reliability. Long range planning goals specified at the regional level in “RGVMPPO 2045 MTP” also align with Statewide Long-Range Planning. One statewide long-range planning goal is to “Optimize System Performance” by mitigating congestion, enabling reliable travel times, and ensuring freight can move efficiently. Established statewide long-range targets for Urban Congestion Index is to be at

1.2 by 2030, and 1.15 by 2030. The Urban Congestion Index is calculated by dividing the actual time it takes to travel by the time it takes to travel during a period of “free flow” where commuters can travel up to the posted speed limit. This declining target shows that the state is committed to improving urban congestion. The adopted regional and statewide targets for reliability are that by 2025, 70% of the Person-Miles traveled on the interstate and non-interstate roads are reliable. Considering Freight Reliability, the regional and statewide target is that by 2025, the Truck Travel Time Reliability Index is at or above 1.55. A more detailed explanation of these targets, including performance measures can be found in Chapter 3.

CMP Principles, Goals, and Objectives

Table 1 is a chart that identifies three principles, six goals, and ten objectives. The framework of the Congestion Management Process for the Rio Grande Valley is guided by three core principles:

1. Reduce traffic congestion and increase travel time reliability index
2. Promote a sustainable multimodal network
3. Enhance transportation efficiency of commercial motor vehicle connectivity

To achieve these principles, six overarching goals establish specific activities that would effectively address the associated principle. Goals that directly address the First Principle, are to incorporate intelligent transportation systems and to identify and address corridors with the worst travel time reliability index. Each goal is further quantified with “SMART” objectives geared towards Specifying a Measurable, Agreed upon, Realistic, Timebound target. An example of a SMART objective in *Table 1* is to “reduce travel delay resulting from traffic signals by installing, maintaining, and monitoring light synchronization technology in 2025.” Objectives will be detailed throughout the report in the appropriate step further specifying the proposed schedule, implementation responsibilities, and potential funding sources.

A safe and welcoming multimodal network is the core of the Second Principle. It aims to encourage walking, cycling, and public transit by improving infrastructure efficiency, equity, and safety. The underlying assumption is that by enhancing active transportation and public transit through improved reliability and widespread accessibility, a greater number of commuters will be incentivized to utilize these options, leading to a more sustainable transportation system. Objectives specify increasing active transportation usage and transit ridership by a certain percentage over a four-year period. To assess and potentially refine these objectives in future CMP updates, the RGVMPPO will employ several monitoring methods such as utilizing bike/pedestrian counters to track active transportation usage and collaborating with transit providers to analyze their on-time performance reports obtained through Swiftly.

The Third Principle focuses on optimizing commercial vehicle movement within the Rio Grande Valley, a region known for having most ports of entry in Texas. This emphasis arises from the significant economic burden imposed by user delay costs associated with truck congestion. By streamlining cross-border trade through improved commercial vehicle mobility, this principle aims to alleviate this economic strain monitored using a Truck Travel Time Reliability Index.

Congestion Management Process Principles, Goals, and Objectives

Principle	Goal	Objective
1st Principle: Reduce traffic congestion and increase travel time reliability	Goal #1: Incorporate intelligent transportation systems to reduce travel delay	Objective 1 Reduce travel delay resulting from traffic signals by installing and maintaining light synchronization technology
		Objective 2 Decrease Urban Congestion Index to 1.2 by 2030, and to 1.15 by 2050
	Goal #2: Identify and address corridors with the worst Travel Time Reliability index	Objective 3 Study and improve the travel time reliability index for corridors with an TTRI over 1.5
		Objective 4 Increase active transportation usage by 5% over a 4 year time period
	Goal #3: Create a transportation system that encourages more single-occupancy road users to utilize public transit, cycling, and walking alternatives.	Objective 5 Increase public transit ridership by 10% over a 5 year time period
		Objective 6 Gather qualitative information through stakeholder engagement regarding transportation sustainability.
2nd Principle: Promote a sustainable multimodal network	Goal #4: Determine aspects of congestion that support livability, equity, and economic vitality	Objective 7 Develop a Safety Action Plan aimed at reducing traffic deaths and serious injuries by 2025.
		Objective 8 Utilize access management strategies to reduce crash rates annually
	Goal #5: Improve traffic safety	Objective 9 Improve truck connectivity from border crossings to the state highway system by reducing the (Truck Travel Time Reliability Index) TTRI
		Objective 10 Improve truck travel safety by reducing the occurrences of freight crashes near border crossings
3rd Principle: Enhance transportation efficiency of commercial motor vehicle connectivity	Goal #6: Minimize the disparity between peak-period travel conditions and free flow travel conditions for commercial motor vehicles near border crossings.	

Table 1. Congestion Management Principles, Goals, and Objectives.

Step 2: Define the Congestion Management Process Network

Identifying the System

The purpose of defining the CMP network is to give attentive focus to the parts of the transportation system that are congested. The CMP network is defined by two factors, the geographic area of application and system components. The geographic area of application refers to planning boundaries where the RGVMPO is authorized to plan and program for. The Metropolitan Area Boundary (MAB) and Urbanized Area Boundary (UAB) seen in Figure 2.1 shows the geographic extent to which the RGVMPO can incorporate into the CMP network.

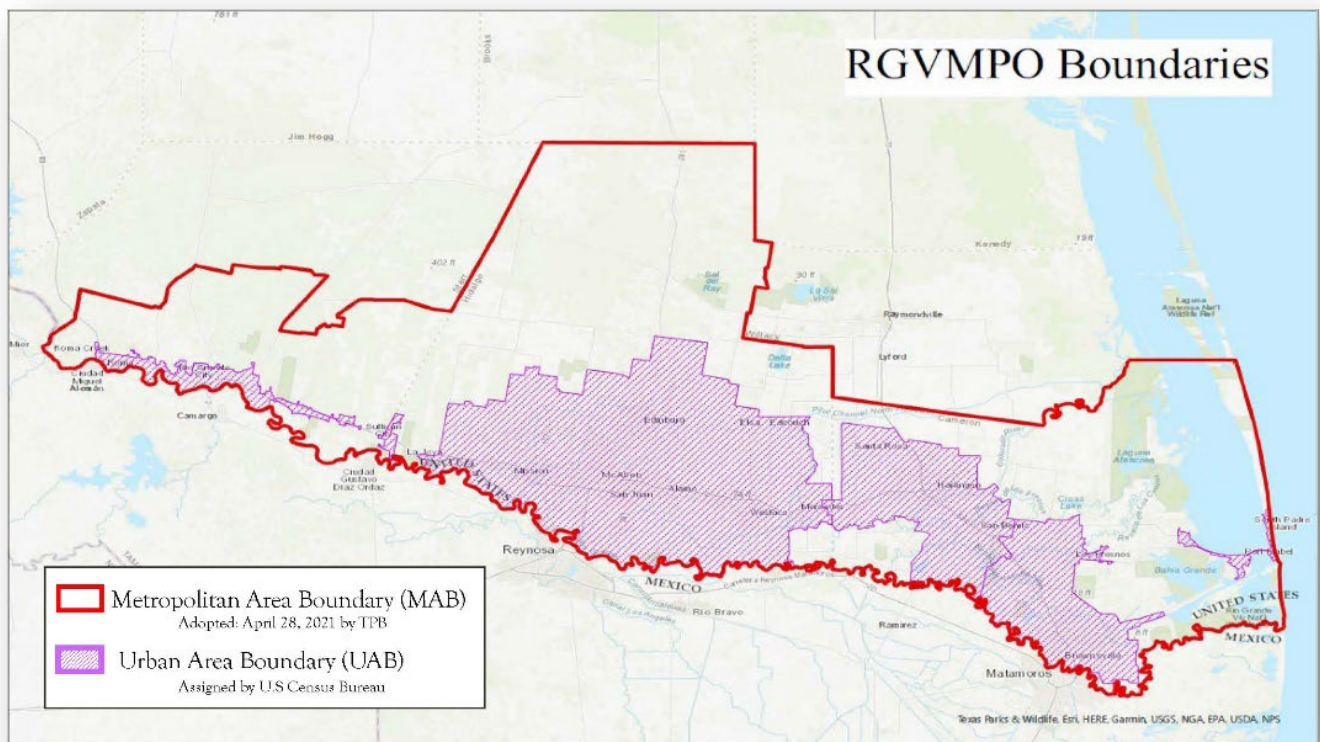


Figure 2.1 RGVMPO Metropolitan Area Boundary Map

CMP Network

The system components for the RGVMPO CMP network has been expanded to encompass any one of the multimodal transportation elements, including highways, roadways, sidewalks, bicycle routes, transit routes, and heavy weight corridors. Figure 2.2 shows the multimodal CMP Network within the Rio Grande Valley including on and off system roadways, transit routes, sidewalks, bike lanes and hike and bike trails. Figures 2.3, 2.4, and 2.5 illustrate the same CMP network zoomed into the county level to show the precise locations of transportation facilities.

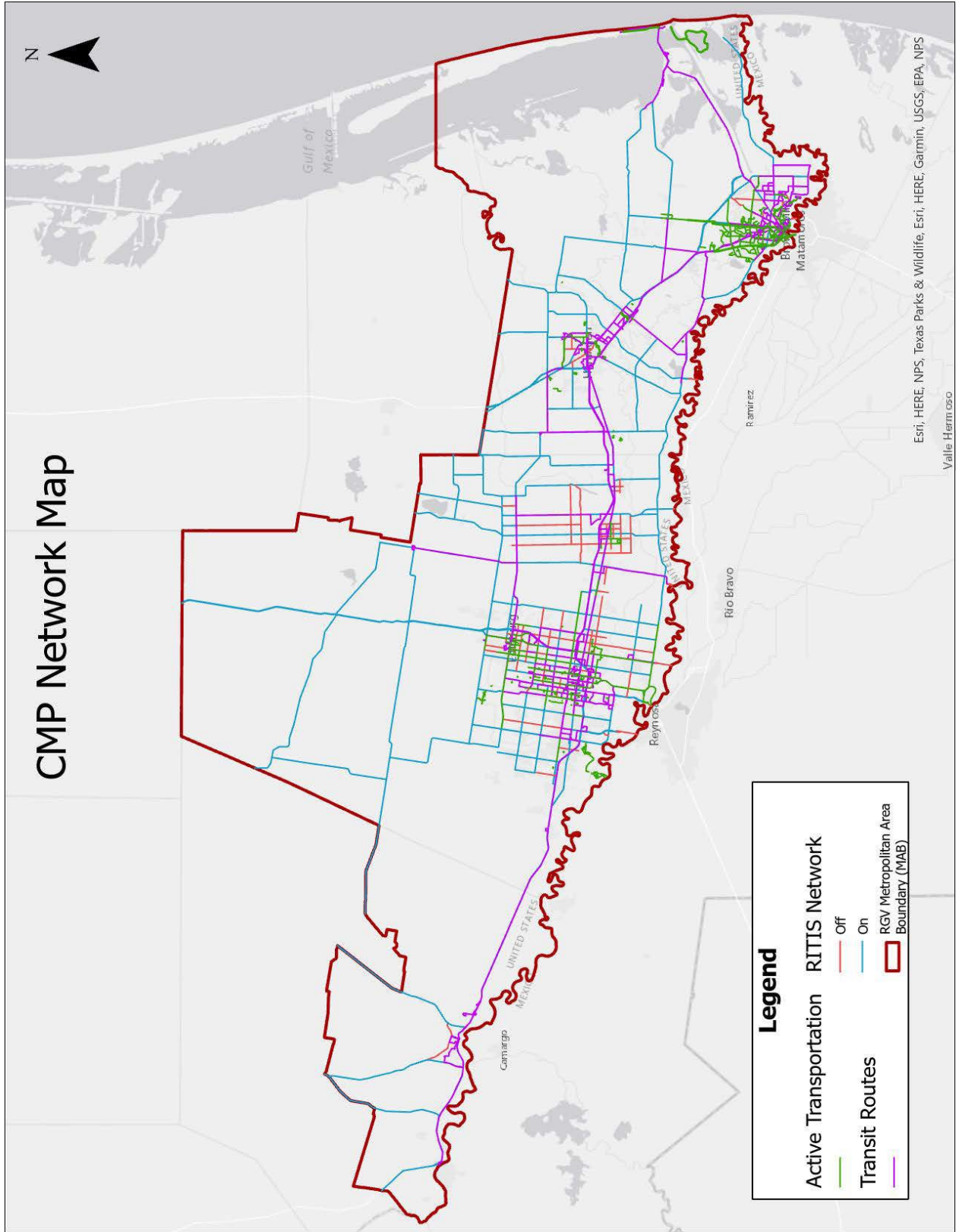


Figure 2.2 CMP Network Map

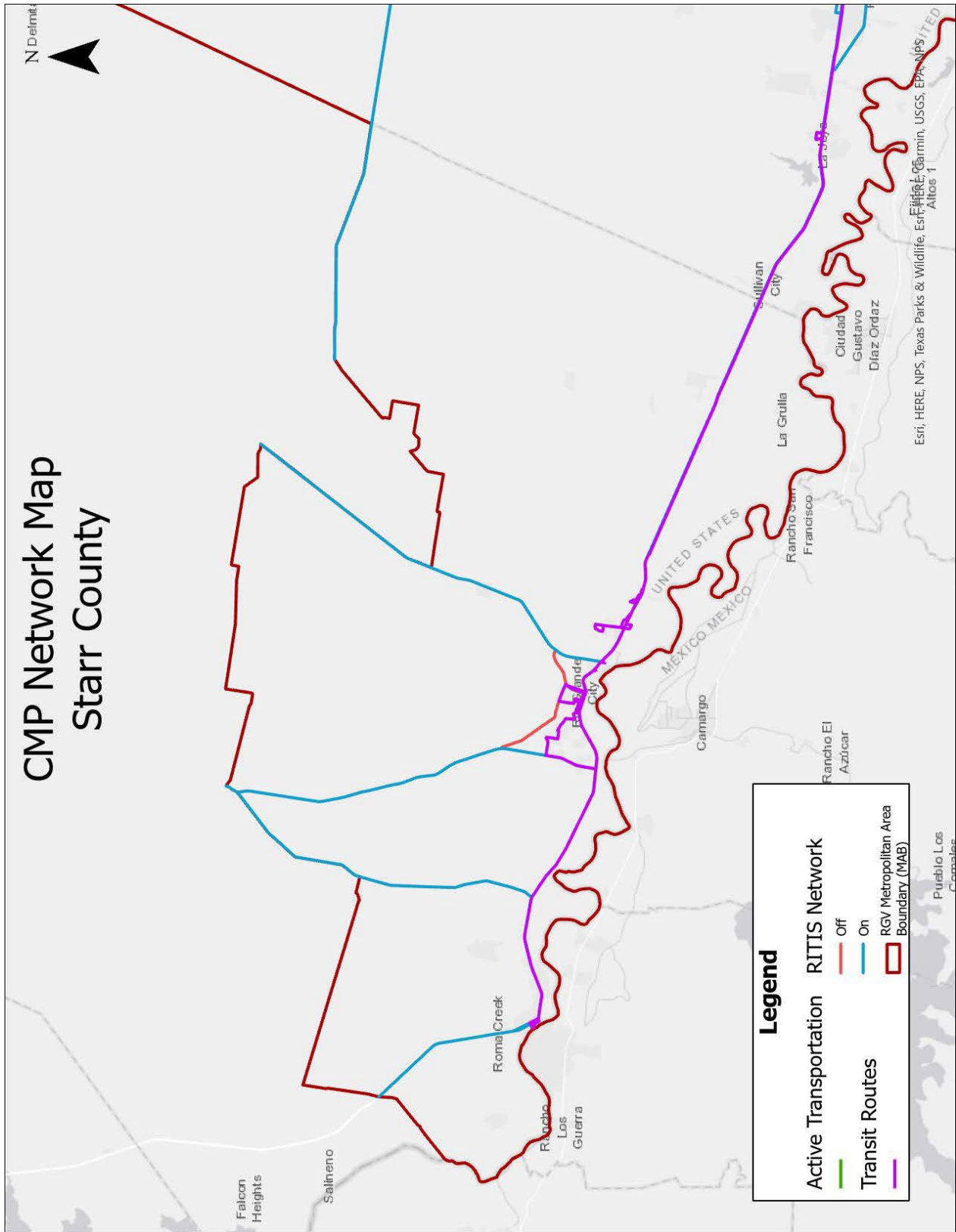


Figure 2.3 CMP Network Map Starr County

Emergency Preparedness System Component

Recognizing that the Rio Grande Valley is a coastal community and is prone to life-threatening hurricanes, an invaluable system component of the CMP Network is the emergency evacuation route. A critical element of our coastal community's emergency preparedness strategy is contraflow planning. This strategy involves temporarily reversing the traffic flow on designated evacuation routes during hurricanes or other emergencies requiring mass evacuation. By converting inbound lanes to outbound lanes, contraflow maximizes the capacity of evacuation routes, allowing residents to leave the area more quickly and efficiently. This minimizes the impact of traffic congestion during an emergency evacuation by reducing the amount of time residents spend in evacuation zones, ultimately saving lives and minimizing property damage.

In preparation for the 2024 hurricane season, TxDOT Pharr District maintenance crews took a proactive approach by performing a contraflow exercise. The intent of this effort is to train staff on how to handle an emergency evacuation. The designated contraflow route in our region starts near the southernmost end of I-69E/US-83 in Brownsville, close to the Veterans International Bridge. From there, it heads inland towards Harlingen and then continues westward on I-2 until the Pharr Interchange. Finally, the route transitions north onto I-69C towards San Antonio. The terminus of the contraflow route is near the outskirts of Edinburg where traffic is directed onto an evacuation lane referred to as an evaculane in the legend. *Figure 2.6* below demonstrates the route and is publicly available at www.DriveTexas.org. The Drive Texas website provides the public with real-time information on road conditions. *Figure 2.7* shows precise locations of contraflow entrance and exit points on this route.

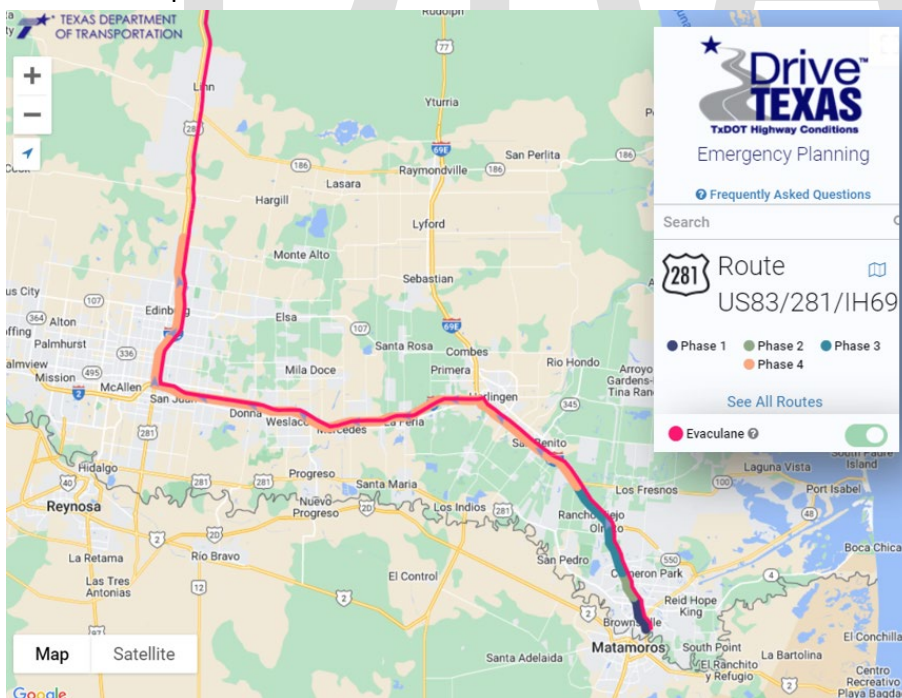


Figure 2.6 Contraflow Planning Map

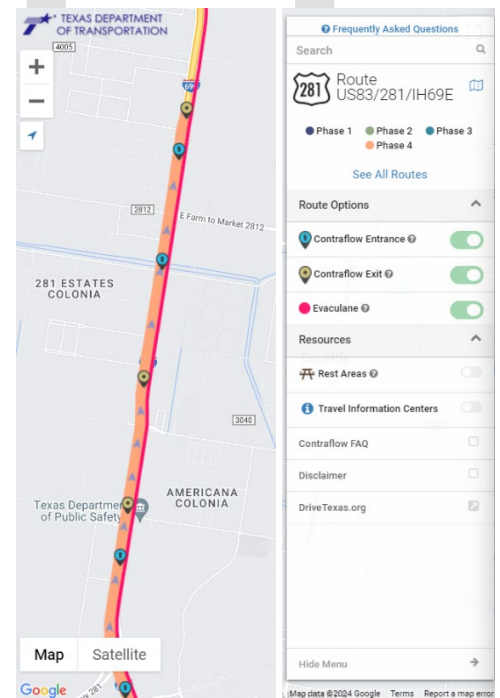


Figure 2.7 Contraflow Entrance and Exit Points

Step 3: Define Multimodal Performance Measures

Selecting quantitative metrics and setting reasonable targets

Well defined performance measures are crucial to the congestion management process as quantifiable set targets provide a clear need for specific datasets. Transportation Performance Management is a method to support and implement performance-based planning and programming (PBPP). Performance measures are used to track progress towards goals and objectives. Components of a performance measure are metrics, reliable data sources, and realistic targets. When setting targets, thresholds or “unacceptable conditions” should be defined to determine locations needing improvements.

Metrics

Referencing the objectives defined in Step One, measurable quantitative data monitoring travel delay is commonly known as the metric of Volume-to-Capacity (V/C). Volume refers to the number of cars on a roadway, and capacity refers to the maximum number cars that can pass through a roadway in a certain amount of time. Volume-to-capacity is a ratio that has no unit being that both the numerator and denominator values are measured with a number of cars. FHWA’s CMP guidebook indicates that certain aspects of congestion like “duration” and “variability” are not captured by V/C ratios. Therefore, there are several other metrics incorporated into the objectives in *Table 1* on page 6.

Travel Time Reliability Index (TTRI) is a metric that is calculated using peak period flow travel times and free flow travel times. This measures the difference between the commute time it normally takes to travel versus the actual commute time it took to travel the same distance. Truck Travel Time Index is similar however the data only reflects commercial truck travel information.

The Person-Miles Traveled metric shows an estimated amount of is calculated by multiplying the number of people traveling by the distance they travel.

A “bottleneck” is defined as any road segment where the current speed has fallen below 60% of the reference speed for that segment for a period longer than 5 minutes. Once the speed returns to greater than 60% of the reference speed for more than 10 minutes, the bottleneck is considered cleared.

Step 4: Collect Data to Monitor System Performance

Accumulating data sets for a data-driven approach

Traffic data is the foundation of the congestion management process. Figures and observations of how the transportation network is functioning in the real world provide concrete evidence for the necessity of improvements. Data collection quantifies both the need for and the effectiveness of implemented strategies. An important aspect of data collection is establishing data sources and coordinating with entities that have existing reliable consistent data sets and are updated periodically. The following three paragraphs detail the data sources used to

Data Collection from RITIS Probe Data Analytics Suite

Regional Integrated Transportation Information System (RITIS) is an extremely useful tool powered by INRIX that transportation planners across the nation use to collect data showing travel speeds using crowdsourced data. Crowdsourced traffic data goes beyond traditional methods by leveraging the collective intelligence of travelers on the road. This type of data comes from various sources, including navigation systems in vehicles, smartphone apps like Google Maps, and user reporting platforms like Waze. By pooling anonymized location information and user reports of incidents, crowdsourcing creates a dynamic and comprehensive picture of real-time traffic conditions. The Probe Data Analytics (PDA) suite provides real-time and historical traffic data that shows vehicle speed, congestion scans, and Travel Time Index

Data Collection from CoPlan

In years past, the RGVMPO obtained system performance data through a consultant to conduct travel time runs using the floating car method. With this method, the average travel speed was determined with a test vehicle that “floats” with the flow of traffic. In this scenario, the driver of the test vehicle actively maintains a balance between the number of cars passing by and the number of cars passed. If no other cars were present, the driver of the test vehicle would drive the speed limit. The average speed was logged every 0.1 miles and translated into a Geographic Information System (GIS) format. Results from this analysis were useful in providing recommendations to improve specific intersections.

Congestion Management Process Assessment Tool

The Texas Transportation Institute developed the Congestion Management Process Assessment Tool (COMPAT) specifically for MPOs to analyze roadway performance based off metrics such as Truck Annual Average Daily Traffic, Truck Person-Hours of Delay, and Truck Travel Time Reliability. The tool is publicly available and has a user-friendly GIS interface where data for each segment can be accessed. Table 4.1 and Figures 4.1, 4.2, and 4.3 display data from this tool.

<input checked="" type="checkbox"/>	Label	Truck Person-Hours of Delay	Truck AADT	Truck Vehicle Miles of Travel	Truck Congested Speed	Truck Travel Time Index
<input checked="" type="checkbox"/>	Interstate	179,427	5,385	203,827	62.37	1.06
<input checked="" type="checkbox"/>	Major Collector	430,610	189	86,140	40.64	1.19
<input checked="" type="checkbox"/>	Minor Arterial	288,685	433	49,476	40.12	1.22
<input checked="" type="checkbox"/>	Minor Collector	22,747	94	8,160	31.76	1.09
<input checked="" type="checkbox"/>	Other Freeway and Expressway	2,569	1,374	2,598	61.62	1.04
<input checked="" type="checkbox"/>	Other Principal Arterial	820,792	1,180	216,477	47.04	1.14

Table 4.1 Congestion Management Process Assessment Tool Table for RGV MPO

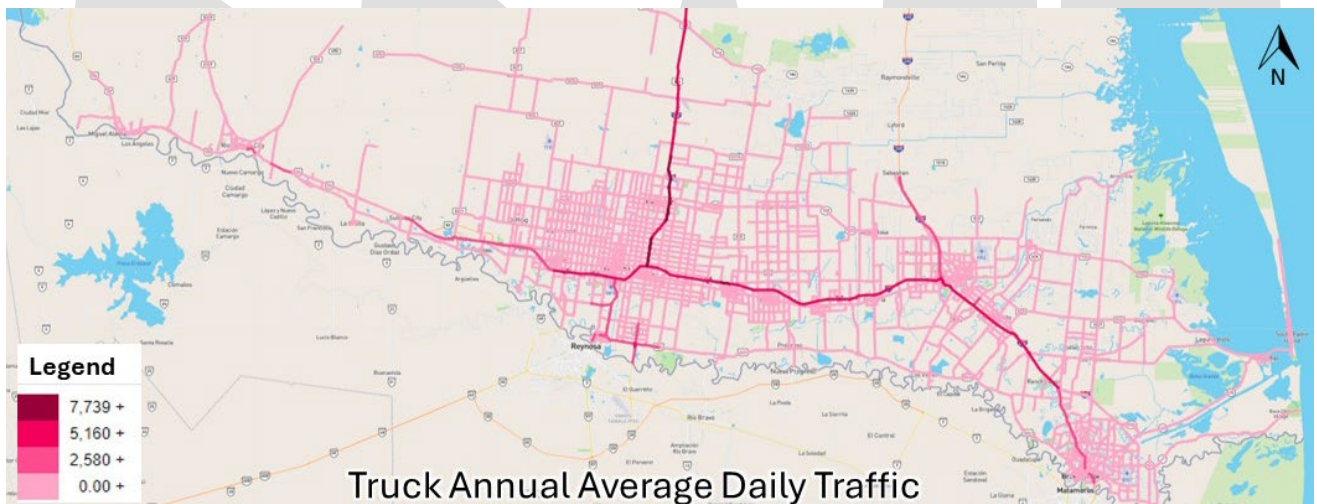


Figure 4.1 COMPAT Truck Average Annual Daily Traffic Map

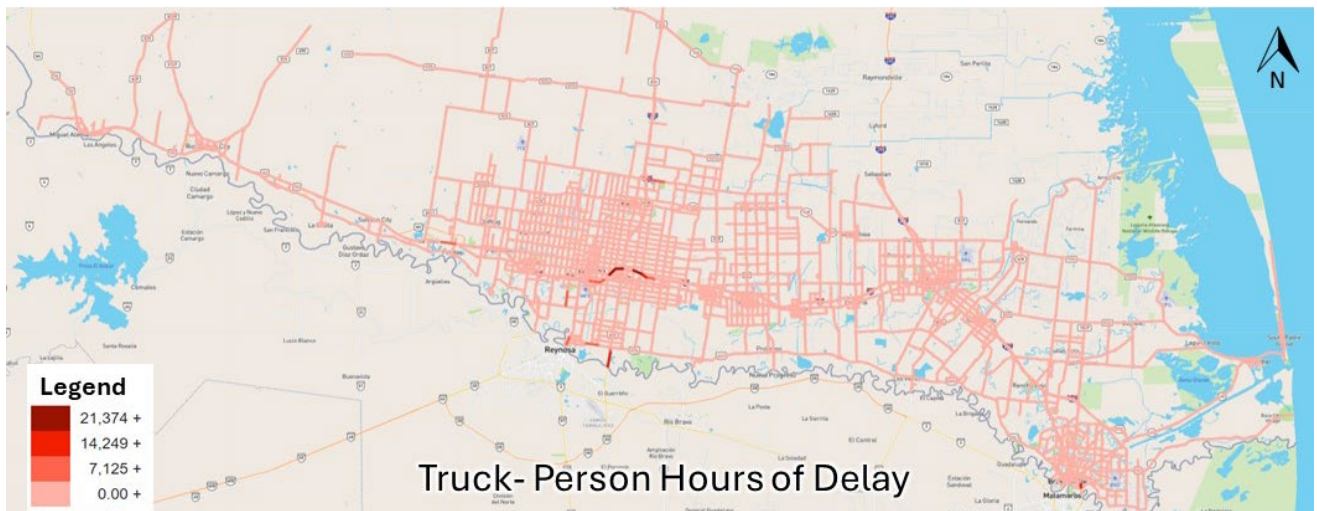


Figure 4.2 COMPAT Truck Person Hours of Delay Map

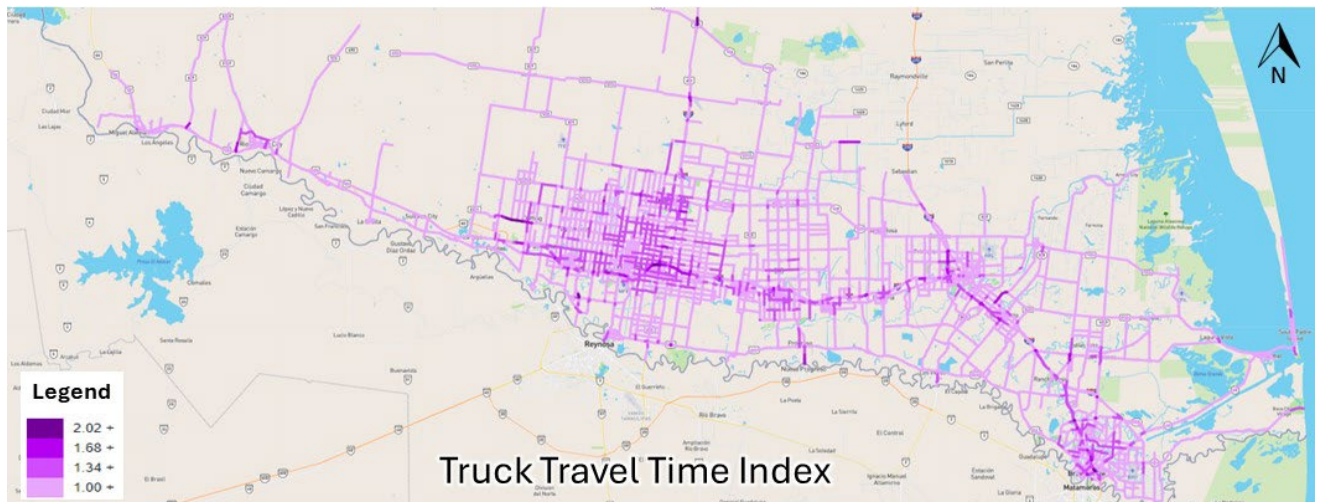


Figure 4.3 COMPAT Truck Travel Time Reliability Index Map

The Truck Average Annual Daily Traffic map proves that truck travel is heavily occurring on the major interstates in the valley. The Truck person hours of Delay Map shows where major slow downs occur. The Truck Travel Time Index Map shows the ratio where the AM and PM peak period travel time for trucks drops below the expected free flow travel time of trucks.

[100 Most Congested Roadway Segments in Texas](#)

According to a Technical Memorandum supported by TxDOT and prepared by Texas Transportation Institute (TTI) in November 2023 titled, “The 100 Most Congested Texas Road Segments”, there are two segments on that list in the RGVMPO MAB. Data for this report was collected in 2022. The ranking in this list is measured by the number of extra hours of travel time experienced by travelers statewide.

Figure 4.4 shows the Mid-Valley major interstate, I-2, which provides east-west connectivity in Hidalgo County having two segments along the corridor ranked as the 59th and 95th most congested roadways in Texas. This is a high area of concern for our region as it is common for commuters to use this route for job access, as well as for truck travel. The primary reason these segments are reporting high levels of delay is because a major expansion project is currently under construction. 4 direct connectors are being widened from 1 lane to 2 lanes. The MPO and TxDOT will be monitoring the flow of traffic in this area when the Pharr Interchange construction is completed in the summer of 2024. For the most up to date information on the progress of construction at the interchange, we recommend

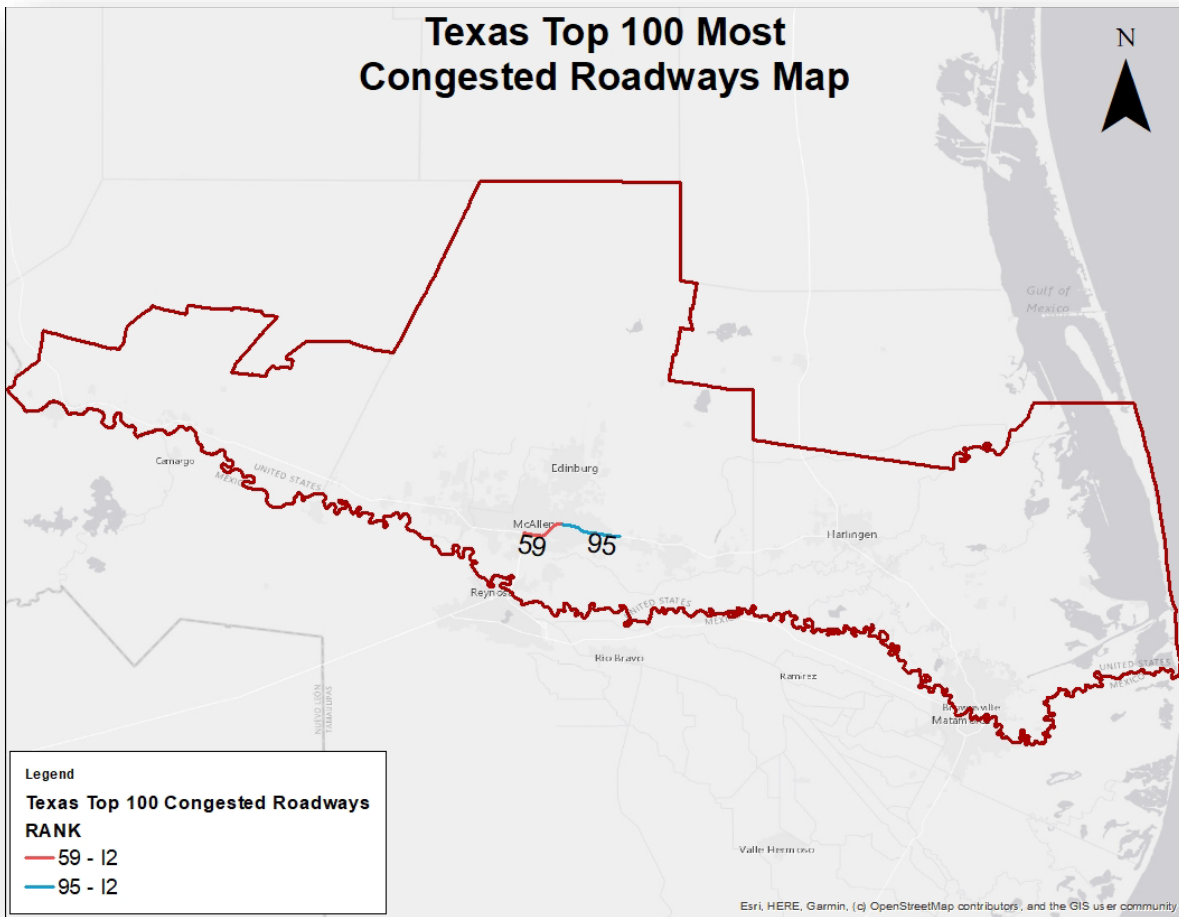


Figure 4.4. Texas Top 100 Most Congested Roadways Map

Table 4.1 shows the results from Figure 4.1 in a numerical format. The segment on I-2 from US 281 to S 23rd St was reported to have an annual congestion cost of approximately \$22.6 million dollars. The annual hours delay per mile being 189,604 means** The segment on I-2 from FM 1423 to US 281 was reported to have an annual congestion cost of approximately \$22.2 million dollars. The Texas Congestion index column, denoted with the acronym TCI, is a score that indicates the relationship between the peak-period average travel time and the free flow travel time. Having a 1.29 TCI means that a 30-minute trip in free flow traffic would take almost 39 minutes during peak period traffic.

Rank	Road	From	To	Delay/Mile	TCI	PTI (95%)	Annual Congestion Cost
59	IH 2	US 281	S 23 rd St	189,604	1.40	1.99	\$22,630,007
95	IH 2	FM 1423	US 281	135,331	1.29	1.47	\$22,286,789

Table 2 Texas Top 100 Most Congested Roadways Table

Top 20 Bottlenecks

Figures 4.5 and 4.6 on pages 19 and 20 illustrate the Top 20 bottlenecks in our region, identified using RITIS Probe Data Analytics. Each circle marks the head of a bottleneck, while the accompanying line delineates the extent of congestion and the corresponding reduction in travel speed. Among these top 20 bottlenecks, 6 are located in Cameron County, with the remaining in Hidalgo County. Notably, the bottlenecks in Hidalgo County contribute to the most significant delays, as detailed in the Total Delay in Table 3.2. Specifically, the intersection of I-69 and N Cage Blvd ranks among the top 5 bottlenecks, potentially due to ongoing construction in the area.

Out of the 12 ports of entry in the Rio Grande Valley, two have also contributed to the bottlenecks: Tx-600-SPUR N (#10, Pharr International Bridge) and Tx-4 W (#16, Gateway International Bridge). The Pharr International Bridge serves as one of the most important ports of entry, handling both commercial and passenger vehicles. It connects U.S. Route 281 with the Mexican city of Reynosa, a significant industrial hub. The Gateway International Bridge, located in Brownsville, TX, connects to the Mexican city of Matamoros. Situated in Downtown Brownsville, this bridge's bottleneck status is understandable due to its proximity to the University of Texas at Brownsville and its role as the main port of entry for pedestrian crossings on both sides of the border, serving individuals commuting to work or school.

Additionally, the Tx-100 W at Brownsville Port Isabel Highway serves as another critical bottleneck. This area experiences heavy traffic, especially on weekends, as it is the sole route to South Padre Island via the Queen Isabella Bridge, resulting in substantial congestion.

Looking ahead, it's important to note that these are currently the top 20 bottlenecks identified in the region. Future updates aim to broaden the scope to include up to 50 bottleneck analyses, potentially highlighting more areas in Cameron County. Currently, most of the bottlenecks are in Hidalgo County, with none identified in Starr County. However, this distribution could shift based on ongoing transportation projects and evolving traffic patterns.

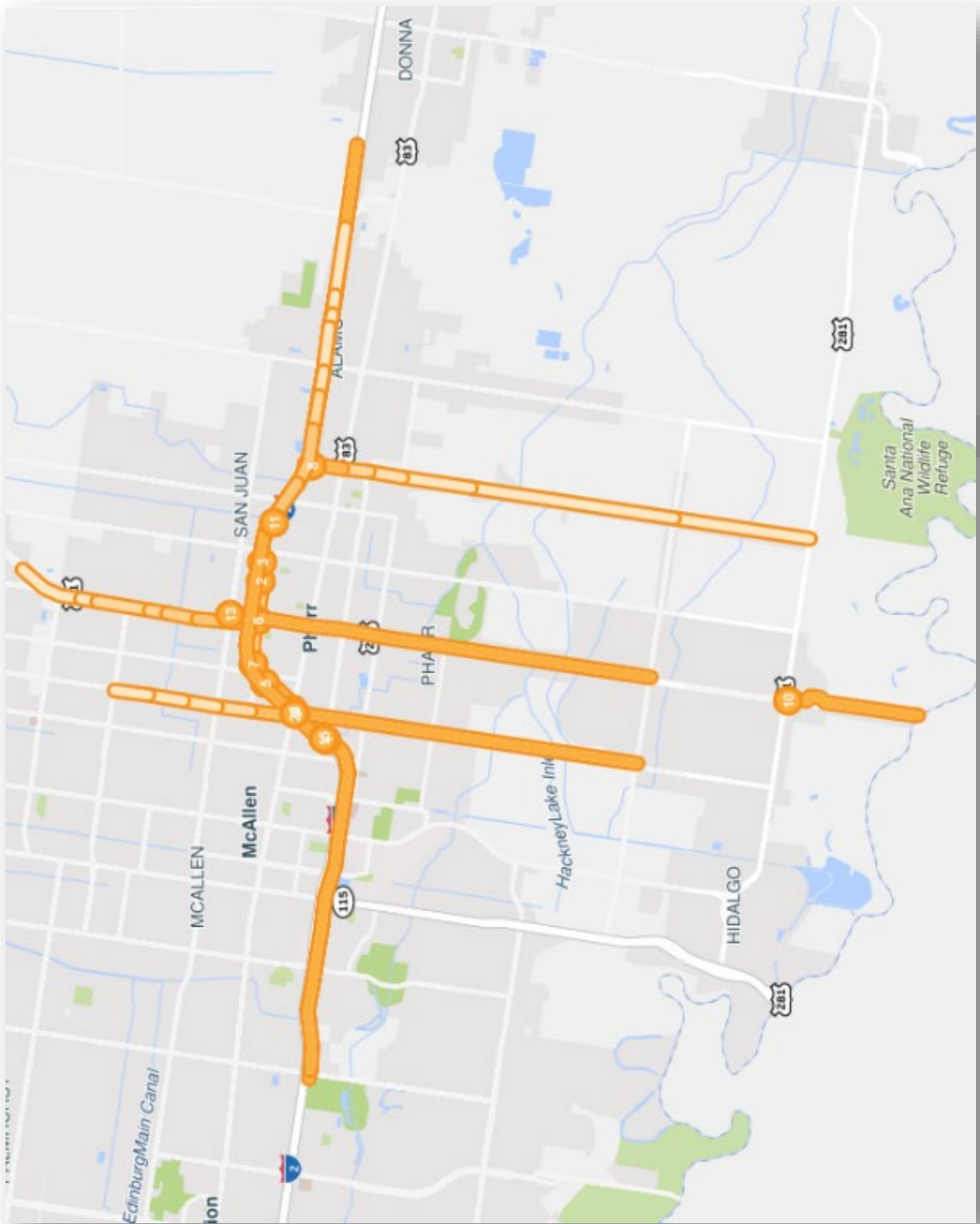


Figure 4.5 Top 20 bottlenecks Map Zoomed into Hidalgo County

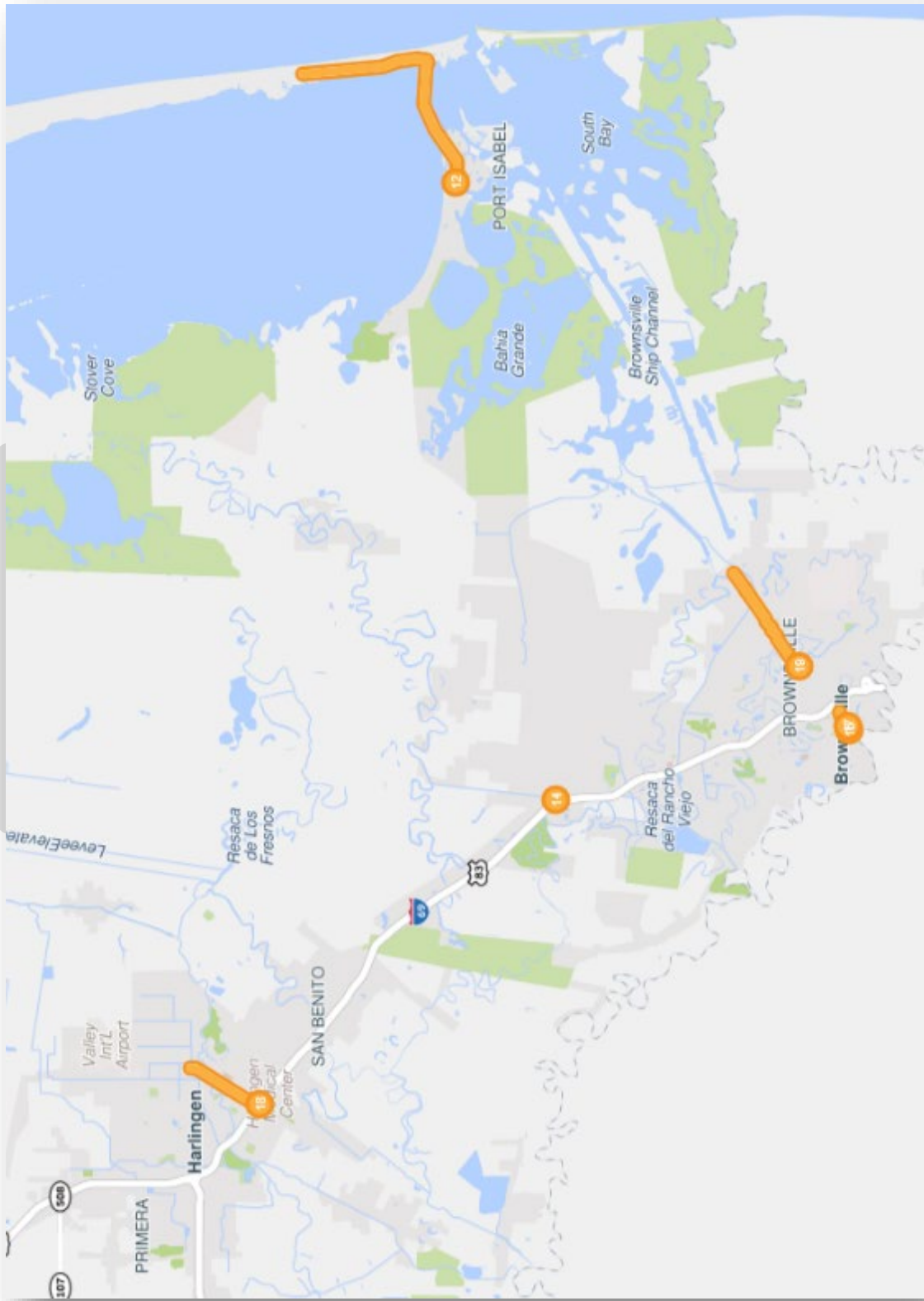


Figure 4.6 Top 20 bottlenecks Map Zoomed into Cameron County

Top 20 Bottlenecks in 2023		Bottleneck Profile		
Rank	Head Location	Average Max Length	Average Daily Duration	Total Duration
1	US-83 N @ US-83 BUS/TX-374	1.42	2 h 57 m	45 d 1 h 5 m
2	US-83 S @ I-69C/US-281/N CAGE BLVD	2.09	1 h 24 m	21 d 7 h 42 m
3	US-83 N @ I RD	1.95	1 h 10 m	17 d 20 h 18 m
4	US-83 S @ E JACKSON AVE/W SAM HOUSTON BLVD	1.37	1 h 36 m	24 d 11 h 2 m
5	US-83 S @ US-83 BUS/TX-374	2.08	32 m	8 d 8 h 8 m
6	US-281 S @ I-2/US-83	0.64	3 h 25 m	51 d 23 h 46 m
7	US-83 N @ I-69C/US-281/N CAGE BLVD	2.35	18 m	4 d 19 h
8	FM-2657 N @ US-83/FRONTAGE RD	0.14	11 h 32 m	175 d 10 h 39 m
9	FM-2061 N @ I-2	0.43	5 h 3 m	76 d 21 h 26 m
10	TX-600-SPUR N @ US-281/US-281 SPUR	1.93	2 h 28 m	37 d 15 h 7 m
11	US-83 N @ NEBRASKA AVE	1.49	23 m	5 d 22 h 43 m
12	TX-100 W @ BROWNSVILLE PORT ISABEL HWY	4.66	38 m	9 d 17 h 26 m
13	US-281 N @ FERGUSON AVE	0.48	1 h 16 m	19 d 7 h 54 m
14	FM-511 S @ I-69E/US-77/US-83/OLMITO NORTH RD	0.13	19 h 13 m	292 d 6 h 10 m
15	US-83 N @ FM-2061/S JACKSON RD	2.25	5 m	1 d 12 h 2 m
16	TX-4 W @ MEXICO/UNITED STATES	0.15	12 h 29 m	189 d 23 h 8 m
17	TX-4 E @ US-77-BR/E WASHINGTON ST/E ELIZABE...	0.16	8 h 51 m	134 d 19 h 11 m
18	TX-499-LOOP S @ I-69E/US-77/US-83	0.08	11 h 29 m	174 d 18 h 57 m
19	TX-48 S @ TX-4/E 14TH ST	0.8	1 h 22 m	20 d 20 h 54 m
20	FM-3362 S @ I-2	0.69	1 h 31 m	23 d 3 h 6 m

Table 3.1 Top 20 Bottlenecks in 2023

Top 20 Bottlenecks in 2023		Base Impact Weighted By		
Rank	Head Location	Speed Differential	Congestion	Total Delay
1	US-83 N @ US-83 BUS/TX-374	3,575,243	200,683	213,693,231
2	US-83 S @ I-69C/US-281/N CAGE BLVD	2,241,379	128,632	138,332,644
3	US-83 N @ I RD	1,874,125	94,608	90,653,189
4	US-83 S @ E JACKSON AVE/W SAM HOUSTON BLVD	1,546,070	79,909	81,617,807
5	US-83 S @ US-83 BUS/TX-374	954,508	62,810	72,640,114
6	US-281 S @ I-2/US-83	722,219	57,363	62,850,008
7	US-83 N @ I-69C/US-281/N CAGE BLVD	629,056	41,507	46,443,615
8	FM-2657 N @ US-83/FRONTAGE RD	224,519	22,982	39,839,614
9	FM-2061 N @ I-2	705,842	70,280	37,337,285
10	TX-600-SPUR N @ US-281/US-281 SPUR	1,228,995	152,115	26,558,153
11	US-83 N @ NEBRASKA AVE	523,719	28,171	26,152,885
12	TX-100 W @ BROWNSVILLE PORT ISABEL HWY	1,396,834	94,696	23,097,480
13	US-281 N @ FERGUSON AVE	123,577	12,866	21,337,824
14	FM-511 S @ I-69E/US-77/US-83/OLMITO NORTH RD	828,940	69,568	17,888,562
15	US-83 N @ FM-2061/S JACKSON RD	198,051	13,306	14,818,228
16	TX-4 W @ MEXICO/UNITED STATES	251,753	41,561	12,667,848
17	TX-4 E @ US-77-BR/E WASHINGTON ST/E ELIZABE...	245,701	41,564	12,211,154
18	TX-499-LOOP S @ I-69E/US-77/US-83	224,920	16,096	12,044,013
19	TX-48 S @ TX-4/E 14TH ST	278,069	25,164	11,902,840
20	FM-3362 S @ I-2	239,706	26,752	11,237,526

Table 3.2 Top 20 Bottlenecks in 2023

Step 5: Analyze Congestion Problems & Needs

Processing of data for meaningful insight

The Fifth Step in the Congestion Management Process involves a comprehensive analysis of congestion issues and associated needs. This analysis leverages raw data to generate meaningful insights, providing a data-driven narrative supported by compelling evidence. Specifically, in this chapter, the analysis will use data visualization pie charts, maps, and space-time diagrams

Causes of Congestion

The RITIS Data Archive was used to identify the causes of congestion on the National Highway System (NHS) recorded in 2019. The following pie charts illustrate the sources of disruption at three geographical scales: nationwide, statewide, and for the counties of Cameron, Hidalgo, and Starr. Accompanying data shows the “User Delay Costs” in dollars and “Vehicle Hours of Delay” in hours for those boundaries. *Figure 5.1* is a legend that defines the specific type of distribution represented in the charts.

Sources of Disruption Nationwide 2019

No weather radar data was included for the states of AK and HI

\$45.84b User Delay Cost
1.75b Vehicle Hours of Delay

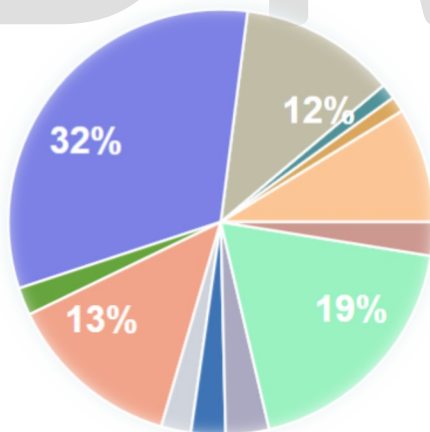


Figure 5.2 Causes of Congestion Nationwide

Texas 2019

\$4.30b User Delay Cost (9.4% of US)
164.20m Vehicle Hours of Delay

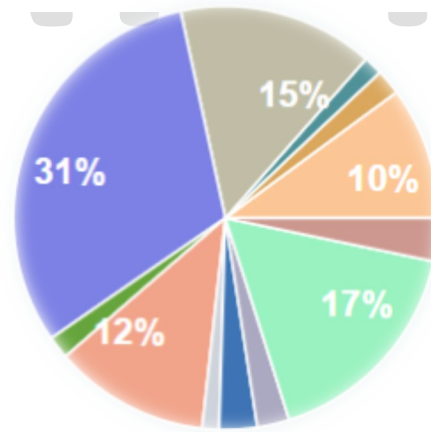


Figure 5.3 Causes of Congestion Statewide

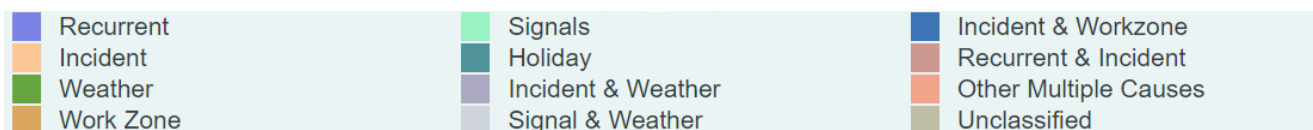


Figure 5.1 Legend for Causes of Congestion

Cameron, TX 2019

\$16.40m User Delay Cost (0.4% of TX)
626.62k Vehicle Hours of Delay

In Cameron County the lead cause of congestion is traffic signals. The second and third leading causes of congestion are unclassified where there was an interruption in flow traffic with no discernable cause, and multiple causes where more than one factor caused a congested event. Given the significant user delay cost of \$16.4M in 2019 alone, investing nearly \$1M for light synchronization equipment seems well-justified.

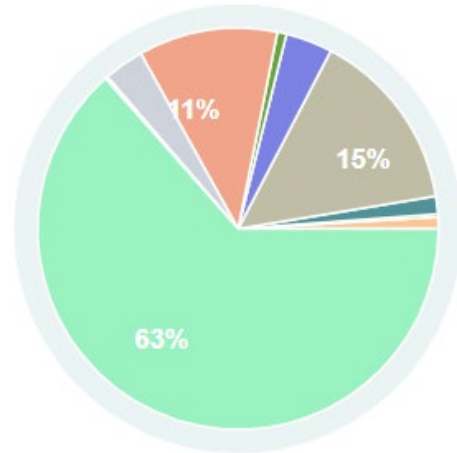


Figure 5.4 Causes of Congestion for Cameron County

Hidalgo, TX 2019

\$50.92m User Delay Cost (1.2% of TX)
1.95m Vehicle Hours of Delay

In Hidalgo County the lead cause of congestion is also traffic signals. The second and third leading causes are similar to Cameron County and Starr County. A notable difference is that the percentage of congestion occurring from recurring traffic for Hidalgo County is significantly less than the Nation and State.

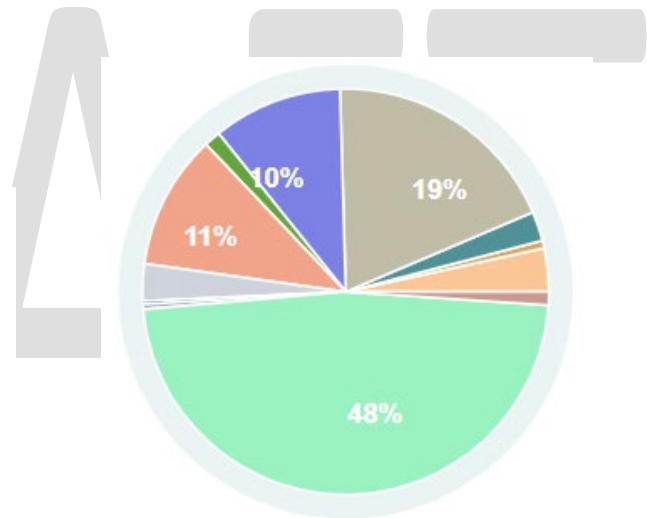


Figure 5.5 Causes of Congestion for Hidalgo County

Starr, TX 2019

\$1.05m User Delay Cost (0.0% of TX)
40.27k Vehicle Hours of Delay

In Starr County the lead cause of congestion is also traffic signals. It's important to note that the percentage of congestion attributable to signals for this region is significantly higher than both national and state averages, likely resulting in a different set of recommendation strategies.

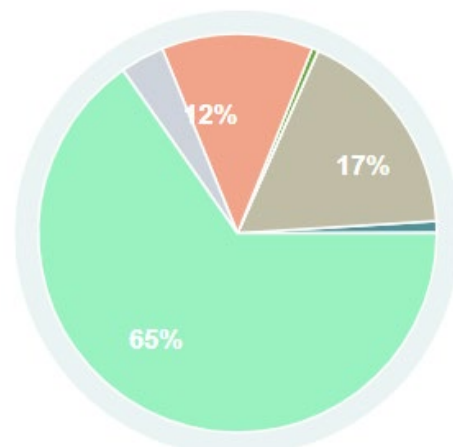


Figure 5.6 Causes of Congestion for Starr County

Trip Analytics

Figure 5.7 shows data gathered from the trip analytics tool from INRIX in 2023 for passenger vehicle trips entering and exiting each county. This data reveals patterns of origin and destination for people. Complementing this, Figure 5.8 shows the number of commercial trucks that travel between Hidalgo County and Cameron County. Starr County Starr County does not have individual recorded history similar to Hidalgo and Cameron because the county is grouped with another larger zone.

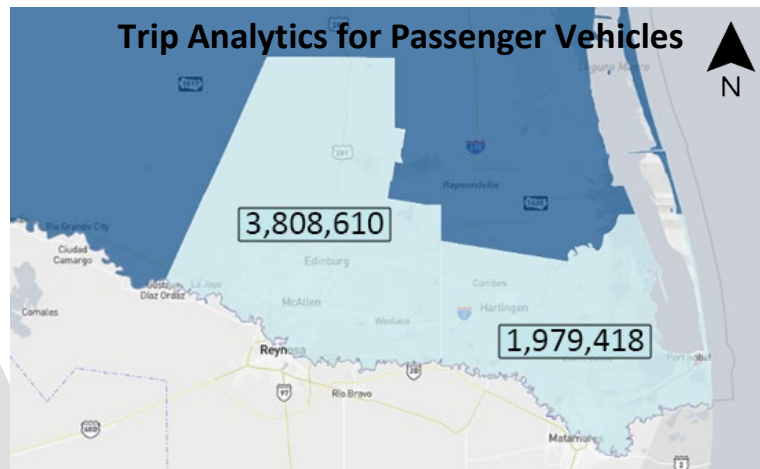


Figure 5.7 Trip Analytics showing Transportation Demand for Passenger Vehicles

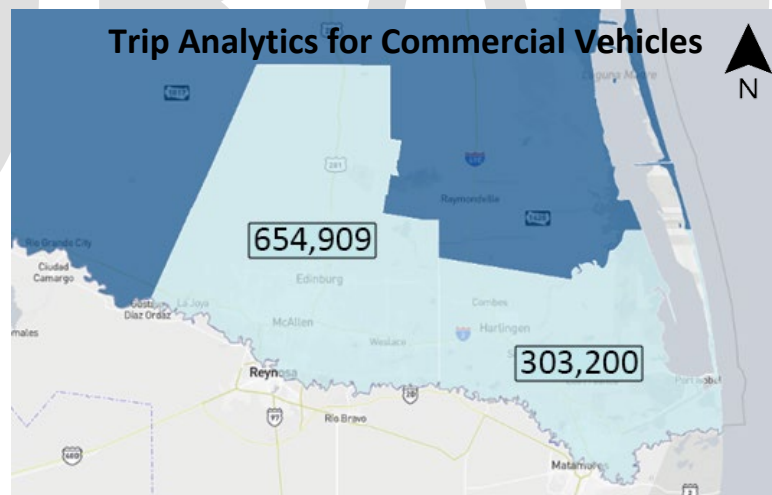


Figure 5.8 Trip Analytics showing Transportation Demand for Commercial Vehicles

Corridor Analyses

To formulate effective congestion mitigation strategies, understanding the specific reasons behind travel delays on various corridors is crucial for developing targeted solutions. This section presents a comprehensive analysis of 8 congested corridors, exploring the factors that contribute to congestion along key transportation routes. Data being analyzed is according to the Travel Time Index.

US 83 from Loma Blanca Road to FM 755

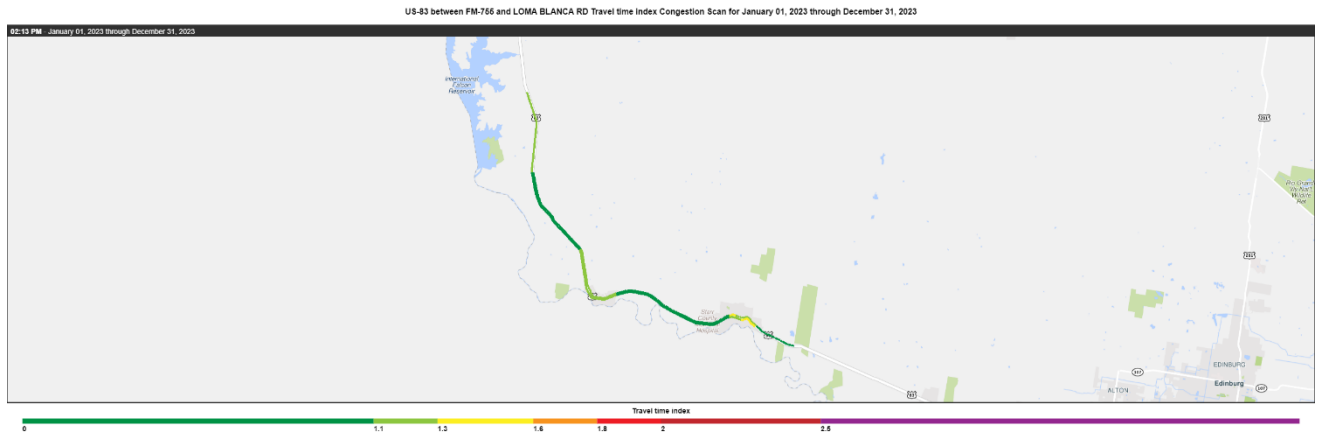


Figure 5.9. [Travel Time Index Trend Map for US 83 from Loma Blanca Road to FM 755.]

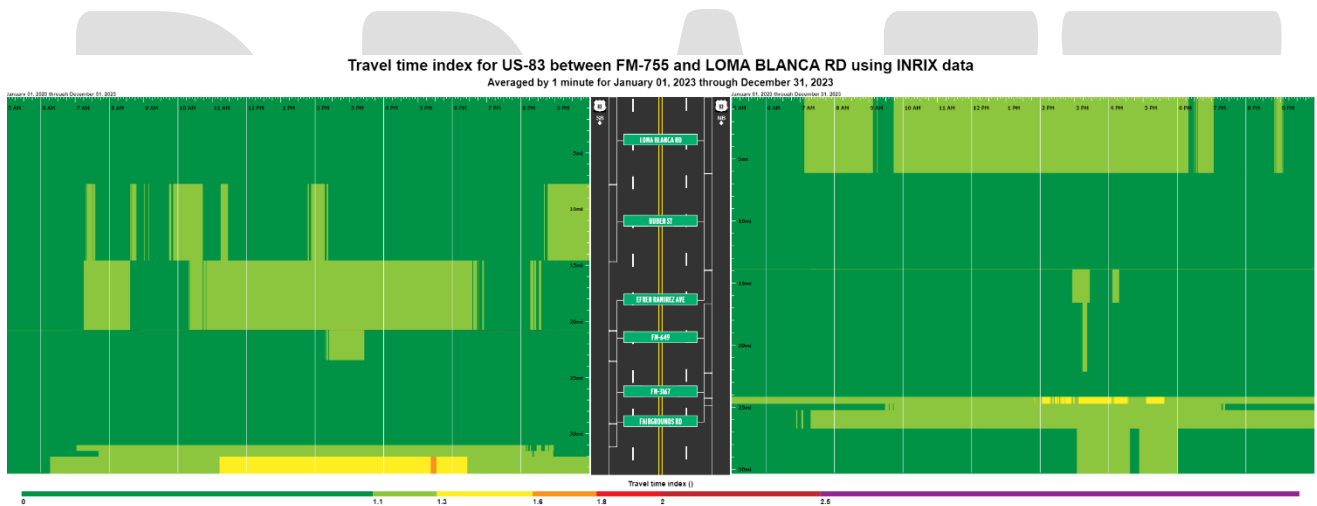


Figure 5.10. [Travel Time Index Congestion Scan for US 83 from Loma Blanca Road to FM 755]

Description

US 83 is the primary East-West corridor connecting Zapata, Rio Grande City, Sullivan City and La Joya, TX. The section of Loma Blanca Rd to FM 755 is mostly a four-lane divided highway with some sections being a 4-lane undivided with center turning lane. There are also bi-directional median turns throughout the corridor section

Typical Commuting Conditions in 2023			
Direction	Time	Location	TTI Range
Southbound	5PM-6PM	A. FM 755 to Fairgrounds Rd	1.3-1.6

Table 5.1. Typical Commuting Conditions for US 83 from Loma Blanca Road to FM 755

Nolana from Ware Rd to McColl Rd

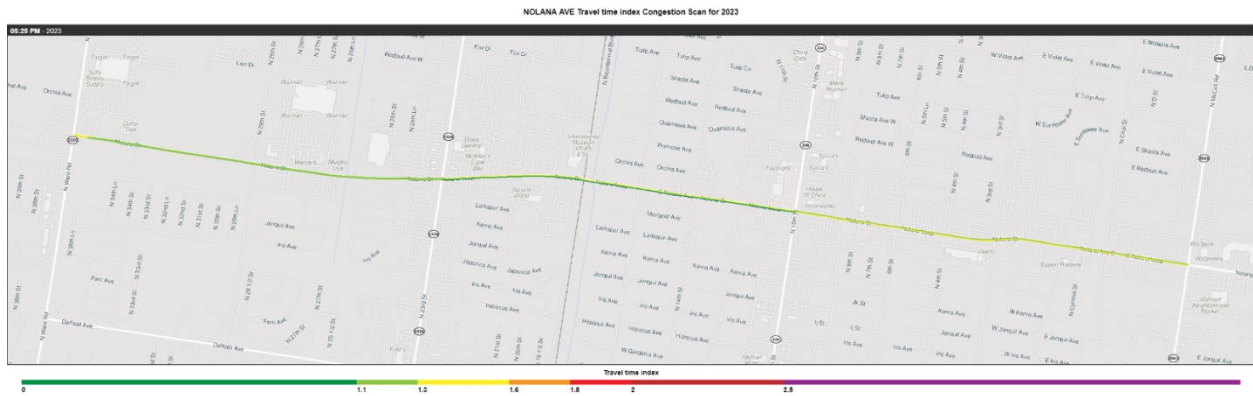


Figure 5.11. [Travel Time Index Trend Map for Nolana from Ware Rd to McColl Rd]

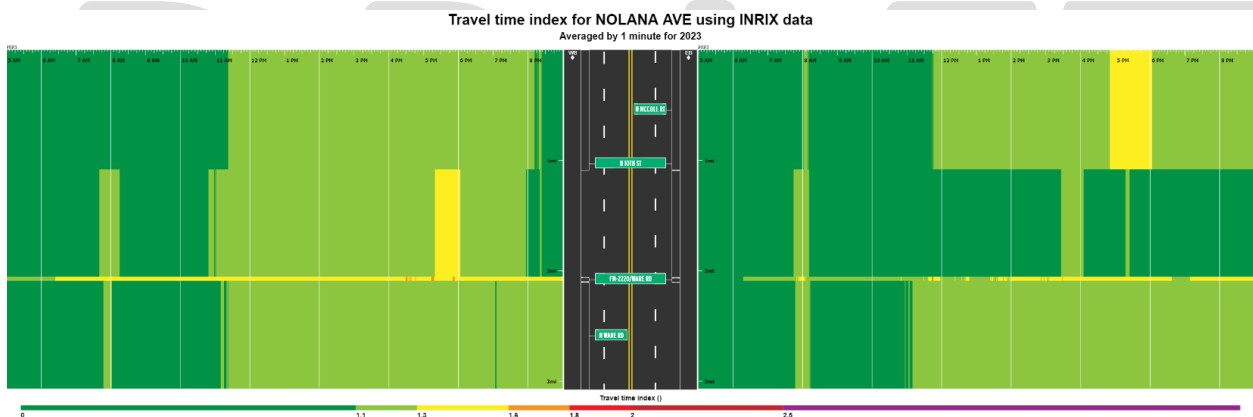


Figure 5.12. [Travel Time Index Graphic for Nolana from Ware Rd to McColl Rd]

Description

Nolana is one of the main East-West corridors that connects McAllen to Pharr. The section of Nolana from Ware to McColl is mostly 6-lane undivided with center turning lanes and 4-lane undivided with center turning lanes with some right-turn lanes within this section.

Locations of Typical Slow Downs:

Typical Commuting Conditions in 2023			
Direction	Time	Location	TTI Range
Westbound	4PM-6PM	FM 2220/Ware Rd Intersection	1.1 - 1.3
Southbound	5PM-6PM	FM 755 to Fairgrounds Rd	1.3-1.6

Table 5.2. Typical Commuting Conditions for Nolana from Ware Rd to McColl Rd

Jackson from Ferguson Ave to Hall Acres Rd

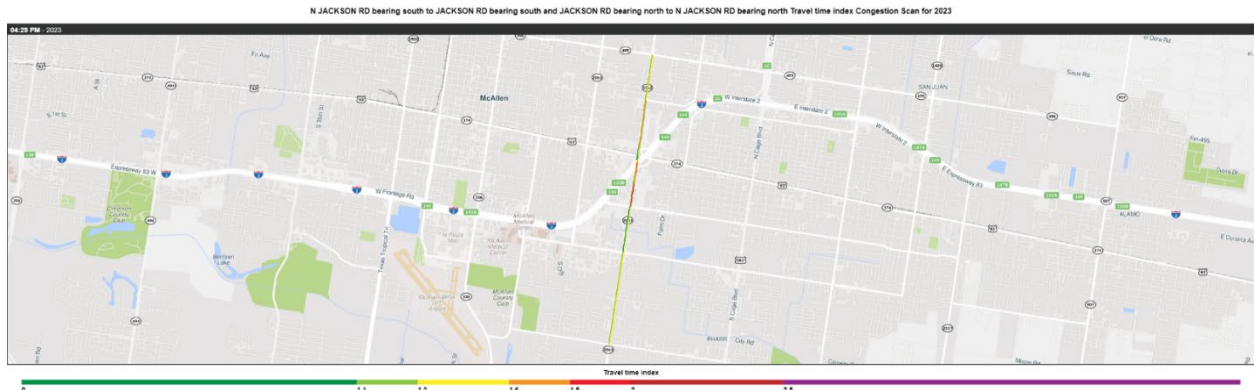


Figure 5.13. [Travel Time Index Trend Map for Jackson from Ferguson Ave to Hall Acres Rd]

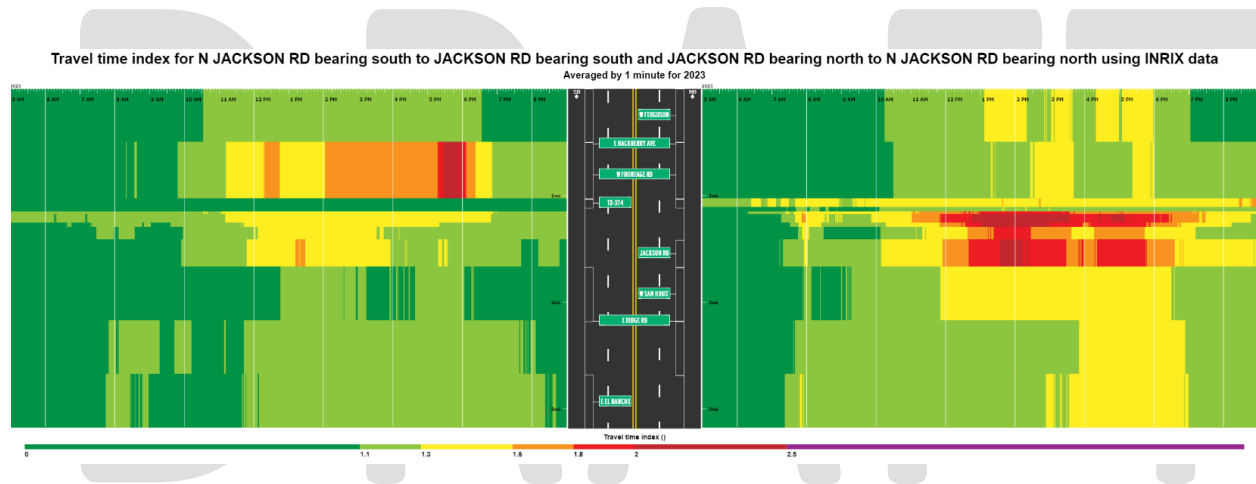


Figure 5.14. [Travel Time Index Graphic for Jackson from Ferguson Ave to Hall Acres Rd]

Description

This Section of Jackson Rd runs north-south connecting the northern portion of Pharr and surrounding communities to the South portion of Pharr. The section of Jackson from Furgeson Ave to Hall Acres Rd is a 4-lane roadway with a continuous center turning lane.

Typical Commuting Conditions in 2023			
Direction	Time	Location	TTI Range
Southbound	12PM-1PM	Between Hackberry and TX-374	1.3-1.6
Southbound	2PM-6:30PM	Between Hackberry and TX-374	1.3-2.0
Southbound	1PM-2PM	Between Jackson and TX-374	1.6-1.8
Northbound	1PM- 2:30	TX-374 Intersection	1.3-1.6
Northbound	8PM-9PM	TX-374 Intersection	1.6-1.8
Northbound	7AM-8AM	Between Jackson and TX-374	1.6-2.0
Northbound	1030AM-8PM	Between Jackson and TX-374	1.6-2.0

Table 5.3. Typical Commuting Conditions for Jackson from Ferguson Ave to Hall Acres Rd

SH4 from I-69 to Oklahoma Ave

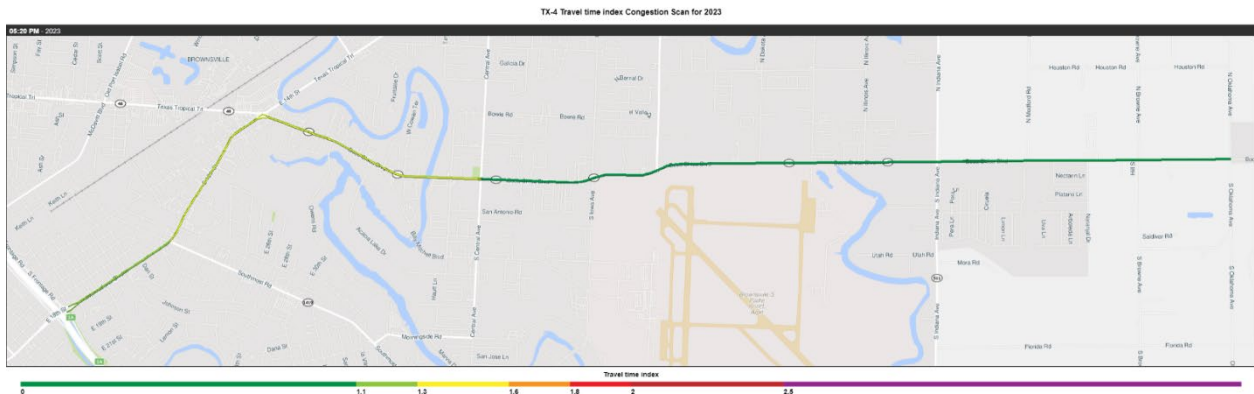


Figure 5.15. [Travel Time Index Trend Map for SH4 from I-69 to Oklahoma Ave]

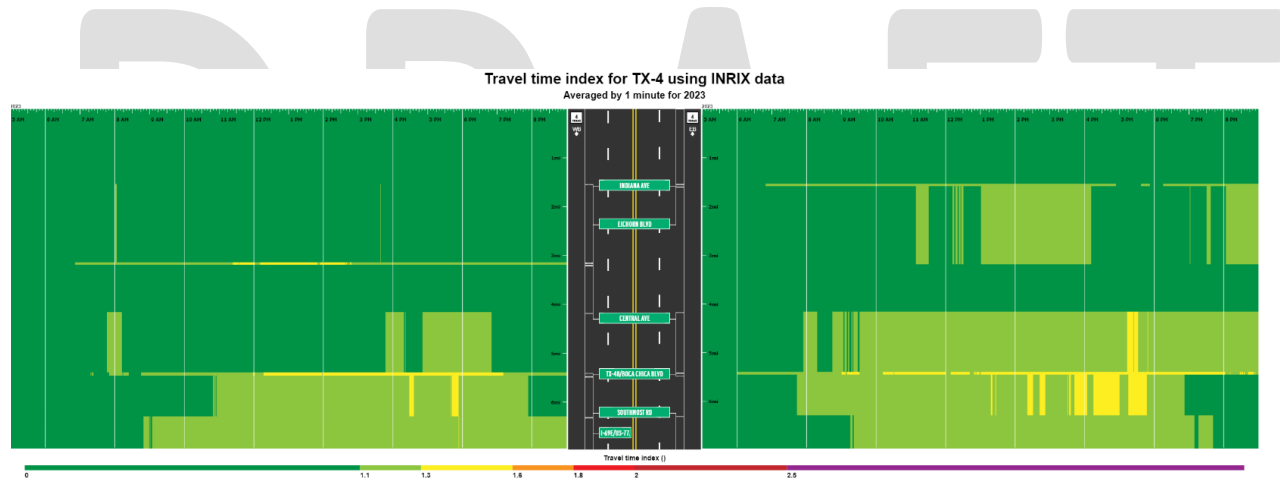


Figure 5.16. [Travel Time Index Graphic for SH4 from I-69 to Oklahoma Ave]

Description

[SH4 connects I69E with east Brownsville and serves as a main corridor for travel between the Brownsville-South Padre Island Airport, SpaceX facilities, Central Brownsville and surrounding communities. This section of the roadway is mainly a 4 lane with shoulders and 4-lane with a continuous center turning lane.

Typical Commuting Conditions in 2023			
Direction	Time	Location	TTI Range
Westbound	11AM-3PM	Between Eichorn Blvd and Central Ave	1.3-1.6
Westbound	12PM- 7PM	Between TX-48/Boca Chica Ave and Southmost Rd	1.3-1.6
Eastbound	5PM-6PM	Between Central Ave. TX-48/Boca Chica Ave	1.3-1.6
Eastbound	9AM-9PM	At TX-48/Boca Chica Ave	1.3-1.6
Eastbound	1PM- 6PM	Between Tx-48/Boca Chica Ave and Southmost Rd	1.3-1.6

Table 5.4. Typical Commuting Conditions for SH4 from I-69 to Oklahoma Ave

BUS 83 from I-2 to I-69

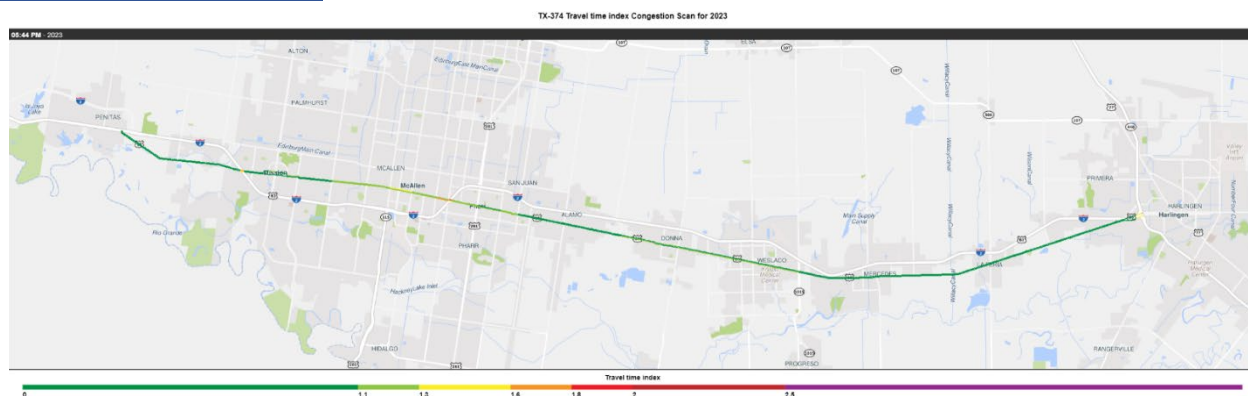


Figure 5.17. [Travel Time Index Trend Map for BUS 83 from I-2 to I-69]

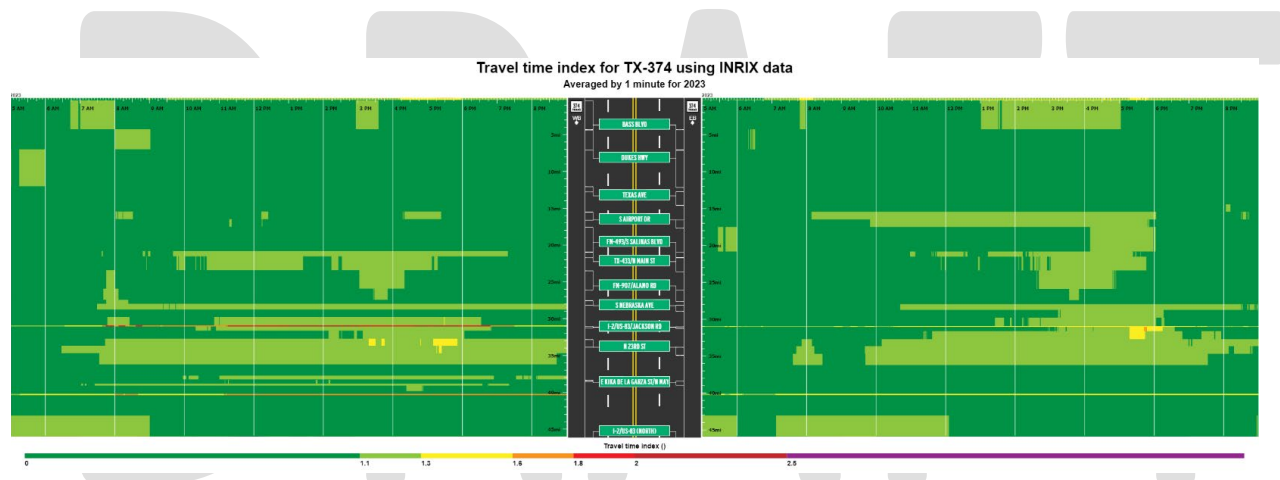


Figure 5.18 [Travel Time Index Graphic for BUS 83 from I-2 to I-69]

Description

Business 83 serves as the main business corridor that runs East/West corridor parallel to Interstate IH-2. It connects multiple cities and surrounding communities. This section BUS 83 is a 4-lane roadway with a continuous left turn lane.

Typical Commuting Conditions in 2023			
Direction	Time	Location	TTI Range
Westbound	730AM-8PM	Intersection of I-2/US-83/Jackson Rd	1.6-2.0
Westbound	8AM-9PM	Intersection of E. Kika de la Garza St.	1.6-2.0
Eastbound	5PM-6PM	Intersection of I-2/US-83/Jackson Rd	1.3-1.6
Northbound	1030AM-8PM	Between Jackson and TX-374	1.6-2.0

Table 5.5. Typical Commuting Conditions for BUS 83 from I-2 to I-69

Queen Isabella Causeway from I69E/US-77/US-83 to Orca Circle

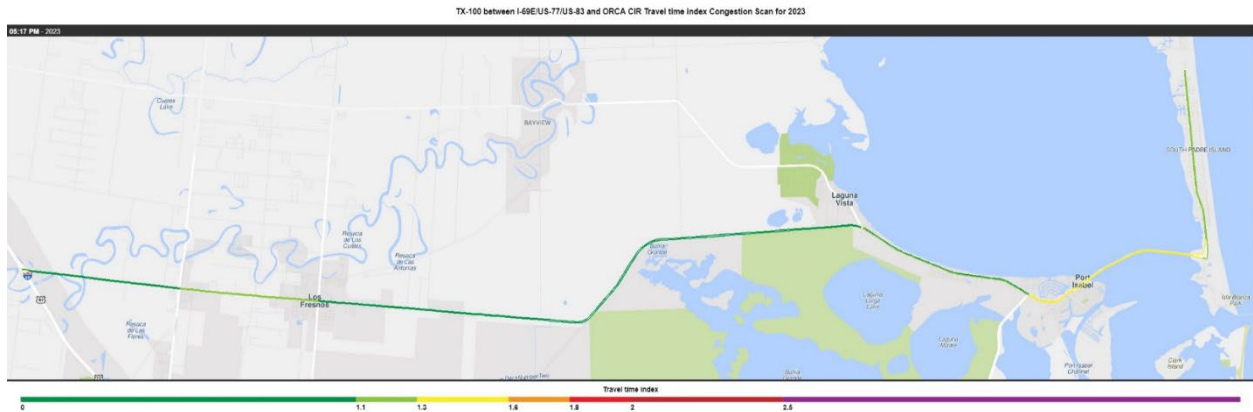


Figure 5.19. [Travel Time Index Trend Map for Queen Isabella Causeway from I69E/US-77/US-83 to Orca Circle]

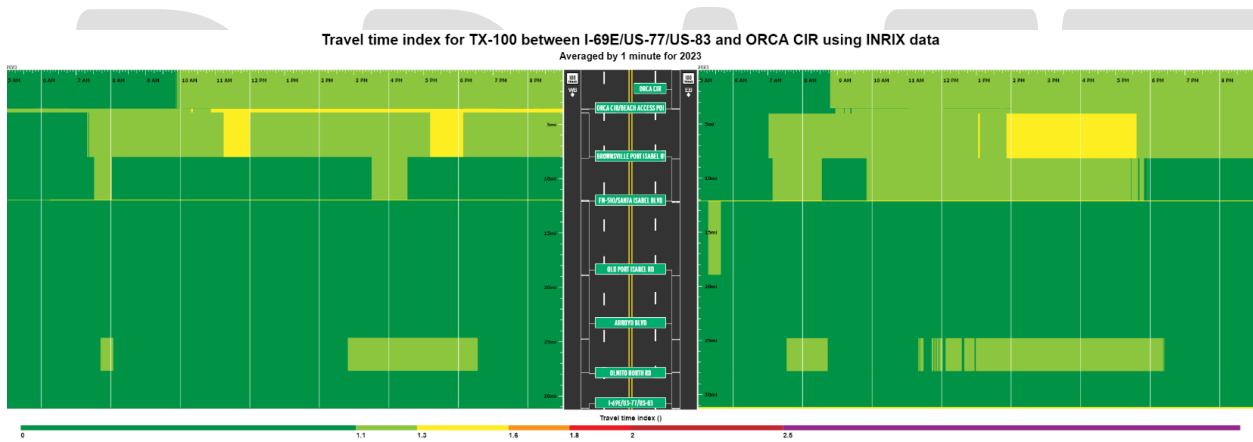


Figure 5.20. [Travel Time Index Graphic for Queen Isabella Causeway from I69E/US-77/US-83 to Orca Circle]

Description

[The Queen Isabella Causeway is a concrete pier and beam bridge that connects Port Isabel to South Padre Island.]

Typical Commuting Conditions in 2023			
Direction	Time	Location	TTI Range
Westbound	10AM-9PM	At Orca Cir.	1.3-1.6
Westbound	1030AM - 12PM	Between Orca Cir and Brownsville-Port Isabel Hwy	1.3-1.6
Westbound	5PM -6:15PM	Between Orca Cir and Brownsville-Port Isabel Hwy	1.3-1.6
Eastbound	1PM- 115PM	Between Orca Cir and Brownsville-Port Isabel Hwy	1.3-1.6
Eastbound	145PM-545PM	Between Orca Cir and Brownsville-Port Isabel Hwy	1.3-1.6

Table 5.6. Typical Commuting Conditions for Queen Isabella Causeway from I69E/US-77/US-83 to Orca Circle

Stewart from I69E to US281

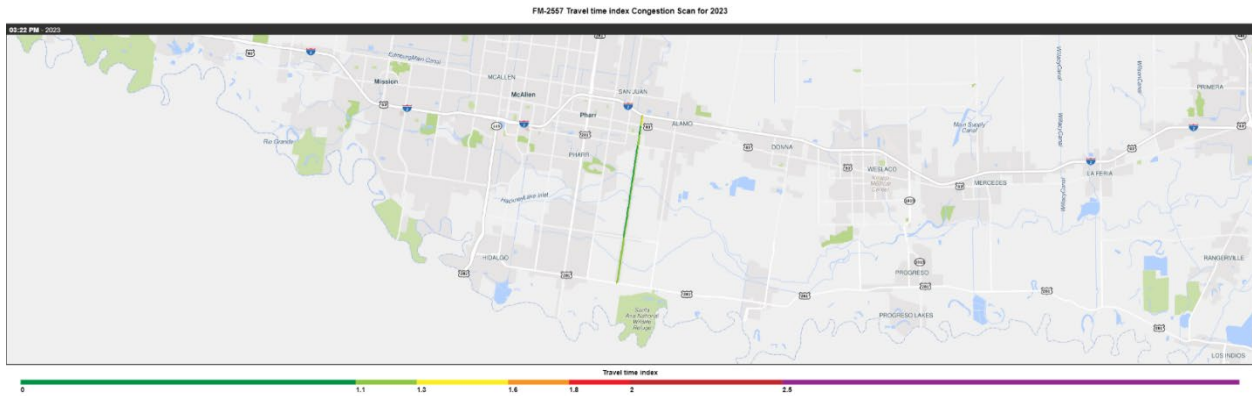


Figure 5.21. [Travel Time Index Map for Stewart from I69E to US281]

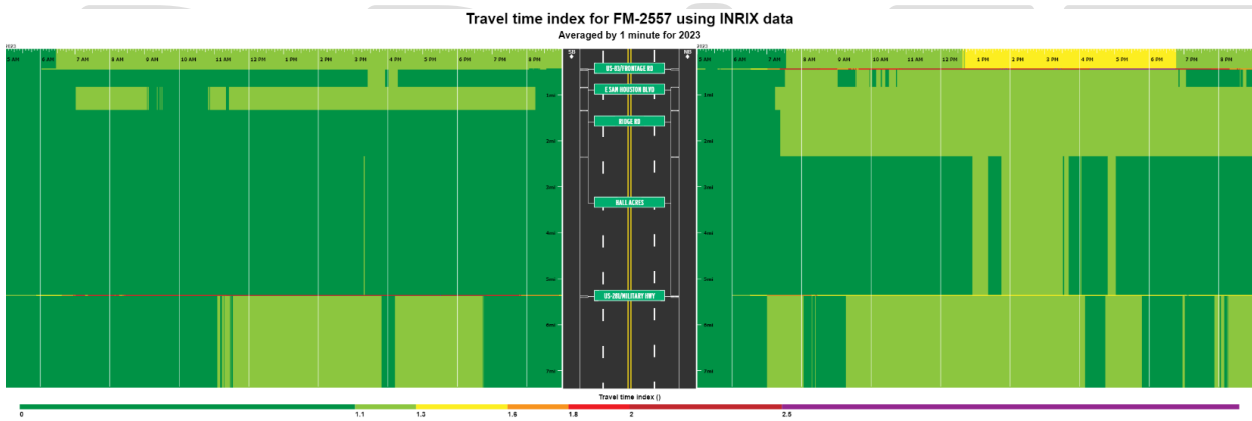


Figure 5.22. [Travel Time Index Graphic for Stewart from I69E to US281]

Description

Stewart Rd connects the North and South areas of Mission and surrounding communities. It is mainly a 2-lane roadway.

Typical Commuting Conditions in 2023			
Direction	Time	Location	TTI Range
Southbound	6AM-9PM	6AM-9PM at US 281/Military Hwy	1.3-2.0
Northbound	6:30AM-9PM	6:30AM-9PM at US-83/Frontage Rd	1.3-2.0

Table 5.7. Typical Commuting Conditions for Stewart from I69E to US281

Cage (Tx-600 SPUR) from US 281 to US/Mexico Border



Figure 5.23. [Travel Time Index Map for Cage (Tx-600 SPUR) from US 281 to US/Mexico Border]

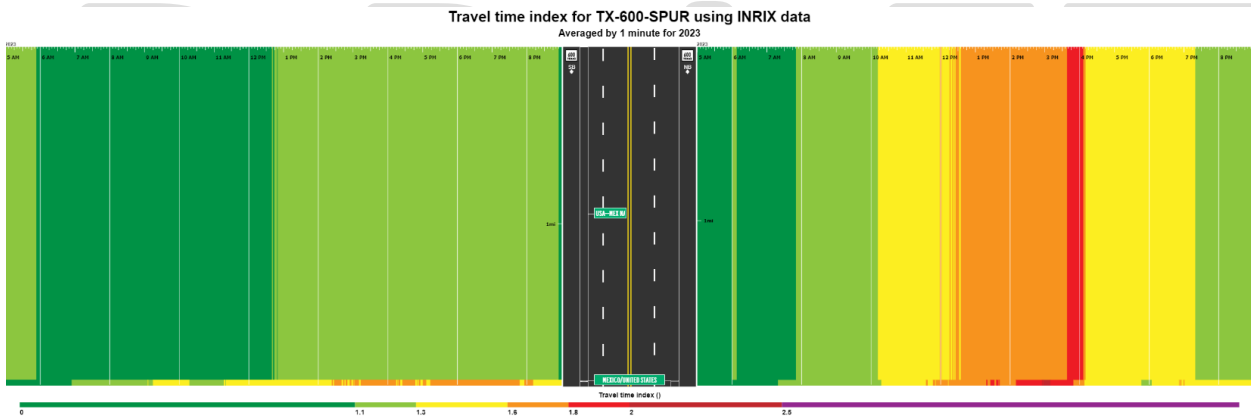


Figure 5.24. [Travel Time Index Graphic for Cage (TX-600 SPUR) from US 281 to US/Mexico Border]

Description

[Cage Blvd is the primary north-south corridor connecting North and South Pharr and surrounding communities. This section of Cage is composed of sections that are 4-lane with raised median and 4-lane with continuous center-turning lane.]

Typical Commuting Conditions in 2023			
Direction	Time	Location	TTI Range
Southbound	2PM-10PM	Mexico/United States Border	1.00 - 1.6
Northbound	10AM-10PM	Mexico/United States Border	1.3 - 2

Table 5.8 Typical Commuting Conditions for Cage (TX-600 SPUR) from US 281 to US/Mexico Border

Step 6: Identify & Assess Congestion Strategies

Creating solutions supported by data analysis

Viable solutions to combat traffic congestion include an array of strategies that can be categorized into 4 main categories. A combination of Demand Management, Traffic Operations, Public Transportation, and Roadway Improvements is the recommended solution to effectively manage congestion. The most appropriate strategy for a corridor depends heavily on the local context. For example, promoting alternative modes like bike lanes or sidewalks near border crossings with high truck traffic delays wouldn't be practical. This is due to two key factors: first, safety concerns for cyclists sharing lanes with large trucks, and secondly the function of the corridor is to swiftly and efficiently move commercial trucks to and from the port of entry to the interstate.

Demand Management

Demand management strategies aim to reduce the amount of single occupancy vehicles using transportation infrastructure during the AM and PM peak hours. This type of strategy primarily relies on policy changes to encourage behavior modifications among commuters, minimizing the need for additional infrastructure construction. Demand management is a relatively low-cost options that alters the commuter behavior instead of changing the built environment which can be costly, labor intensive, and require more materials. It is recognized as a more sustainable transportation solution which addresses the Second Principle of promoting a sustainable network and more specifically, Objective 6, which is to gather qualitative information regarding sustainable transportation (see page 5). By maximizing existing infrastructure, it reduces the need for construction activities and their environmental impact. A limitation is that it is not easily implementable by the RGVMPPO or Local Governments, as options such as telecommuting and flexible work hours are at the employer's discretion. TxDOT's commitment to flexible work schedules serves as a model for other organizations. By reducing the number of vehicles on the road during peak hours, this program demonstrates a proactive approach to congestion management.

- Promoting alternatives
- Congestion pricing
- Flexible Work Hours Programs (TxDOT)
- Telecommuting
- Support/encourage mixed use development
- Development of policies that support TOD
- Carpooling incentives

Traffic Operations

These set of strategies focus on the maintenance and operations within a transportation network. A key focus for the RGVMPo in the coming years is optimizing traffic signal timing. Additionally integrating accessible traveler information systems to keep commuters informed about real-time traffic conditions is a low cost and effective option. Our organization, alongside our planning partners, has been actively involved in the development of a statewide 511 system for Texas, similar to the existing DriveTexas.org website, which will offer real-time traffic alerts and advisories. This would allow drivers to make informed decisions about their journeys, ultimately contributing to a safer and more efficient network.

- Promoting alternatives
- Access management
- Traffic Signal Timing Optimization
- Transit Signal Priority
- Traffic Calming
- Traveler Info. Systems (511)
- HERO Program
- Law Enforcement

Public Transportation

Providing a safe, reliable, and convenient public transportation option is a highly equitable and sustainable solution. A comprehensive RGVMPo Resilience and Sustainability Analysis produced in 2023 indicates that “Investing in service improvements for both transit-dependent and choice riders removes cars from the road and leading to a significant reduction in greenhouse gases, localized air pollution, and congestion.” To encourage ridership and directly address congestion caused by single-occupancy vehicles, the RGVMPo consulted with local transit providers and identified the following strategies:

- Realigned transit service
- Bus Rapid Transit (BRT)
- Vanpooling
- Enhanced transit amenities and safety
- Bike/Ped connectivity with transit
- Bike racks

Roadway Improvements

These set of strategies represent the most capital-intensive solutions to address congestion management. While added capacity projects may be necessary, it is recommended to conder the solutions above before resorting to these types of roadway improvements.

- Center turn lanes
- Intersection improvements
- Overpasses or underpasses
- Closing gaps in the network

Congestion and Delay Study: Traffic Signal Optimization

The majority of the segments found to be congested would improve by optimizing and coordinating the signals along the corridors. In general, much of the study network would see substantially improved operations before requiring larger capital expenditures. Of the roadway segments that were congested, 59% would improve to acceptable levels with optimized and coordinated signal timing. The signals shown are primarily those that are maintained by cities with populations greater than 50,000. This threshold is the point where TxDOT turns over maintenance of on-system signals to the respective city. These signals are coupled with those that were recently optimized and coordinated through a City of McAllen funded effort. Leveraging that recent effort by continuing the coordination across city limit lines would allow the region to benefit from the combined effort.

FHWA provides guidance for appropriate funding for staffing and maintenance of traffic signals. The local funding for those areas has been less than ideal. That has now led to signal systems around the region not operating well and therefore contributing to the delays observed. Traffic signals include computers that have the functionality to move traffic with less delays than those experienced in the Valley.

Signal timing continues to be an area that deserves attention within the region to allow maximum efficiency of the existing system before costly widening to add capacity. Signal timing optimization and coordination facilitate smoother operations, less stops, less delay, improved fuel economy, lower vehicle emissions, and less headaches for drivers. The cost / benefit of signal timing projects far exceeds projects 100 times as expensive and can be accomplished in far less time and much less impact to drivers and property owners to endure roadway construction.

Signal timing improvements are a relatively inexpensive way to make significant improvements on a transportation network. Improved signal timing can decrease delay by appropriately allocating green time among competing phases. This allows more traffic to pass through the signal with less delay. By adjusting cycle lengths and offsets, drivers can travel longer distances along a corridor before having to stop for a red light. This decreases travel time and improves air quality. Both signal timing optimization and traffic signal progression are low-cost improvements to make the best use of existing capacity and optimize allocation of funding. The cost for a signal timing improvement project varies depending on the number of traffic signals, the controller capabilities, vehicle detection condition, the location of the traffic signals and adjacent signals, the number of timing plans required, and implementation and fine-tuning needs. The results will be very evident as has been demonstrated previously with localized projects. A regional perspective would produce consistent travel time runs even when crossing from one city / agency to another.

Also, research has shown that coordinated signal timing will not only reduce delay and gas consumption but will also improve safety by reducing stop and go traffic. This will in turn reduce rear end crashes.

Step 7: Implement Data Driven Strategies & Procedures

Plan for the execution of congestion management strategies

To implement the strategies evaluated in Step 6 effectively, the RGVMPO intends to restructure the current project prioritization process to better address congestion for projects programmed in our short- and long-range plans. This approach will ensure that resources are allocated efficiently, targeting the areas with the most significant impact on traffic flow. By refining the prioritization process for the future programming of funds, we aim to enhance overall transportation efficiency, improve the quality of life for our community, and achieve the three key principles identified in the first step which are to reduce traffic congestion and Increasing travel time reliability, promote a sustainable network, and enhance commercial vehicle connectivity.

The following sections describe three main funding sources managed by the RGVMPO. These funding sources allow the organization to establish scoring criteria which essentially determine project prioritization.

Category 7 – Metropolitan Mobility and Rehabilitation

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) has been actively restructuring its project scoring system for the Category 7 – Metropolitan Mobility and Rehabilitation program to prioritize congestion relief. This continuous restructuring process aims to ensure that congestion is a key component in evaluating and selecting projects for funding. By incorporating congestion metrics, the RGVMPO seeks to identify and support projects that will significantly improve traffic flow, reduce travel time, and enhance overall mobility within the region. This strategic focus is intended to address the growing transportation demands of the Rio Grande Valley, thereby improving the efficiency and safety of the transportation network.

List of Planned Category 7 Projects Currently Programmed to Help Alleviate Congestion:

1. [to be finalized in the second draft]

Category 9 – Transportation Alternatives Set-Aside Program

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) utilizes Category 9 – Transportation Alternatives Set-Aside Program funding to address congestion by promoting alternative transportation options. By investing in projects like trails, sidewalks, and bike paths, the RGVMPO aims to reduce the reliance on vehicular travel, thereby alleviating congestion on roads. These alternative transportation projects not only provide safe and convenient routes for non-motorized travel but also encourage a shift towards more sustainable and healthier transportation modes. This approach is part of the broader strategy to create a more balanced and efficient transportation system in the Rio Grande Valley, enhancing overall mobility and accessibility while mitigating traffic congestion.

List of Planned Category 9 Projects Currently Programmed to Help Alleviate Congestion:

1. Southmost Nature Trails

Category 10 – Carbon Reduction Program

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) leverages Category 10 – Carbon Reduction Program funding to mitigate congestion through projects that also contribute to lowering carbon emissions. By focusing on sustainable transportation solutions such as public transit enhancements, electric vehicle (EV) infrastructure, and intelligent transportation systems (ITS), the RGVMPO aims to create a more efficient and environmentally friendly transportation network. These initiatives not only help reduce greenhouse gas emissions but also improve traffic flow and decrease congestion by promoting alternative modes of transport and optimizing existing infrastructure. This dual approach aligns with broader goals of enhancing air quality and achieving long-term congestion relief in the region.

List of Planned Category 10 Projects Currently Programmed to Help Alleviate Congestion:

1. Truck Parking
2. Bus Curb Cuts
3. Countywide Light Synchronization Projects

DRAFT

Step 8: Monitor Effectiveness of Implemented Strategies

Evaluating the efficacy of congestion management strategies

Evaluating the efficacy of congestion management strategies within the Rio Grande Valley involves a comprehensive analysis of various performance measures across all programmed projects aimed at alleviating congestion. The RGVMPPO utilizes a range of metrics to assess the impact of these projects, including traffic volume reductions, travel time savings, and improvements in vehicle speed and flow. Additionally, metrics such as reduced emissions, increased public transit ridership, and enhanced pedestrian and cyclist safety are considered to provide a holistic view of the strategies' effectiveness. Surveys and feedback from residents provide insight into the user experience and satisfaction with new infrastructure, while data collection and analysis enable the RGVMPPO to monitor progress and make data-driven adjustments to optimize outcomes. By comparing pre- and post-implementation data, the RGVMPPO ensures that the projects are meeting their intended goals of reducing congestion and improving overall transportation efficiency in the region. By rigorously monitoring performance indicators, the RGVMPPO continually refines strategies to effectively alleviate congestion and guide future investments in a sustainable and efficient transportation system for the Rio Grande Valley. To ensure the most recent traffic data is referenced in the congestion management process, an update will be provided in the following 4 to 5 years.

Conclusion

Results & Future Processes

The established Congestion Management Process (CMP) addresses traffic congestion challenges in the region by detailing FHWA's eight steps, highlighting congested areas, strategies, and funding sources utilized to tackle congestion and improve mobility.

The CMP identified bottlenecks, peak hour travel patterns, and infrastructure limitations as key contributors to congestion. The RGVMPPO utilizes various data sources, including TTI, TTRI, and bottleneck analysis, to identify congested areas and measure the effectiveness of implemented strategies. A combination of strategies address congestion, including demand management, traffic operations improvements, public transportation enhancements, and targeted roadway improvements. Our organization will continue to explore the integration of intelligent transportation systems (ITS) and other emerging technologies to optimize traffic flow and improve network efficiency. The RGVMPPO monitors the effectiveness of implemented strategies through metrics like traffic volume reduction, travel time savings, and public transit ridership to ensure projects meet their congestion reduction goals. Most importantly, the RGVMPPO is committed to continuously refining the CMP by incorporating new data sources, technologies, and best practices.

The RGVMPPO recommends leveraging various funding sources, such as Category 7, Category 9, and Category 10 programs, to prioritize congestion relief projects and promote alternative transportation options. We continue to work collaboratively with TxDOT and other planning partners to secure adequate funding for congestion relief projects. By implementing these future processes, the RGVMPPO strives to ensure the continued effectiveness of the CMP and achieve long-term sustainable mobility solutions for the Rio Grande Valley.

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V. Presentation & Reports

B. National Ambient Air Quality Standards Revision

Action

Possible Action

Information

Presenter: Klarissa Gonzalez, RGVMPPO Transportation Planner

Summary: Effective May 6th, 2024, the EPA revised the National Ambient Air Quality Standards (NAAQS) reducing the primary annual standard for the PM2.5 pollutant from 12 micrograms per cubic meter to 9 micrograms per cubic meter. Texas Commission on Environmental Quality (TCEQ) informed our region that Cameron County and Hidalgo County may potentially be affected by this revision. TCEQ awarded the LRGVDC a grant to conduct air quality planning activities focused on monitoring the level of PM2.5 in our area.

Background: National Ambient Air Quality Standards (NAAQS) monitors the following specific pollutants: Ozone, Particulate Matter (PM2.5 and PM10), Carbon Dioxide, Sulfur Dioxide, and Lead. The primary annual standard for fine particulate matter (PM2.5) was revised in 1997, 2012, and now 2024. Planning activities for the TCEQ grant are limited to inventorying emissions for PM2.5, monitoring of pollution levels, air pollution and data analysis; modeling pollution levels; and administration of the program.

Rio Grande Valley Metropolitan Planning Organization

National Ambient Air Quality Standards Revision

Six Pollutants monitored by Clean Air Act:

- 1) Ground-Level Ozone
- 2) Particulate Matter (PM_{2.5})**
- 3) Nitrogen Dioxide
- 4) Sulfur Dioxide
- 5) Carbon Monoxide
- 6) Lead



Code of Federal Regulations

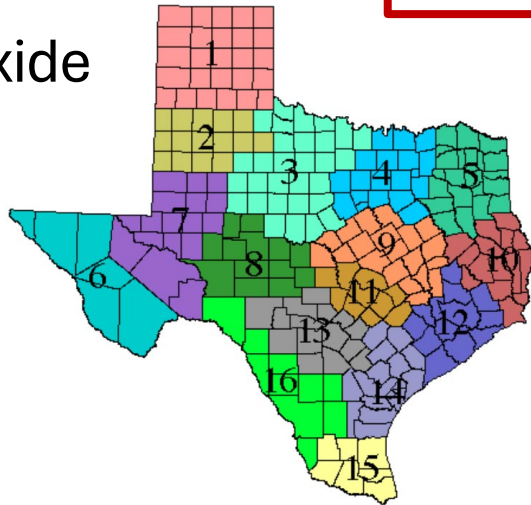
A point in time eCFR system



§ 50.20 National primary ambient air quality standards for PM_{2.5}

(b) The primary annual PM_{2.5} standard is met when the annual arithmetic mean concentration, as determined in accordance with appendix N to this part, is less than or equal to **9.0 µg/m³**.

Source: 40 CFR Part 50.20



Rio Grande Valley Metropolitan Planning Organization

National Ambient Air Quality Standards Revision

History of PM_{2.5} NAAQS Revisions

1997 PM _{2.5} Primary Annual Standard	15 ug/m ³
2012 PM _{2.5} Primary Annual Standard	12 ug/m ³
2024 PM _{2.5} Primary Annual Standard	9 ug/m ³

↪ -3 ug/m³

↪ -3 ug/m³

ug/m³ = micrograms per cubic meter

Historically, the primary annual standard was reduced by 3 micrograms per cubic meter every 12 to 15 years.



Rio Grande Valley Metropolitan Planning Organization

National Ambient Air Quality Standards Revision



May 2024 – The LRGVDC Board accepted an Air Quality Planning Grant from TCEQ.

- Inventorying emissions
- Monitoring of pollution levels
- Air pollution and data analysis
- Modeling pollution levels
- Administration of the program

RFQ for consultants to complete these tasks to be posted soon.

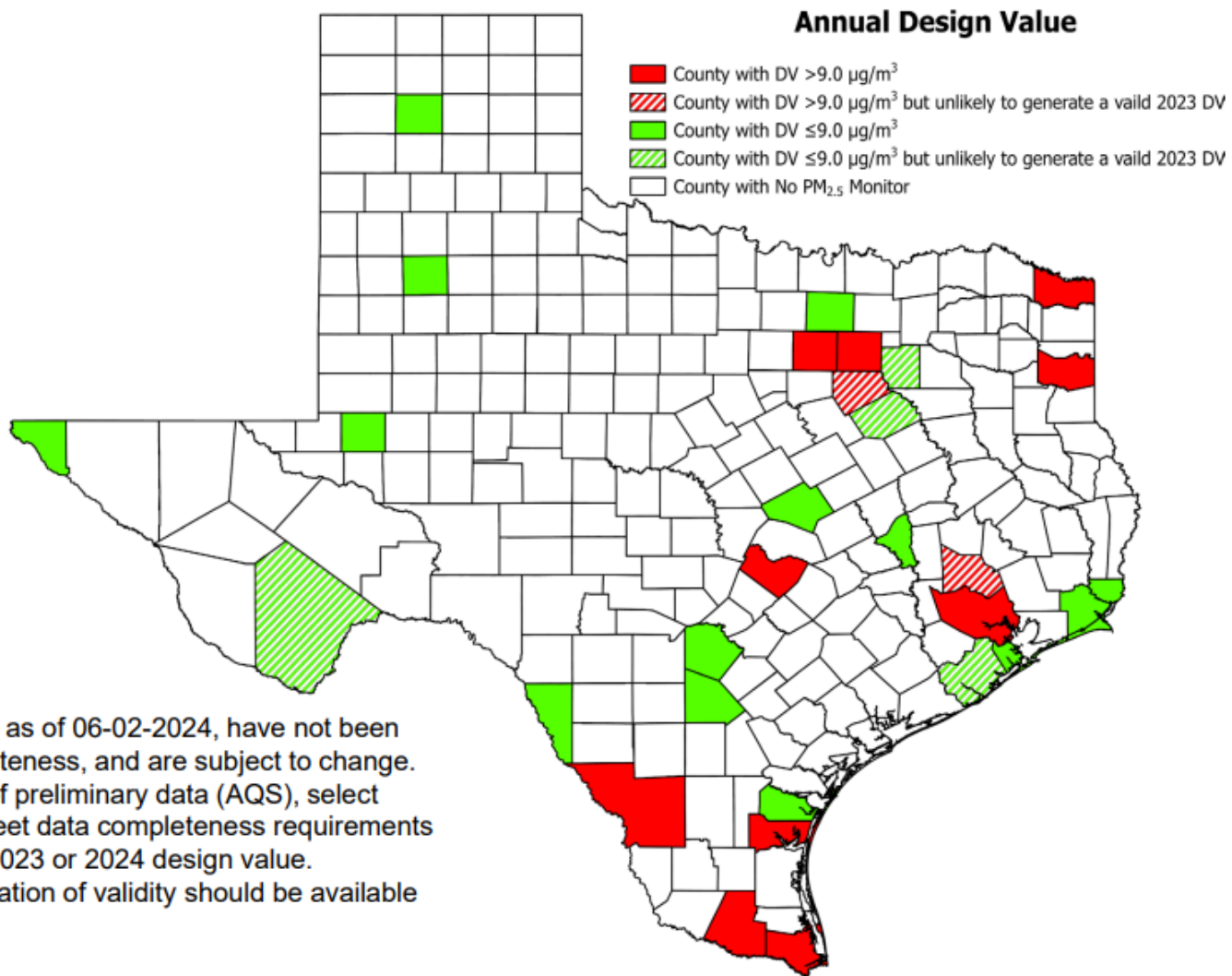


June 25th, 2024 – TCEQ hosted virtual (online) public information meeting to provide information on the potential impacts of the EPA's new primary annual fine PM2.5 NAAQS of 9.0 µg/m³.

The following are slides from the TCEQ meeting



Potentially Affected Counties



Notes:

- Data are preliminary as of 06-02-2024, have not been screened for completeness, and are subject to change.
- Based on a review of preliminary data (AQS), select monitors may not meet data completeness requirements to generate a valid 2023 or 2024 design value.
- The formal determination of validity should be available by June of 2024.

County	Preliminary 2023 Annual DV (µg/m ³)
Harris	12.5
Cameron	11.0
Bowie	10.3
Montgomery	10.0*
Dallas	9.9
Kleberg	9.9
Hidalgo	9.7
Webb	9.7
Tarrant	9.6
Travis	9.6
Harrison	9.5
Ellis	9.2**
Atascosa	9.0
El Paso	9.0
Bexar	8.9
Jefferson	8.8
Navarro	8.7**
Nueces	8.4
Brazoria	8.3**
Galveston	8.3
Orange	8.3
Kaufman	8.1*
Brazos	8.0
Maverick	7.9
Denton	7.7
Bell	7.4
Ector	7.3
Brewster	6.2*
Potter	6.0
Lubbock	5.7

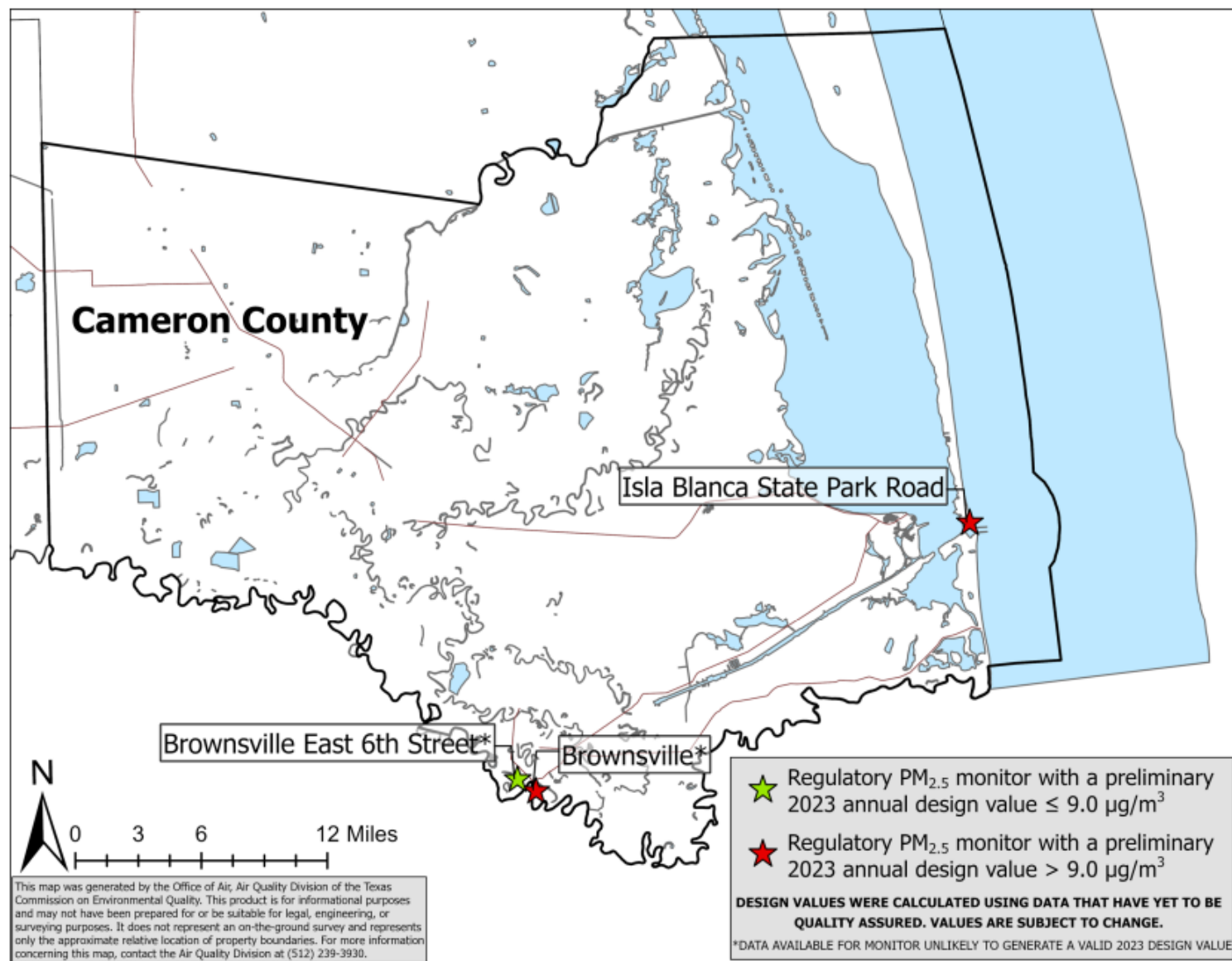
*unlikely to generate a valid 2023 DV but may generate a valid 2024 DV
 **unlikely to generate a valid 2023 or 2024 DV

Cameron County Monitors Map

Cameron County Design Values

Preliminary 2023 Design Value Setting Monitor	Isla Blanca State Park Road
2022 Annual PM_{2.5} Design Value (µg/m³)	9.1
Preliminary 2023 Annual PM_{2.5} Design Value (µg/m³)	11.0

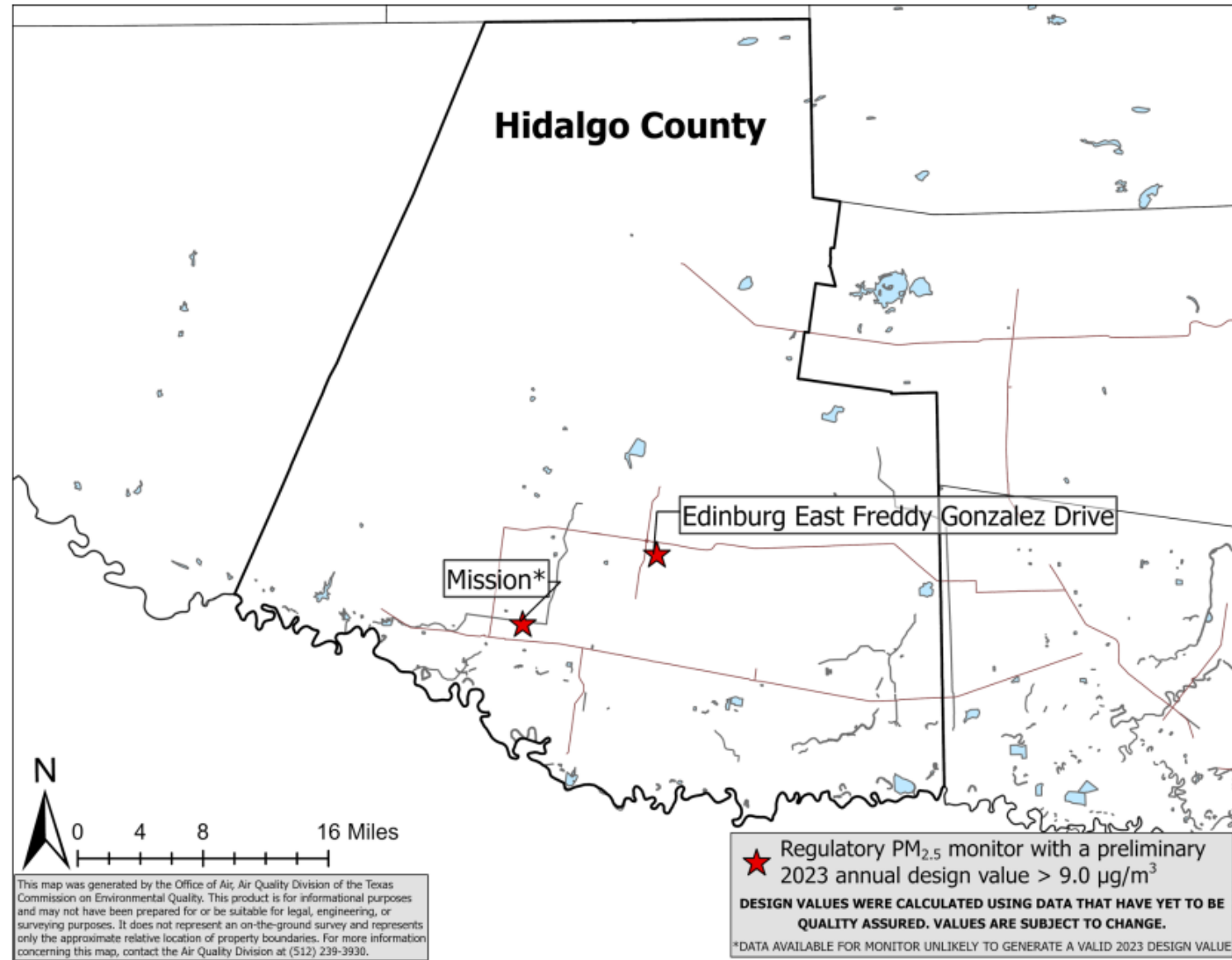
Note: The 2022 annual PM_{2.5} design value setting monitor was Brownsville.



Hidalgo County Monitors Map

Hidalgo County Design Values

Preliminary 2023 Design Value Setting Monitor	Edinburg East Freddy Gonzalez Drive
2022 Annual PM _{2.5} Design Value (µg/m ³)	10.1
Preliminary 2023 Annual PM _{2.5} Design Value (µg/m ³)	9.7



Potential PM_{2.5} NAAQS Implementation Timeline

Date	Event
May 6, 2024	PM _{2.5} NAAQS revision effective
February 7, 2025	State designations due to EPA
October 9, 2025	120-day Letter from EPA to Governor
Early 2026	Final designations effective
February 7, 2027	Infrastructure and Transport SIPs due
September 2027	Nonattainment area SIPs due
December 2032	Attainment date

Next Steps

- Informal public comment period on potential area designations: **July to August 2024.** ←
- Commissioner's Agenda meeting to consider TCEQ's recommendation to Governor Abbott for state designations submittal: **December 2024.**
- State designation submittal due to EPA: **February 7, 2025.**
- To join the SIP/Air Quality update e-mail list go to:
www.tceq.texas.gov/airquality/sip/sipcontact.html

Rio Grande Valley Metropolitan Planning Organization

National Ambient Air Quality Standards Revision

Resources:

- [National Ambient Air Quality Standards](#)
- [TCEQ Sensors Map](#)
- [EPA Green Book](#)
- [EPA Particulate Matter \(PM\) Basics](#)
- [EPA Final Rule Fact Sheet](#)
- [40 CFR Part 50.20](#)
- [TCEQ Public Information Meeting](#)
- [TCEQ Rider 7 PM2.5 Local Air Quality Planning Grant Contract](#)

Useful Links:

- [National Ambient Air Quality Standards](#)
- [NAAQS for PM2.5 EPA Rule Summary](#)
- [TCEQ Texas Air Monitoring Dashboard](#)
- [TCEQ Yearly Summary Reports by Site](#)
- [TCEQ GeoTAM](#)



V. Presentation & Reports

C. Presentation Discussion on Category 7 Utilization & Carryover Efforts

Action Possible Action Information

Presenter: **Eva Garcia, RGVMPPO Transportation Planner III**

Summary: Continuation of the Texas Administrative Code (TAC) Chapter 16 revisions discussion. RGVMPPO Staff will share new estimates and update Members on the Project Readiness Subcommittee discussions on project prioritization and scoring criteria. Efforts have been closely coordinated with TxDOT Pharr District staff.

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 RGVMPPO to increase allocation utilization and decrease carryover to prevent the transfer of Category 7 funds exceeding the 200% fiscal year allocation threshold.

FEDERAL FUNDING PROCESS RECAP
with related documents and potential outcomes at different phases.



Apportionment = BIL & CFR
(Feds commit funds to States)

Per the BIL, FHWA apportions funds to the State.

Allocation = TAC & UTP
(States commit funds to MPOs)

Apportioned funds are **suballocated** to the MPO for programming.

Programming = MTP & TIP
(MPOs commit funds to LGs)

Funding for the MPO-selected/ programmed/LG-awarded projects is available to be obligated for four fiscal years (the year funds were apportioned plus three additional fiscal years).

Unobligated amounts will lapse after the fourth fiscal year, starting with the oldest program funds first. The region will lose that portion of funds.

Risks.

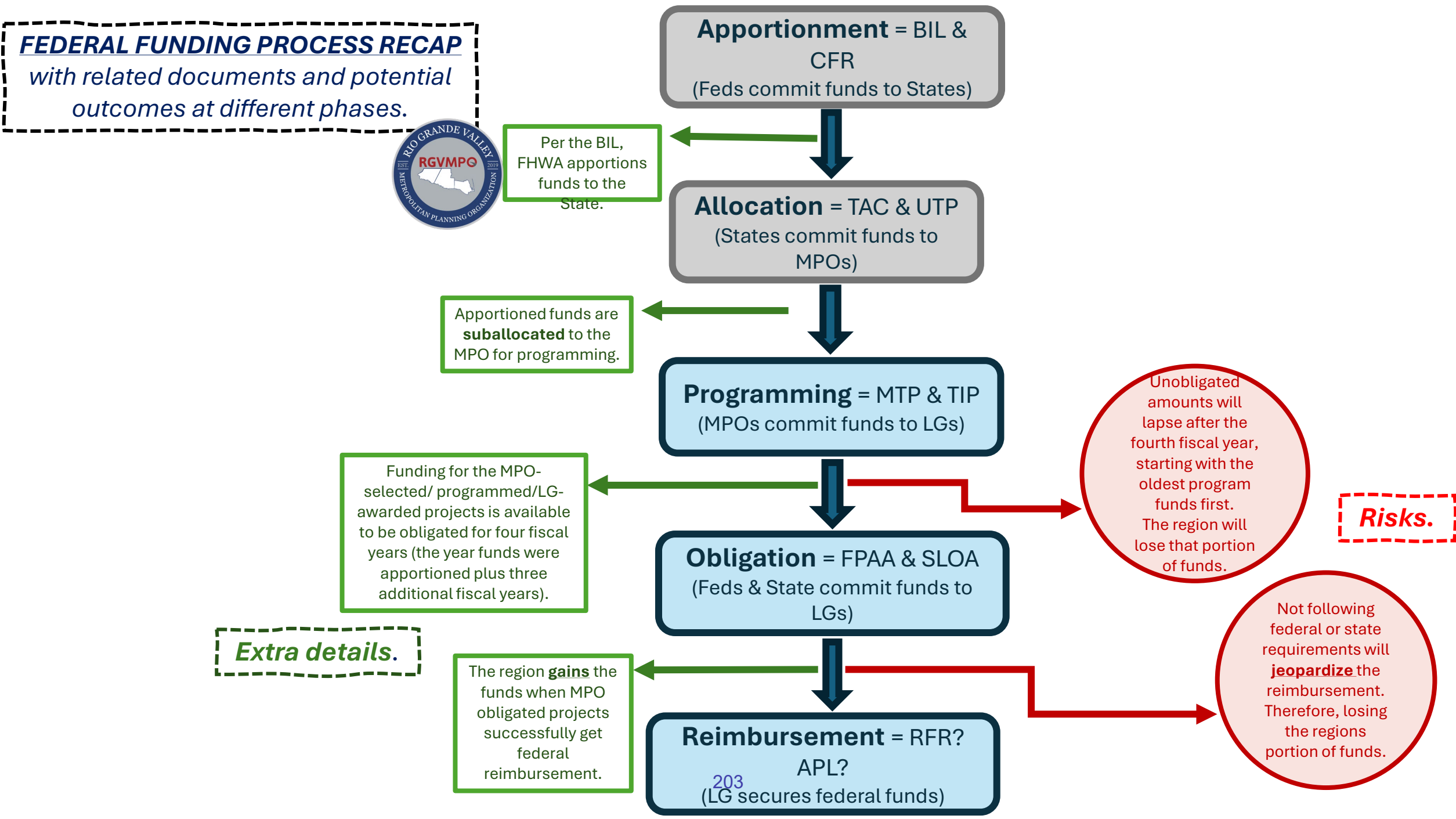
Obligation = FPAA & SLOA
(Feds & State commit funds to LGs)

Extra details.

The region **gains** the funds when MPO obligated projects successfully get federal reimbursement.

Not following federal or state requirements will **jeopardize** the reimbursement. Therefore, losing the regions portion of funds.

Reimbursement = RFR? APL?
²⁰³
(LG secures federal funds)



■ §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*

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!



■ Fall:

- FIN finalize carryover
- FIN/TPP run report of carryover
- Assess programming / planned use for funds
- Provide and discuss report to districts/MPOs

RGVMPO & TxDOT PHR Dist. Staff have had two (2) meetings with TxDOT FIN Division and will be meeting again at the end of July after a coordinated meeting mid-July. We will have a better understanding of the RGV's position in August.

■ 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

Category 7: Implementing Cat 2 Carryover Provisions



Cat 7 (STP MM)

MPO	a FY24 Allocation	FY23 Carryover	FTR adjs	b FY24 Revised Allocation	c Total Used	d = b - c Remaining Allocation
Alamo Area	60.82	133.84	0.00	194.66	115.08	79.58
CAMPO	47.13	136.83	0.00	183.96	152.90	31.06
Corpus Christi	11.07	24.83	0.00	35.90	0.00	35.90
El Paso	26.72	41.38	0.00	68.10	49.30	18.80
HGAC	179.34	420.45	0.00	599.79	93.31	506.48
Killeen-Temple	7.53	14.95	0.00	22.48	8.28	14.20
Laredo	8.15	55.46	0.00	63.61	100.00	(36.39)
Lubbock	8.21	(4.74)	0.00	3.47	7.00	(3.53)
NCTCOG	189.85	55.54	0.00	245.39	150.95	94.44
RGVMPO	32.74	115.00	0.00	147.74	25.14	122.60
Total	571.56	993.54	0.00	1,565.10	701.96	863.14

% Remaining 200%

d/a Remaining Allocation as % of FY24 Allocation	Amount Subject to TAC Rule*
131%	0.00
66%	0.00
324%	13.76
70%	0.00
282%	147.80
189%	0.00
-447%	0.00
-43%	0.00
50%	0.00
374%	57.12
	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 potentially shift Category 2 funds to Category 11 Safety

= \$65.48M

Data as of 1/3/2024

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

III.A. FY2024 Projects

* Only CAT 7 Construction Amounts (incl. CRRSAA/Flex) ** Local Contribution included in Total Project Cost (not 3LC)

Project Sponsor	CSJ #	Project Name	Project Phase	Federal Amount	State Amount	Federal + State/Local Amount
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



Revised FY2024 Scheduled Projects

	Project Sponsor	CSJ #	Project Name	ROW	UTILITY	CONST	CE	PM & Scoring
1	Pharr	0921-02-479	Twin Span Bridge (Pharr Bridge Exp)	\$0	\$0	\$2,000,000	\$0	PM 1 55
2	Pharr	0921-02-363	I Road (Rancho Blanco – Dicker Rd.)	\$0	\$0	\$10,100,000	\$724,926	PM1 53
3	TXDOT/ HC 4	1064-01-043	FM 676	\$0	\$0	\$5,000,000	\$0	PM1 52
4	Pharr	0921-02-499	I Road (Dicker to Military Hwy)	\$0	\$0	\$9,016,000	\$578,500	PM1 52
5	HC PCT 2	0921-02-361	Nolana Loop (S1)	\$0	\$0	\$17,473,719	\$0	PM1 51
6	HC PCT 3	0921-02-194	Liberty Blvd	\$153,945	\$246,055	\$13,951,272	\$1,086,619	PM 1&3 40
FY 2024 Utilization			\$60,331,036	\$153,945	\$246,055	\$57,540,991	\$2,390,045	

FY2024 Utilization & Carryover Estimates

	FY24 Revised Allocation	FY24 Scheduled to Obligate	Allocation Remaining (= FY24 Carryover)	% Est. Obligation to Allocation	Allocation Remaining as % of FY24 Allocation	Amount Subject to TAC Rule
Original Estimate	\$115M (FY23 Carryover) + \$32.74M (FY24 Allocation) = \$147.74M	(\$25.14M)	\$122.59M	17.00%	$\frac{\$122.59 \text{M (FY24 Carryover)}}{\$32.74 \text{M (FY24 Allocation)}} = 374\%$	\$57.12M
April Estimate		(\$50.43M)	\$97.31M	34.13%	$\frac{\$97.31 \text{M (FY24 Carryover)}}{\$32.74 \text{M (FY24 Allocation)}} = 297\%$	\$31.83M
May Estimate		(\$60.33M)	\$87.41M	59.16%	$\frac{\$87.41 \text{M (FY24 Carryover)}}{\$32.74 \text{M (FY24 Allocation)}} = 267\%$	\$21.93M
Measurement of Change		\$35.19M Increase in Utilization	\$35.18M Decrease in Carryover	42.16% Increase in Utilization	107% Decrease in Carryover	\$35.19M Difference

Increase Utilization & Decrease Carryover!

III.B. FY2025 Projects

* 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

FY24

FY27

Revised FY2025 Scheduled Projects

	Project Sponsor	CSJ #	Project Name	ROW	UTILITY	CONST	CE	PM & Scoring
1	HC PCT 1	0921-02-254	Mile 1 East	\$190,000	\$312,000	\$6,000,000	\$878,000	PM1 34
2	HC PCT 3	0921-02-332	Mile 3 N – Phase II	\$371,520	\$378,480	\$5,750,000	\$690,000	PM: N/A 27
3	CCRMA	0684-01-068	SH 550 Gap II	\$0	\$0	\$19,131,503	\$1,631,503	PM: N/A 66
4	Cameron Co.	0921-06-257	South Parallel Corridor III	\$0	\$0	\$6,720,000	\$45,000	PM: N/A 63
5	Mission/McAllen	0921-02-328	Taylor Rd	\$1,646,852	\$365,000	\$12,600,000	\$887,802	PM 1 & 3 42
FY 2025 Utilization			\$57,597,660	\$2,208,372	\$1,055,480	\$50,201,503	\$4,132,305	

FY2025 Utilization & Carryover Estimates

	FY25 Revised Allocation	FY25 Scheduled to Obligate	Allocation Remaining (= FY25 Carryover)	% Est. Obligation to Allocation	Allocation Remaining as % of FY25 Allocation	Amount Subject to TAC Rule
Original Estimate	\$122.59M (FY24 Carryover) + \$33.39M (FY25 Allocation) = \$155.98M	(\$52.59M)	\$103.39M	33.72%	\$103.39 (FY25 Carryover) ÷ \$33.39M (FY25 Allocation) = 309%	\$36.61M
April Estimate	\$97.31M (FY24 Carryover) + \$33.39M (FY25 Allocation) = \$130.7M	(\$50.37M)	\$80.33M	38.54%	\$80.33M (FY25 Carryover) ÷ \$33.39M (FY25 Allocation) = 241%	\$13.55M
May Estimate	\$87.41M (FY24 Carryover) + \$33.39M (FY25 Allocation) = \$120.8M	(\$57.59M)	\$63.21M	52.32%	\$63.21M (FY25 Carryover) ÷ \$33.39M (FY25 Allocation) = 189%	\$0M
Measurement of Change	\$35.18M Difference	\$5M Increase in Utilization	\$40.18M Decrease in Carryover	18.6% Increase in Utilization	220% Decrease in Carryover	

Increase Utilization & Decrease Carryover!

Mar. 2024

Project Sponsor	CSJ #	FY2026 Project Name	Federal + State/Local Amount
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FY24



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	W. Moore Rd	\$6,084,000
Edinburg	0921-02-440	Freddy Gonzalez Dr	\$5,196,846
Mission/HC 3	0921-02-521	Los Ebanos Rd	

FY28



FY25



TxDOT	0921-02-142	IBTC	\$20,000,000
CCRMA	0921-06-291	Morrison Rd	

FY28



Cameron Co.	0921-06-257	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

FY25



Mission/McAllen	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)

FY27



Total Utilization (federal STP MM & Flex + state/local match) :

\$144,459,880

215

Revised FY2026 Scheduled Projects

	Project Sponsor	CSJ #	Project Name	ROW	UTILITIES	CONST	CE
1	HC PCT 1	0921-02-447	Mile 6 W	\$0	\$0	\$22,612,489	\$0
2	Pharr	0921-02-436	W. Moore Rd	\$0	\$0	\$6,084,000	\$0
3	Edinburg	0921-02-440	Freddy Gonzalez Dr	\$560,000	\$0	\$5,196,846	\$0
4	Mission/HC 3	0921-02-521	Los Ebanos Rd	-	-	\$4,000,000	-
5	McAllen/HC 4	0921-02-362	Russell Rd	\$0	\$0	\$4,950,000	\$0
6	Pharr	0921-02-376	Hi Line West Rd	\$100,000	\$0	\$6,031,860	\$0
7	Pharr	0921-02-375	HiLine East Rd	\$0	\$0	\$6,665,273	\$0
8	CCRMA	0921-06-340	West Blvd.	-	-	\$150,000	-
9	Cameron Co.	0921-06-290	Old Alice Rd (BSP to SH100)	\$0	\$0	\$20,330,000	\$0
FY 2026 Utilization			\$72,680,468	\$660,000	\$0	\$72,020,468	\$0

Pending FC

Pending Executed AFA

Pending AFA Amendment

FY2026 Utilization & Carryover Estimates

	FY26 Revised Allocation	FY26 Scheduled to Obligate	Allocation Remaining (= FY26 Carryover)	% Est. Obligation to Allocation	Remaining Allocation as % of FY26 Allocation	Amount Subject to TAC Rule
Original Estimate	\$103.39M (FY25 Carryover) + \$34.06M (FY26 Allocation) = \$137.45M	(\$144.46M)	(\$7.01M)	105.1%	-\$7.01M (FY26 Carryover) ÷ \$34.06M (FY26 Allocation) = -20.58%	\$0M
April Estimate	\$80.33M (FY25 Carryover) + \$34.06M (FY26 Allocation) = \$114.39M	(\$71.19M)	\$43.2M	62.23%	\$43.2M (FY26 Carryover) ÷ \$34.06M (FY26 Allocation) = 127%	\$0M
May Estimate	\$63.21M (FY25 Carryover) + \$34.06M (FY26 Allocation) = \$97.27M	(\$72.68M)	\$24.59M	74.72%	\$24.59M (FY26 Carryover) ÷ \$34.06M (FY26 Allocation) = 72.19%	\$0M
Measurement of Change	\$40.18M Difference	\$71.78M Decrease in Utilization	\$31.6M Increase in Carryover	30.38% Decrease in Utilization		

Increase Utilization & Decrease Carryover!

23 U.S. Code § 134

(h) SCOPE OF PLANNING PROCESS.—

(1) **IN GENERAL.**—The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will—

- (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (B) increase the safety of the transportation system for motorized and nonmotorized users;
- (C) increase the security of the transportation system for motorized and nonmotorized users;
- (D) increase the accessibility and mobility of people and for freight;
- (E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns;
- (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (G) promote efficient system management and operation;
- (H) emphasize the preservation of the existing transportation system;
- (I) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (J) enhance travel and tourism.

(2) PERFORMANCE-BASED APPROACH.—

(A) In general.—

The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decisionmaking to support the national goals described in section 150(b) of this title and the general purposes described in section 5301 of title 49.

(B) Performance targets.—

(i) Surface transportation performance targets.—

(I) In general.—

Each metropolitan planning organization shall establish performance targets that address the performance measures described in section 150(c), where applicable, to use in tracking progress towards attainment of critical outcomes for the region of the metropolitan planning organization.

(II) Coordination.—

Selection of performance targets by a metropolitan planning organization shall be coordinated with the relevant State to ensure consistency, to the maximum extent practicable.

(ii) Public transportation performance targets.—

Selection of performance targets by a metropolitan planning organization shall be coordinated, to the maximum extent practicable, with providers of public transportation to ensure consistency with sections 5326(c) and 5329(d) of title 49.

(C) Timing.—

Each metropolitan planning organization shall establish the performance targets under subparagraph (B) not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.

(D) Integration of other performance-based plans.—

A metropolitan planning organization shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under chapter 53 of title 49 by providers of public transportation, required as part of a performance-based program.

(j) METROPOLITAN TIP.—

(1) DEVELOPMENT.—

(A) In general.—In cooperation with the State and any affected public transportation operator, the metropolitan planning organization designated for a metropolitan area shall develop a TIP for the metropolitan planning area that—

- (i)** contains projects consistent with the current metropolitan transportation plan;
- (ii)** reflects the investment priorities established in the current metropolitan transportation plan; and
- (iii)** once implemented, is designed to make progress toward achieving the performance targets established under subsection (h)(2).

(B) Opportunity for comment.—

In developing the TIP, the metropolitan planning organization, in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with subsection (i)(5).

(C) Funding estimates.—

For the purpose of developing the TIP, the metropolitan planning organization, public transportation agency, and State shall cooperatively develop estimates of funds that are reasonably expected to be available to support program implementation.

(D) Updating and approval.—The TIP shall be—

- (i)** updated at least once every 4 years; and
- (ii)** approved by the metropolitan planning organization and the Governor.

(2) CONTENTS.—

(A) Priority list.—

The TIP shall include a priority list of proposed Federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP.

(B) Financial plan.—The TIP shall include a financial plan that—

- (i)** demonstrates how the TIP can be implemented;
- (ii)** indicates resources from public and private sources that are reasonably expected to be available to carry out the program;
- (iii)** identifies innovative financing techniques to finance projects, programs, and strategies; and
- (iv)** may include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available.

(C) Descriptions.—

Each project in the TIP shall include sufficient descriptive material (such as type of work, termini, length, and other similar factors) to identify the project or phase of the project.

(D) Performance target achievement.—

The transportation improvement program shall include, to the maximum extent practicable, a description of the anticipated effect of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets.

RGVMPO's 2023 Performance Management Framework

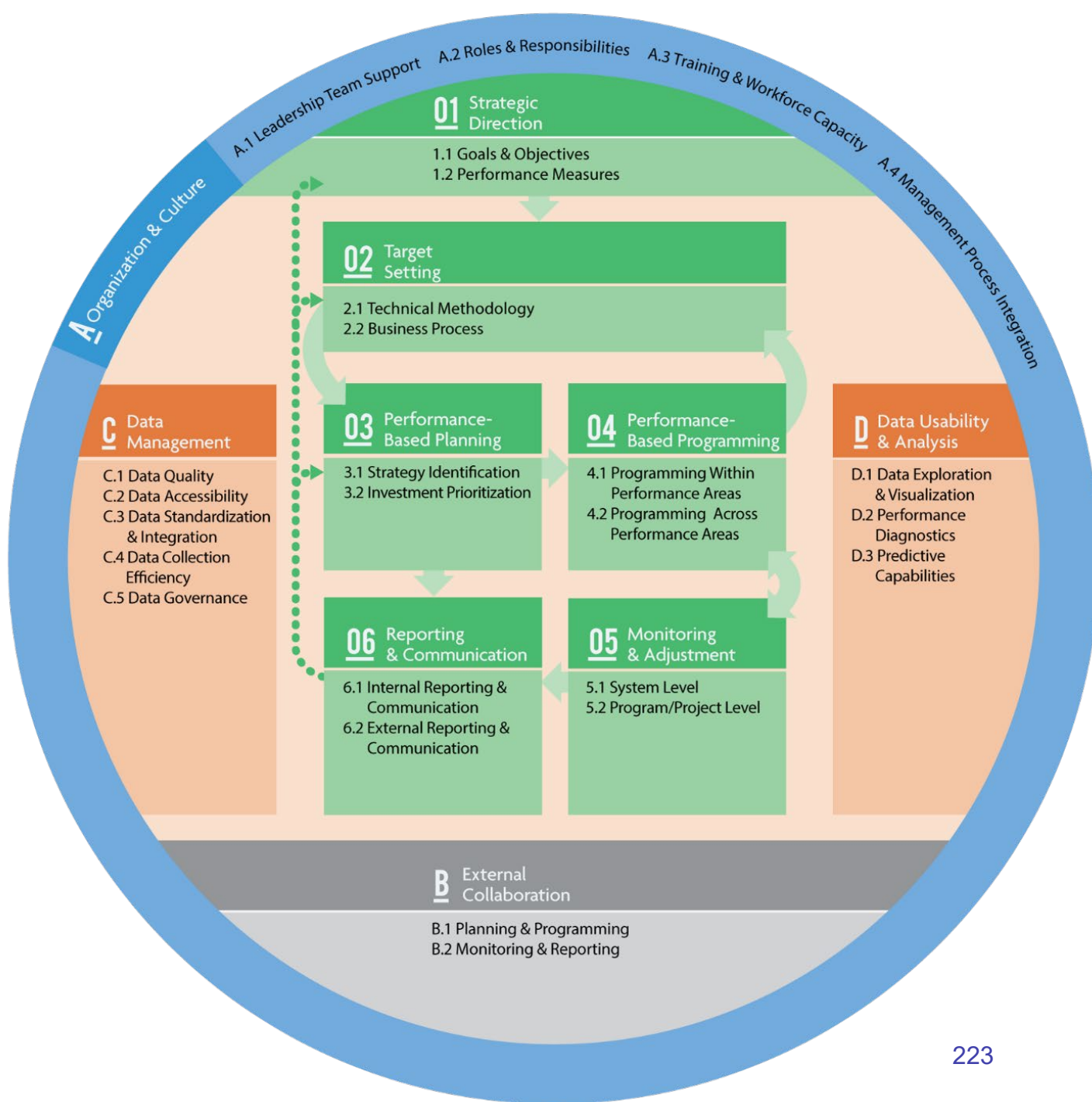
- Performance management is a business strategy designed to use key metrics to inform decision making and gauge the effectiveness of said decisions.
- It is a method for assessing a process or set of processes in order to ascertain if these processes are moving you towards a desired outcome.
- The Performance Management Framework developed for the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) is intended to guide the management of a performance-based planning process to meet federal, state, and local requirements.
- This Framework will also serve to inform how a competitive unified data-driven project scoring process is developed and maintained for capital investment strategies for the Rio Grande Valley Metropolitan Planning Organization (RGVMPO).
- This business strategy also allows for easier accountability and reporting to investors and stakeholders.
- For the business of regional transportation, the primary investors in this case are the Federal government, TxDOT, and local governments.
- These investments are being made in both transportation infrastructure like sidewalks, bike lanes, roads, and bridges, as well as transportation systems, like public transportation and intelligent transportation systems (ITS) architecture.
- Ideally, investments like these impact the community in a positive way by providing the infrastructure and services necessary for mobility.

RGVMPO's 2023 Performance Management Framework

- It is important to understand how these investments can impact regional mobility in different ways.
- For example, someone less familiar with federal requirements or performance measures can still understand how a roadway resurfacing project would improve the state of good repair for the regional transportation system.
- It is both possible to forecast the expected impact of that project on pavement condition and validate the results once a project is completed.
- The balance of trying to both predict expected performance and report on ongoing performance is a critical challenge to and organizing factor at the root of the Transportation Performance Management (TPM) process.
- This document organizes a framework for the RGVMPO to assess, develop, and maintain a TPM process that meets current statutory requirements and allows for adaptation and update in the event of updated requirements.
- By federal mandate, the RGVMPO is required to facilitate a continuous, cooperative, and comprehensive (“3-C”) planning process in order to receive existing and future funding for transportation projects and programs.
- Federal transportation bills Moving Ahead for Progress-21st Century (MAP-21) and Fixing America’s Surface Transportation (FAST Act) establish requirements for Metropolitan Planning Organizations (MPOs) to conduct performance-based planning and focus on achieving performance outcomes.

- The legislation requires the U.S. Department of Transportation, in consultation with states, MPOs, and other stakeholders, to establish performance measures in these areas:
 - Safety
 - Infrastructure condition
 - Congestion reduction
 - System reliability
 - Freight movement and economic vitality
 - Environmental sustainability
 - Reduced project delivery delays
- To monitor the performance of the transportation system, and the effectiveness of programs and projects as they relate to the National Goals, a series of performance measures were established in the areas of safety (PM1), infrastructure condition (PM2), and system performance (PM3). These measures are outlined in and 23 CFR Part [490](#) and 49 USC [625](#).
- The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system performance information to make investment and policy decisions to achieve national performance goals. In short, TPM:
 - Is systematically applied.
 - Provides key information to help decision makers to understand investment outcomes across transportation assets or modes.
 - Improves communication between decision makers, stakeholders, and the public.
 - Ensures targets and measures are developed in cooperative partnerships and based on data and objective information.

Chapter 11: Implementation Recommendations



- Through each MTP update cycle, it is recommended that the overall framework built upon as processes evolve and the TPM program continues to mature. To support this growth, it is recommended that RGVMPO staff complete the [FHWA TPM Capability Maturity Self-Assessment](#) provided by FHWA online.

V. Presentation & Reports

D. Federal Functional Classification Status Update

Action

Possible Action

Information

Presenter: Luis Diaz, RGVMPPO Interim Executive Director

Summary: The RGVMPPO is providing a status update of recent Federal Functional Classification submittals and upcoming submittals.

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.

RGVMPO Functional Classification Submittals

Entitiy	CSJ	Highway Name	Limits		Classification Requested	Date Received by MPO	Date Submitted to TxDOT Pharr District	Date Submitted to FHWA	Anticipated Letting Year	STIP Approval Date
			From	To						
<i>Resolution Approved June 24, 2020</i>										
HCRMA	0921-02-142	*IBTC	365 Tollway and FM 493	IH-2	Principal Arterial	5/1/2023	9/14/2024		*2028	9/27/2022
<i>Resolution Approved June 24, 2020</i>										
CCRMA	0921-06-291	Morrison Road	FM 1847	Dana Road	Major Collector	5/5/2023	9/14/2023	3/27/2024	2026	11/22/2021
<i>Resolution Approved March 30, 2022 & Feburary 28, 2024</i>										
CCRMA	0921-06-315	East Loop	I-69E	SH 4	Minor Arterial	5/2/2022	5/3/2022		2025	11/22/2021
RGVMPO	NA	East Loop Surrounding Area	Various (within resolution)		Various	NA	4/15/2024			
<i>Resolution Approved March 30, 2022</i>										
Hidalgo County	0921-02-362	Russell Road	FM 2220 (Ware Road)	Rooth Road	Urban Minor Collector	2/11/2022	4/15/2022	6/7/2023	2024	11/22/2021
<i>Resolution Approved August 31, 2022</i>										
Rio Grande City	0921-26-113	Internantional Drive	US Hwy 83	Bridge Road	Minor Collector	7/12/2022	10/20/2022	5/10/2023	2024	9/27/2022
<i>Resolution Approved May 31, 2023</i>										
City of Mission	0921-02-521	Los Ebanos	Mile 1 South Road	Military Parkway	Major Collector	4/6/2023	2/14/2024	5/16/2024	2026	12/20/2022
<i>Resolution Approved Feburary 28, 2024</i>										
RGVMPO	NA	Russell Road	Rooth Road	Sugar Road	Urban Minor Collector	7/25/2023	5/30/2024		NA	NA
<i>Resolution Approved April 24, 2024</i>										
TxDOT	3632-01-001	State Loop 195 Phase I	FM 3167	FM 755	Rural Principle Arterial	4/2/2024	5/30/2024		2025	
<i>Resolution Approved April 24, 2024</i>										
TxDOT	3632-01-002	State Loop 195 Phase II	FM 649	FM 3167	Rural Principle Arterial	4/2/2024	6/21/2024			

RGVMPO Functional Classification Submittals Pending STIP Revision

<i>Resolution Pending</i>										
Pct. 1	0921-02-538	Nolana (Segment 4A)	Mile 6 W	FM 88	Major Collector	11/10/2023	Pending		2032	NA
Pct. 1	0921-02-537	Nolana (Segment 4B)	Victoria Rd.	Mile 6 W	Major Collector	11/10/2023	Pending		2032	NA

Pending TAC/TPB Approval
Being reviewed by RGVMPO
Being reviewed by TxDOT/TPP
Pending FHWA Review
Approved by FHWA
Pending STIP Approval

**IBTC FC request delayed according to TPP guidance until '25-'28 STIP approval*

V. Presentation & Reports

E. RGVMPPO Executive Director's Report and Updates

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

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

Summary: Budget Update

RIO GRANDE VALLEY MPO FY 2024-2025 UPWP

TASK NAME	UPWP		FY 2024	Adjusted	FY 2024 ADJUSTED	October	November 2023	December 2023	January	February	March	April	May	June	July	August	September	FY 2024	FY 2024
	TASK	UPWP Budget	Budget	Amount	BUDGET	2023	2023	2023	2024	2024	2024	2024	2024	2024	2024	2024	2024	TOTAL	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	\$41,287.61	\$40,825.48	\$65,565.11						\$345,766.62	\$349,079.38
Public Participation Plan	1.2	\$50,355.20	\$25,177.60		\$25,177.60	\$418.97	\$211.36	\$1,407.60	\$568.57	\$0.10	\$116.14	\$881.80						\$3,604.54	\$21,573.06
Title VI Civil Rights/Environmental Justice/TAC and TPB Workshops	1.3	\$18,898.00	\$9,449.00		\$9,449.00	\$0.00	\$634.12	\$422.75	\$0.00	\$0.06	\$0.00	\$223.02						\$1,279.95	\$8,169.05
Equipment/Office Space & Computer Hard Staff Development	1.4	\$23,779.60	\$11,889.80		\$11,889.80	\$0.00	\$0.00	\$0.00	\$111.36	\$0.00	\$481.34	\$0.00						\$592.70	\$11,297.10
General GIS Activities	1.5	\$117,000.00	\$58,500.00		\$58,500.00	\$3,198.63	\$1,041.89	\$1,114.20	\$1,500.00	\$7,579.20	\$8,363.98	\$1,603.18						\$24,401.08	\$34,098.92
Performance Measures and Targets	1.6	\$232,286.00	\$116,143.00		\$116,143.00	\$2,085.00	\$5,463.97	\$5,002.64	\$4,652.41	\$2,250.92	\$3,850.37	\$6,240.65						\$29,545.96	\$86,597.04
Model Work	2.1	\$132,286.00	\$66,143.00		\$66,143.00	\$4,259.09	\$8,697.90	\$7,460.83	\$5,444.07	\$5,801.16	\$5,361.82	\$8,123.38						\$45,148.25	\$20,994.75
Land Use Map	2.2	\$75,592.00	\$37,796.00		\$37,796.00	\$0.00	\$420.83	\$1,440.02	\$4,877.91	\$1,085.42	\$974.55	\$557.59						\$9,356.32	\$28,439.68
Service Coordination	2.3	\$94,490.00	\$47,245.00		\$47,245.00	\$0.00	\$720.13	\$1,080.18	\$0.00	\$0.10	\$0.00	\$0.00						\$1,800.41	\$45,444.59
Planning Assistance	2.4	\$151,184.00	\$75,592.00		\$75,592.00	\$0.00	\$480.09	\$0.00	\$241.20	\$0.03	\$0.00	\$0.00						\$721.32	\$74,870.68
Complete Streets Planning	3.1	\$38,796.00	\$19,398.00		\$19,398.00	\$0.00	\$845.51	\$899.18	\$212.38	\$563.36	\$223.02	\$424.43						\$3,167.88	\$16,230.12
Resiliency Planning	3.2	\$193,388.00	\$136,694.00		\$136,694.00	\$11,138.33	\$14,109.87	\$23,583.46	\$3,504.44	\$6,455.92	\$11,069.57	\$12,373.63						\$82,235.22	\$54,458.78
Performance-Base Planning	3.3	\$249,453.60	\$124,726.80		\$124,726.80	\$1,936.44	\$7,228.56	\$11,724.53	\$5,269.47	\$6,553.34	\$7,250.16	\$5,878.07						\$45,840.57	\$78,886.23
Feasibility Rail Study	3.4	\$100,000.00	\$100,000.00		\$100,000.00	\$0.00	\$0.00	\$27,474.53	\$0.00	\$2,846.13	\$48,728.88	\$0.00						\$79,049.54	\$20,950.46
Project Selection Criteria	3.5	\$80,000.00	\$80,000.00		\$80,000.00	\$0.00	\$0.00	\$40,065.91	\$0.00	\$0.00	\$59,479.40	\$0.00						\$99,545.31	\$19,545.31
Truck Route & Freight Planning	4.1	\$300,000.00	\$200,000.00		\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00						\$0.00	\$200,000.00
County Thoroughfare & Functional Classification	4.2	\$37,866.00	\$18,933.00		\$18,933.00	\$0.00	\$422.74	\$965.49	\$521.39	\$892.14	\$557.54	\$2,236.33						\$5,595.63	\$13,337.37
Metropolitan Transportation Plan	4.3	\$37,866.00	\$18,933.00		\$18,933.00	\$0.00	\$2,921.51	\$339.25	\$0.00	\$0.11	\$1,338.07	\$222.99						\$4,821.93	\$14,111.07
Incident Management & Safety Study	4.4	\$37,866.00	\$18,933.00		\$18,933.00	\$0.00	\$1,747.94	\$6,040.86	\$528.62	\$559.57	\$3,409.34	\$1,661.84						\$13,948.17	\$4,984.83
Congestion Data Collection	4.4	\$483,286.00	\$316,643.00		\$316,643.00	\$6,315.11	\$3,501.20	\$3,836.18	\$5,068.24	\$4,662.12	\$8,895.46	\$30,220.75						\$62,499.06	\$254,143.94
Traffic Counts / Bike Ped Counts	5.1	\$37,866.00	\$18,933.00		\$18,933.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00						\$0.00	\$18,933.00
Corridor Study	5.2	\$56,694.00	\$28,347.00		\$28,347.00	\$0.00	\$0.00	\$59,086.00	\$1,280.18	\$2,437.52	\$913.64	\$1,726.40						\$65,443.74	\$37,096.74
Totals		\$4,199,042.40	\$2,410,771.20		\$2,460,771.20	\$65,979.23	\$92,083.98	\$312,207.38	\$75,966.47	\$82,974.82	\$203,716.67	\$140,673.08	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$973,601.63	\$1,487,169.57

TASK NAME	UPWP		FY 2025	Adjusted	FY 2025 ADJUSTED	October	November 2024	December 2024	January	February	March	April	May	June	July	August	September	FY 2025	FY 2025
	TASK	UPWP Budget	Budget	Amount	BUDGET	2024	2024	2024	2025	2025	2025	2025	2025	2025	2025	2025	2025	TOTAL	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/TAC and TPB Workshops	1.3	\$18,898.00	\$9,449.00		\$9,449.00													\$0.00	\$9,449.00
Equipment/Office Space & Computer Hard Staff Development	1.4	\$23,779.60	\$11,889.80		\$11,889.80													\$0.00	\$11,889.80
General GIS Activities	1.5	\$117,000.00	\$58,500.00		\$58,500.00													\$0.00	\$58,500.00
Performance Measures and Targets	1.6	\$232,286.00	\$116,143.00		\$116,143.00													\$0.00	\$116,143.00
Model Work	2.1	\$132,286.00	\$66,143.00		\$66,143.00													\$0.00	\$66,143.00
Land Use Map	2.2	\$75,592.00	\$37,796.00		\$37,796.00													\$0.00	\$37,796.00
Service Coordination	2.3	\$94,490.00	\$47,245.00		\$47,245.00													\$0.00	\$47,245.00
Planning Assistance	2.4	\$151,184.00	\$75,592.00		\$75,592.00													\$0.00	\$75,592.00
Complete Streets Planning	3.1	\$38,796.00	\$19,398.00		\$19,398.00													\$0.00	\$19,398.00
Resiliency Planning	3.2	\$193,388.00	\$136,694.00		\$136,694.00													\$0.00	\$136,694.00
Performance-Base Planning	3.3	\$249,453.60	\$124,726.80		\$124,726.80													\$0.00	\$124,726.80
Feasibility Rail Study	3.4	\$100,000.00	\$100,000.00		\$100,000.00													\$0.00	\$0.00
Project Selection Criteria	3.5	\$80,000.00	\$80,000.00		\$80,000.00													\$0.00	\$0.00
Truck Route & Freight Planning	4.1	\$37,866.00	\$18,933.00		\$18,933.00													\$0.00	\$18,933.00
County Thoroughfare & Functional Classification	4.2	\$37,866.00	\$18,933.00		\$18,933.00													\$0.00	\$18,933.00
Metropolitan Transportation Plan	4.3	\$37,866.00	\$18,933.00		\$18,933.00													\$0.00	\$18,933.00
Incident Management & Safety Study	4.4	\$483,286.00	\$316,643.00		\$316,643.00													\$0.00	\$316,643.00
Congestion Data Collection	5.1	\$37,866.00	\$18,933.00		\$18,933.00													\$0.00	\$18,933.00
Traffic Counts / Bike Ped Counts	5.2	\$56,694.00	\$28,347.00		\$28,347.00													\$0.00	\$28,347.00
Corridor Study	5.3	\$22,898.00	\$11,449.00		\$11,449.00													\$0.00	\$11,449.00
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	FY 2025	Task	Adjusted UPWP	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1		\$916,005.40	\$375,644.89	41.01%	\$534,336	\$158,692	1		\$916,005.40	\$0.00	0.00%	\$0	\$0
2		\$226,776.00	\$57,026.30	25.15%	\$132,286	\$75,260	2		\$226,776.00	\$0.00	0.00%	\$0	\$0
3		\$660,818.80	\$309,838.52	46.89%	\$385,478	\$75,639	3		\$300,818.80	\$0.00	0.00%	\$0	\$0
4		\$373,442.00	\$86,864.79	23.26%	\$217,841	\$130,976	4		\$223,442.00	\$0.00	0.00%	\$0	\$0
5		\$283,729.00	\$114,681.17	40.42%	\$165,509	\$50,827	5		\$121,229.00	\$0.00	0.00%	\$0	\$0
Totals		\$2,460,771.20	\$944,055.67	38.36% 58.33%	\$1,435,449.87	\$491,394.20	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	\$375,644.89	20.50%	\$534,336	\$158,692
2		\$453,552.00	\$57,026.30	12.57%	\$132,286	\$75,260
3		\$961,637.60	\$309,838.52	32.22%	\$280,478	(\$29,361)
4		\$596,884.00	\$86,864.79	14.55%	\$174,091	\$87,226
5		\$404,958.00	\$114,681.17	28.32%	\$118,113	\$3,432
Totals		\$4,249,042.40	\$944,055.67	22.22% 29.17%	\$1,239,304.03	\$295,248.36

V. Presentation & Reports

F. TxDOT Project Status Report

Action

Possible Action

Information

Presenter: TxDOT Pharr Area Office Staff

July 11, 2024

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

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 <i>0921-02-423</i>	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 / \$11,888,058.76	CAT 3 & 10 (CRP)
Rio Hondo City Limits <i>0921-06-348</i>	CAM	Rio Hondo (Various Locations)	Construct Sidewalks	\$2,423,195 / \$2,002,875	CAT 3 & 9
LL – Nolana Loop <i>0921-02-361</i>	HID	FM 1426 to FM 907	Widen to 4 Lane	\$16,727,101 / \$20,294,858.50	CAT 3 & 7
LL-Liberty Blvd <i>0921-02-194</i>	HID	Mile 3 to US 83	Construct Liberty Blvd in Peñitas, 4 Lane with Left Turn Lane	\$12,891,102 / \$11,899,308.79	CAT 7, CRRSAA & 12
Various <i>0921-06-326</i>	CAM	Interior Rds. At Olmito Townsite to FM 1732	Construct 5' Wide Concrete Sidewalks	\$389,189 / \$0.00	CAT 3 & 9
Various <i>0921-06-327</i>	CAM	Interior Rds @ Las Palmas Mobile Estates to FM 802	Construct 5' Wide Concrete Sidewalks	\$279,770 / \$0.00	CAT 3 & 9
CS <i>0921-02-432</i>	HID	City of Pharr & City of Alamo	PSJA TriCity Pedestrian Infrastructure	\$1,296,136 / \$0.00	CAT 3 & 9

PROJECTS TO BE LET IN June 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
US 83 <i>0038-06-047</i>	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 / \$32,096,791.07	CAT 2, 4, 11ES & 11S
Various <i>0921-02-433, etc.</i>	HID	@ Pharr Int'l Bridge	Pharr Bridge Agricultural Lab (DAP 16' projects)	\$42,070,609 / \$44,490,661.68	CAT 3 & 11(Rider 11B)

NO PROJECTS TO BE LET IN July 2024 within RGV MPO Area

July 11, 2024

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 from 2 Lane to 4 Lane	\$21,492,841 / \$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)	\$5,197,284 / \$0.00	CAT 10 (BI) & 11 (Rider 11B)

NO PROJECTS TO BE LET IN September, October, November & December 2024 within RGVMPPO 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	\$18,044,879 / \$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)

July 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	\$1,546,634 / \$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	Palm Blvd to IH-69E South Bound Rd West of Old Alice Rd.	Purchase/Installation of Amenities @ Former Rail line	\$1,327,414 / \$0.00	CAT 3 & 9
LL – Freddy Gonzalez Hike & Bike Trail 0921-02-497	HID	Freddy Gonzalez 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	\$786,928 / \$0.00	CAT 3 & 9

NO PROJECTS TO BE LET IN June 2025 within RGVMPPO Area

PROJECTS TO BE LET IN July 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
FM 1925 1803-01-092	HID	10 th St to McColl Rd	Widen from 2 Lane to 4 Lane With Raised Median	\$11,539,832 / \$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 4/17/2024)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6				Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS	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							
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 Trospen Rd. to 0.1 Miles East of Trospen 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/Trospen Rd. to 0.1 Miles East of Holland/Trospen 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 4/17/2024)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6				Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS	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							
	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 4/17/2024)

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 Plac	\$ -	\$ 5,666,605	\$ 5,666,605	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,666,605	
						\$ -	\$ 9,634,800	\$ 9,634,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,634,800	
May-25	HID	IH-69C	0255-07-152	Overlay	Business 281 to FM 2812	\$ -	\$ 4,944,035	\$ 4,944,035	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,944,035	
	CAM	FM 1421	0331-03-023	Striping	SH 100 to FM 1732	\$ -	\$ 1,040,000	\$ 1,040,000									\$ 1,040,000	
						\$ -	\$ 4,944,035	\$ 4,944,035	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,984,035	
Jun-25	HID	FM 491	0861-01-075	Construct Paved Shoulders	West Uncle Peters Rd. to First St.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,175,000	\$ -	\$ 5,175,000	
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,175,000	\$ -	\$ 5,175,000	
Jul-25	HID	FM 1423	1427-02-008	Additional Paved Surface Width, Milled Edgeline & Centerline Markings	BUS 83 to CR 3677/End of State Maintenance	\$ -	\$ -	\$ -	\$ -	\$ 2,497,997	\$ -	\$ 2,497,997	\$ -	\$ -	\$ -	\$ -	\$ 2,497,997	
						\$ -	\$ -	\$ -	\$ -	\$ 2,497,997	\$ -	\$ 2,497,997	\$ -	\$ -	\$ -	\$ -	\$ 2,497,997	
						\$ 64,047,698	\$ 22,321,234	\$ 86,368,932	\$ 2,373,059	\$ 12,279,604	\$ -	\$ 15,276,226	\$ 17,000,000	\$ 17,000,000	\$ -	\$ 8,535,000	\$ 20,560,000	\$ 148,780,158

V. Presentation & Reports

G. Cameron County RMA Project Status Report

Action

Possible Action

Information

Presenter: Eric Davila, CCRMA Chief Development Engineer

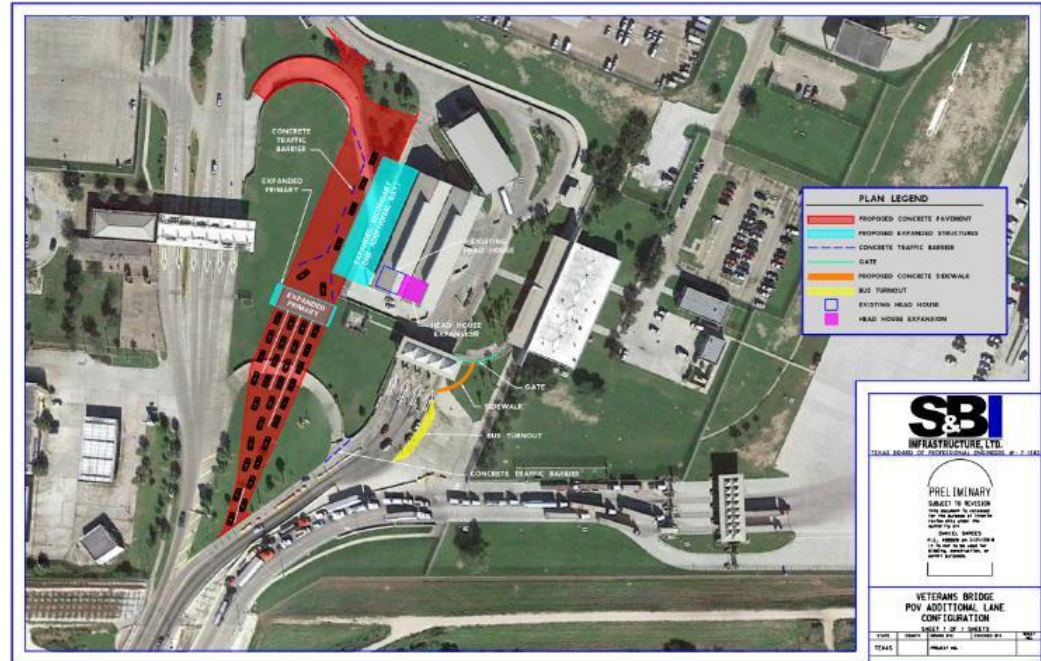
Cameron County Regional Mobility Authority Technical Advisory Committee - Quarterly Report June 13, 2024



VETERANS POV EXPANSION

CSJ: 0921-06-313

The Veterans International Bridge at the Los Tomates Donation Acceptance Program Project, which is currently under construction, through a formal partnership between U.S. Customs and Border Protection (CBP), the General Services Administration (GSA), Cameron County and the Cameron County Regional Mobility Authority (CCRMA). Once completed with the construction of four new lanes and new infrastructure, this project will decrease wait times at the Veterans Bridge for passenger vehicles. The project required the CCRMA to manage environmental clearance, design, procurement, and construction management.



VETERANS POV EXPANSION

CSJ: 0921-06-313

Environmental



Preliminary Engineering



ROW & Utilities



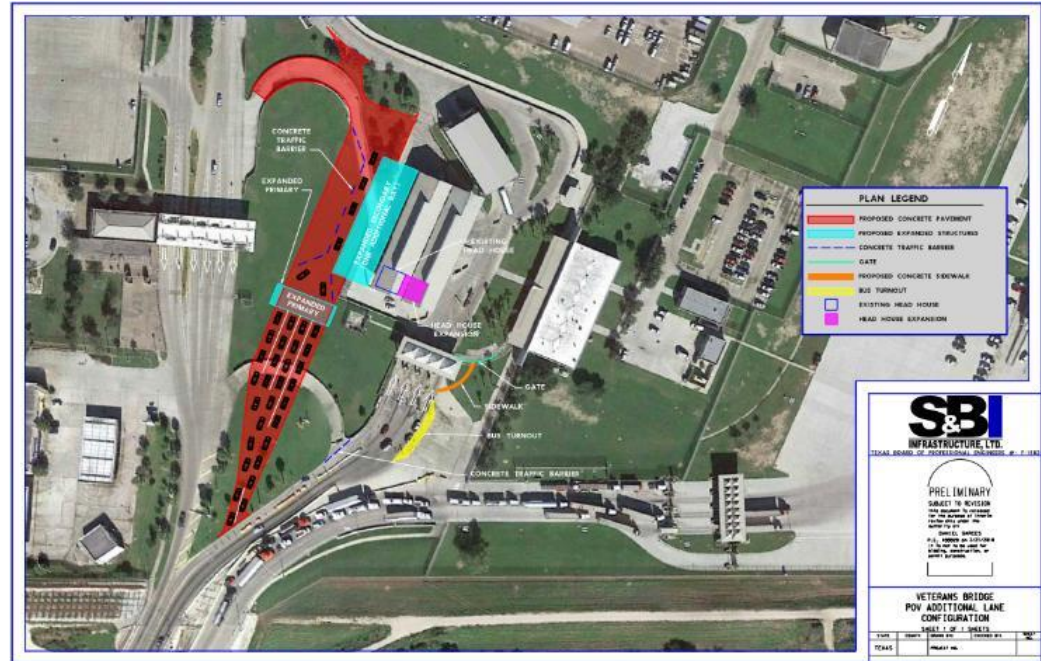
Design



Funding



Under Construction



Recent Activity (thru 04/30/24):

Contract Amount: \$14,824,093.86

Change Order Amount: \$2,391,069.89

Adjusted Contract Amount: \$17,215,163.75

Contract Time: 436 Days

Amount Invoiced (through 12/31/23): \$16,797,451.18

Percent Amount Invoiced: 98%

Time Used (through 04/30/24): 398 Days

Percent Time Used: 91%



SH 550 GAP 2 PROJECT

CSJ: 0684-01-068

The SH 550 Gap 2 is the final Gap Project in the completion of the SH 550/I 169 from I 69E to the Port of Brownsville. The project has completed the environmental, right-of-way and utility relocation phase, and is in the process of finalizing design plans to the most current interstate standards. When completed Interstate 169 will connect the Port of Brownsville to I 69E. This is a significant infrastructure improvement project for Cameron County, the City of Brownsville and the Port of Brownsville.



SH 550 GAP 2 PROJECT

CSJ: 0684-01-068

Environmental



Preliminary Engineering



ROW & Utilities



Design 95% PS&E Completed

Funding



Shovel Ready

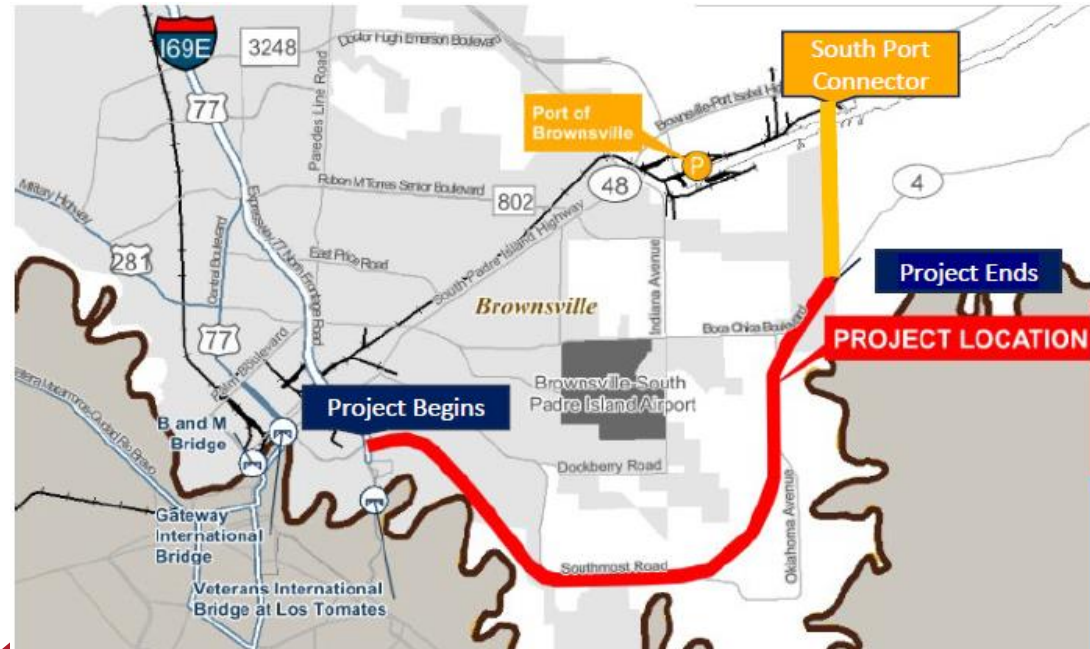


Recent Activity:
 Included in Border Master Plan- High Impact Project
 ROW in Place / Utilities Adjusted
 Environmental Re Evaluation Underway
 PS&E-95% complete – RR Exhibit Approved
 Funding: \$27.4 Million in CAT 7 + \$1 Million in Cat 10 (TBD)
 = \$28.4 Million Available for Construction
 Construction Cost Estimate(w/ CEI) : \$31.4 Million
 Funding Gap: \$3 Million
 Projected Letting FY25

EAST LOOP- INTERNATIONAL TRADE CORRIDOR

CSJ: 0921-06-315

The East Loop Project, which serves the international bridge system in Brownsville as well as the Port of Brownsville, which exports, and imports over 6.3 million metric tons of steel, petroleum, machinery ores and other international trade exports to our Mexico partners. The project, is an international bridge trade corridor which has been on the county's priority list for decades, is important because it will get overweight commercial trucks out of the densely populated portion of Brownsville from the Veterans bridge to the Port of Brownsville. The East Loop Project will create the East Loop Overweight Corridor for trucks traveling from Mexico and the Veterans International Bridge at Los Tomates to the Port of Brownsville and will reduce congestion on I-69E and State Highway 48.



EAST LOOP- INTERNATIONAL TRADE CORRIDOR

CSJ: 0921-06-315

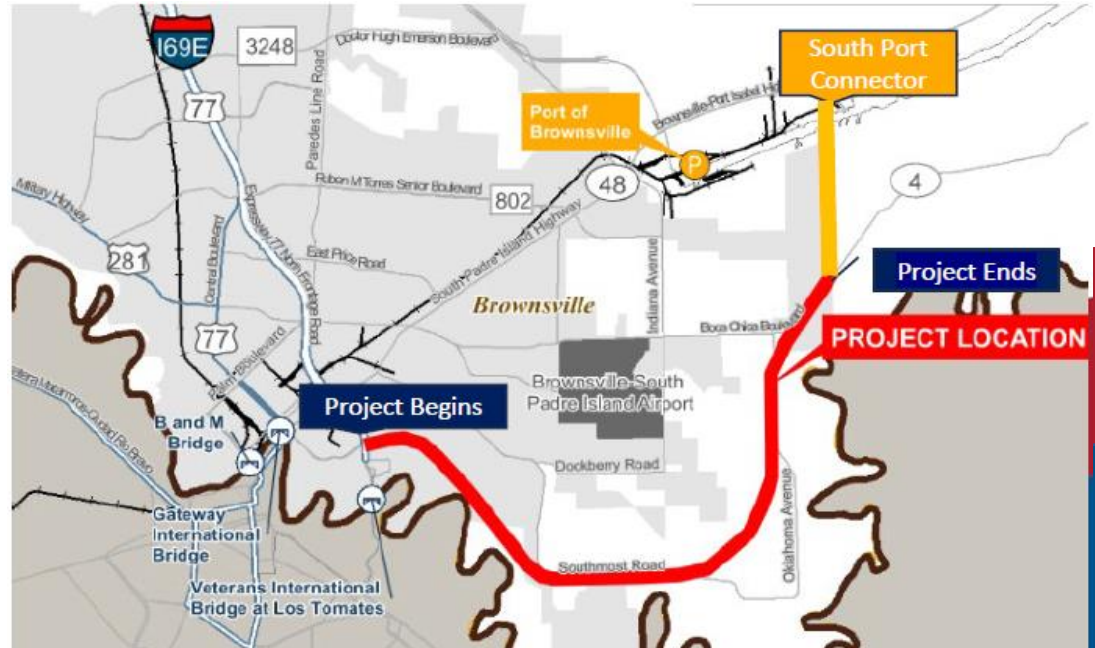
Environmental 92% complete

Preliminary Engineering ✓

ROW & Utilities In Process

Design 95%

Funding Partially Funded



Recent Activity:

Included in Border Master Plan- High Impact Project

Environmental Documents are 92% complete.

95% PS&E scheduled for July 2024

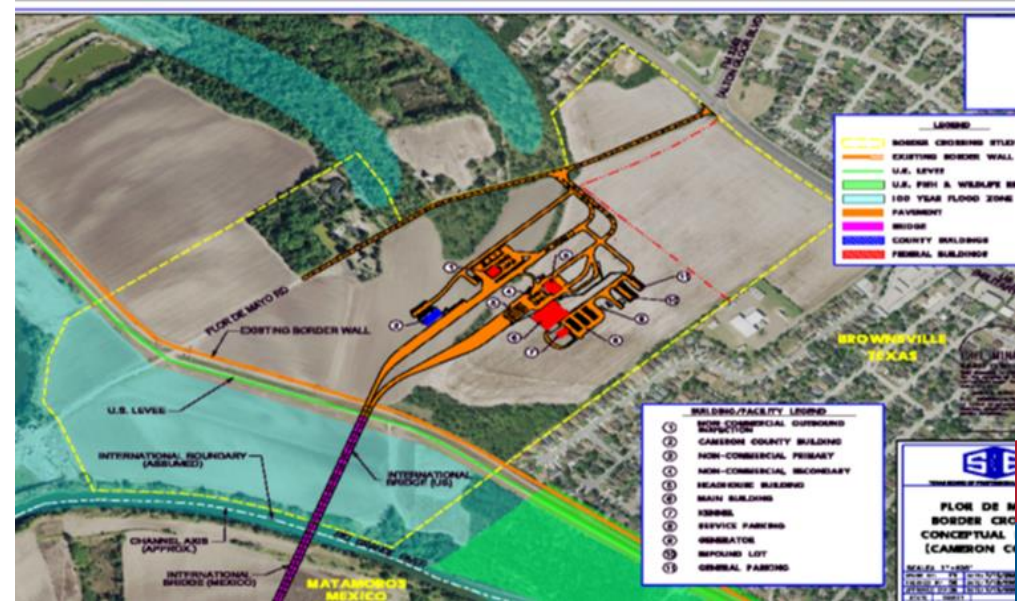
Funding: \$27 Million available

Construction Cost Estimate: \$216,342,505

Funding Gap: \$185,000,000

Flor de Mayo Bridge

The proposed project in west Brownville will be a passenger vehicle only (POE) and pedestrian bridge located 8 River Miles upstream from the existing privately owned Brownsville and Matamoros International Bridge and 35.6 river miles downstream from the County owned Free Trade Bridge at Los Indios. The proposed border station will be located within the 173 acres of land presently owned by Cameron County. The County plans to coordinate the construction of the international bridge and facilities through the Cameron County Regional Mobility Authority.



Flor de Mayo Bridge

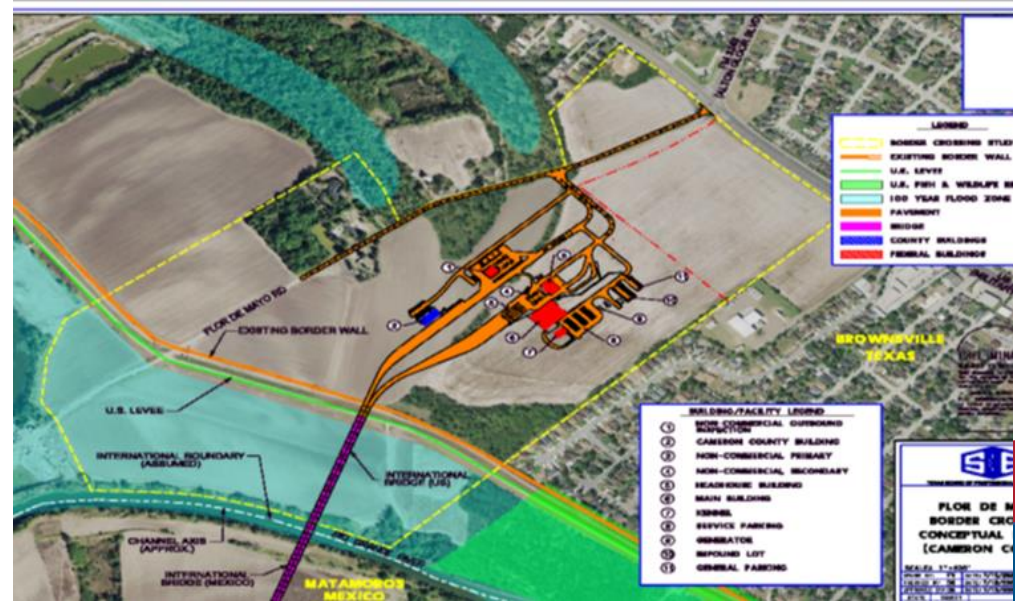
Environmental Underway

Preliminary Engineering Underway

ROW & Utilities 

Design Pending

Funding



Recent Activity:
Included in Border Master Plan- High Impact Project
Feasibility study Complete
Submitted Presidential Permit App. to US State Department (DOS)
President Biden approved the Presidential Permit on 05.31.24
Preliminary Engineering and Environmental Activities underway
Meeting with US Coast Guard June 2024

Free Trade Bridge

The proposed project includes two additional phases for the Los Indios – Land Port of Entry – Export Site Renovation. Phase 1 requires the relocation of existing staff from the existing Import Building to a temporary modular trailer. Phase 2 of the project involves selective demolition and new construction of office workspace for both CBP and Mexican Customs.



Free Trade Bridge

Environmental



Preliminary
Engineering



ROW & Utilities



Design



Funding



Recent Activity:
CBP/GSA Final DAA Complete
Design is 100% Complete
Utilizing Local funds
Letting: July 2024 – DAP completed / letting imminent
Funding: \$1.5 Million Available

Old Alice Rd

CSJ: 0921-06-290 & 0921-06-378

The proposed improvements are to reconstruct and widen the existing roadway to provide for a paved four lane urban roadway with shoulders and sidewalks within the existing right-of-way. The right of way is in place, design is completed, and the project will be environmentally cleared by early fall 2024 with possible permission for public hearing in June 2024.



Old Alice Rd

CSJ: 0921-06-290 & 0921-06-378

Environmental 95% Complete

Preliminary Engineering ✓

ROW & Utilities ✓

Design ✓

Funding ✓

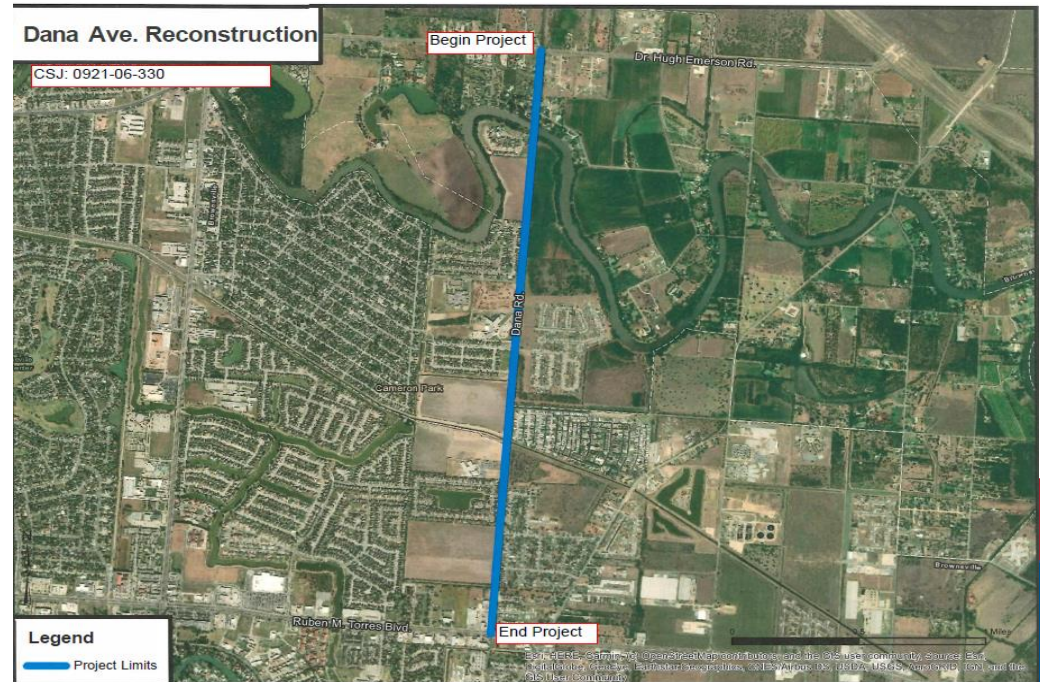


Recent Activity:

Included in Border Master Plan- Medium Impact Project
100% PS&E complete, revised to joint bid a waterline relocation
Virtual Public Meeting Held August 11, 2020
ROW 100% in place
Funding: \$35.4 Million Available in CAT 7 and Cat 9 Funds
Construction Cost Estimate: \$36.7 Million
Funding Gap: \$1.28 Million
Projected Letting FY25


Dana Avenue CSJ: 0921-06-330

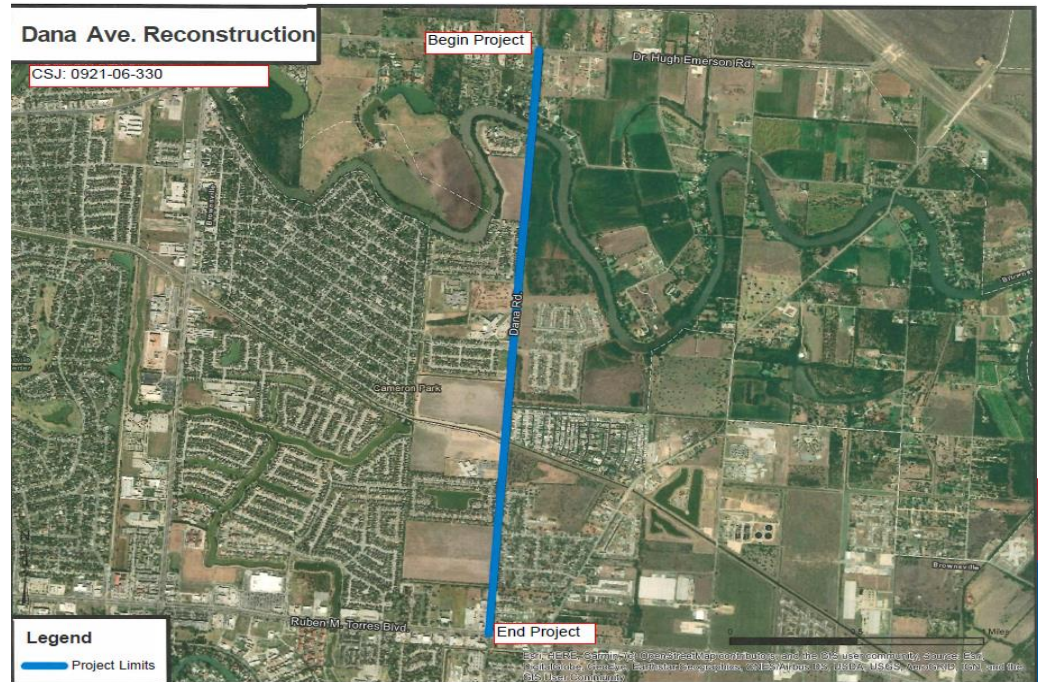
This project consists of expanding a two-lane road to a four-lane road with a continuous left turn lane. The intention is to stay within the existing right of way. The project will connect FM 802 and FM 3248.



Dana Avenue

CSJ: 0921-06-330

Environmental	50%
Preliminary Engineering	Schematic 90%
ROW & Utilities	Pending
Design	Pending
Funding	



Recent Activity:
Includes Dana Avenue Bridge Rehabilitation to project.
Environmental 50%
Schematic 90%
Need to acquire right of way
Funding: \$16 Million Available in CAT 7 for Construction
Construction Cost Estimate: \$25,840,812
Virtual Public Meeting with In-Person Option held on February 1, 2024
See the following for more info: <https://ccrma.org/project/dana-avenue/>

FM 509

CSJ: 0921-06-254

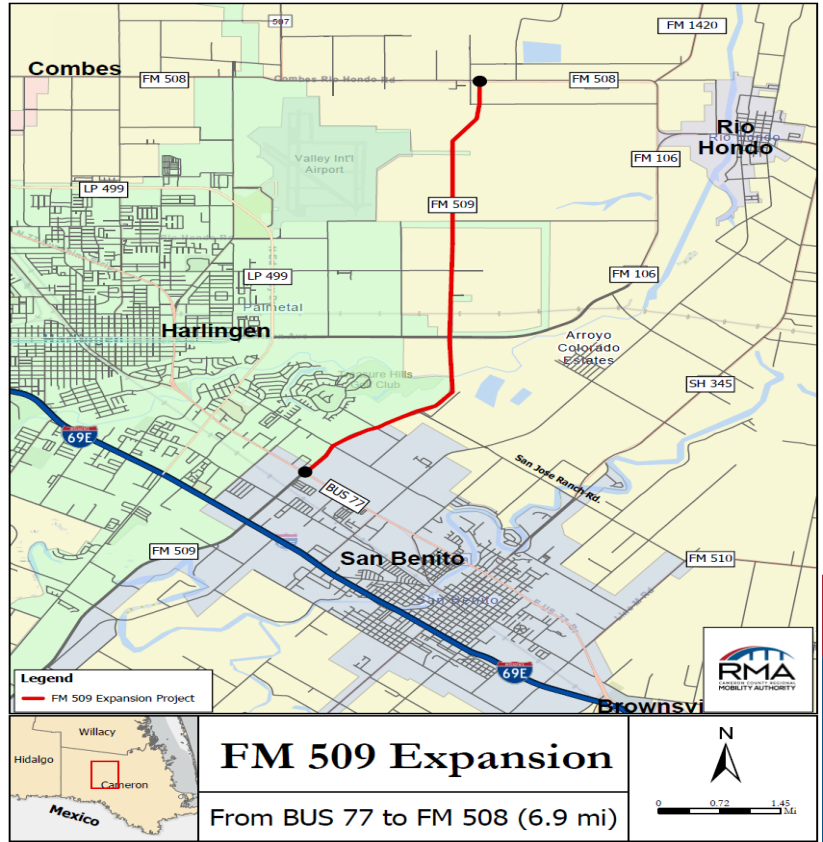
FM 509 will be constructed to add new four lane divided highway from FM 508/FM 509 intersection to FM 1579. The Project will be approximately 3 miles and will be constructed at a cost of approximately \$8 million. Efforts are currently being made to incorporate alignments with the Outer Parkway Project.



FM 509- BUS 77- FM 508

CSJ: 2369-01-033

The FM 509 project will widen and reconstruct the existing 2 lane rural roadway to an urban four lane roadway with a center left turn lane and shoulders, within the existing ROW. The project length is 6.85 miles.



FM 509- BUS 77- FM 508

CSJ: 2369-01-033

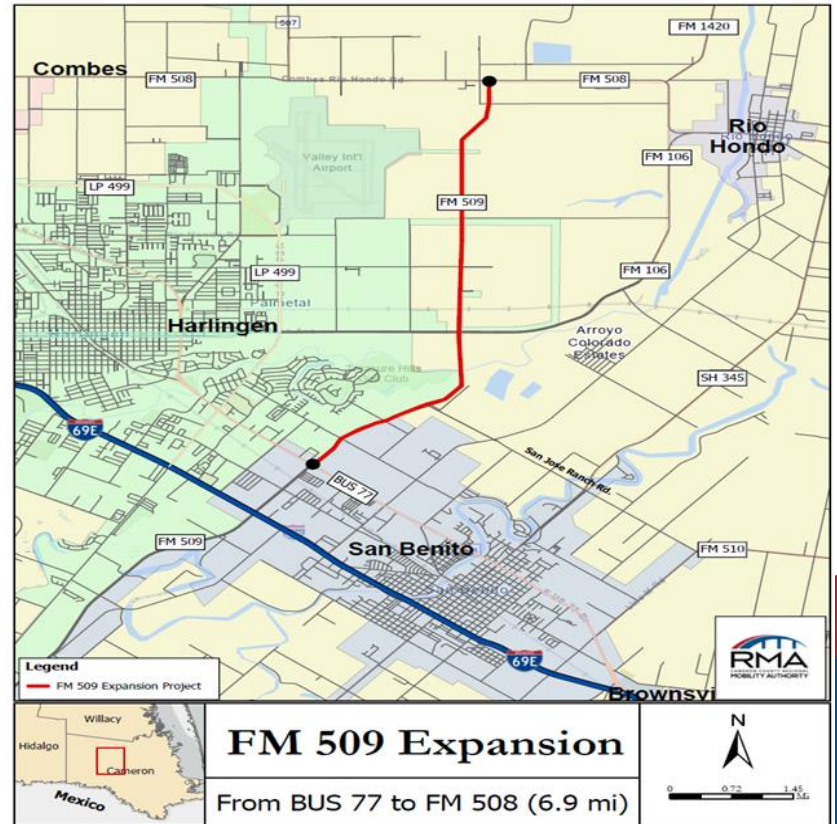
Environmental Pending

Preliminary Engineering Pending

ROW & Utilities Pending

Design Pending

Funding Partially Funded



Recent Activity:
 2024 UTP approved \$500,000 in CAT 2 funds
 Need Donation Agreement with TxDOT

FM 1846- Williams Road-North

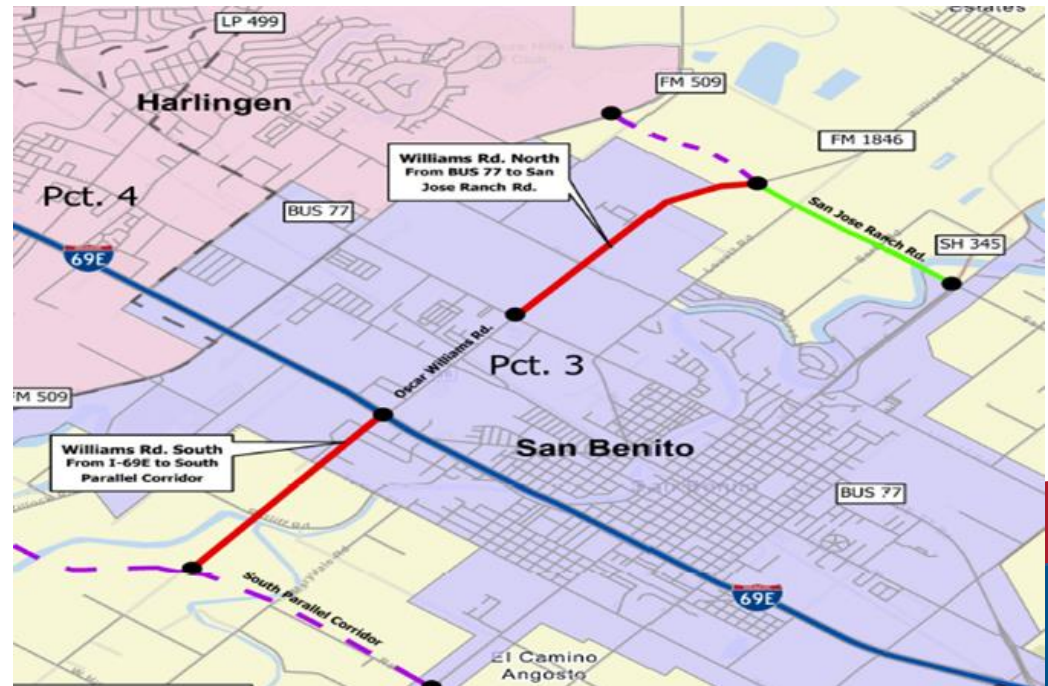
CSJ: 1065-02-042

Williams Road (North)

This project consists of an expansion from 2 lanes to 4 lanes with a continuous left turn lane. Project limits are from Business 77 to San Jose Ranch Road in San Benito.

Williams Road (South)

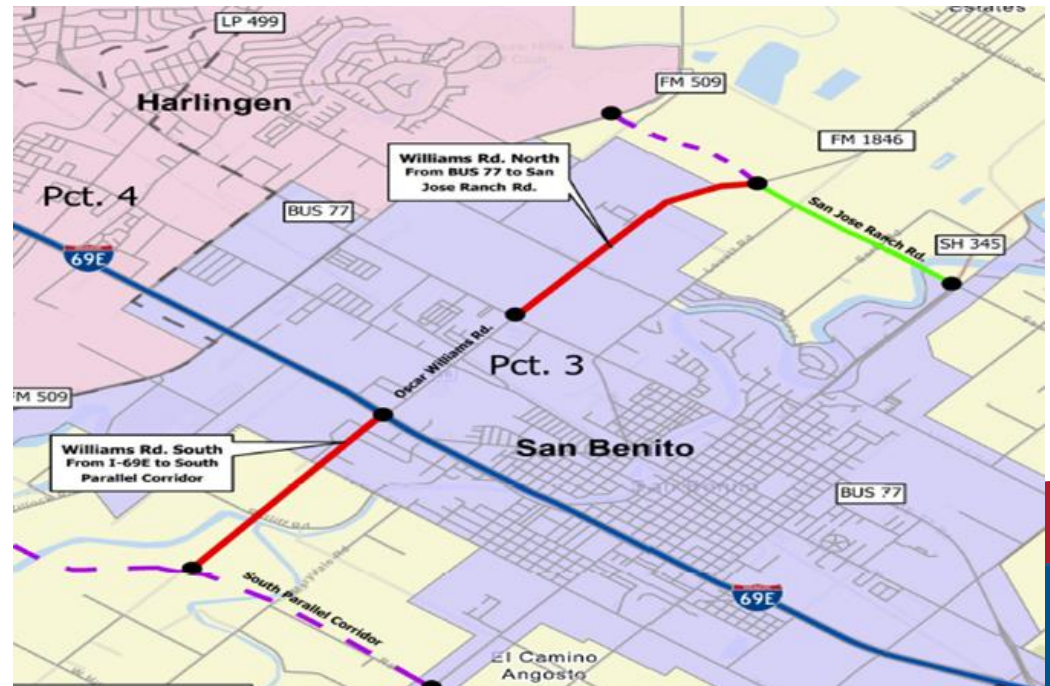
This project consists of a new location road on the south side of I69E to South Parallel corridor in San Benito. The project will require the acquisition of right of way.



FM 1846- Williams Road-North

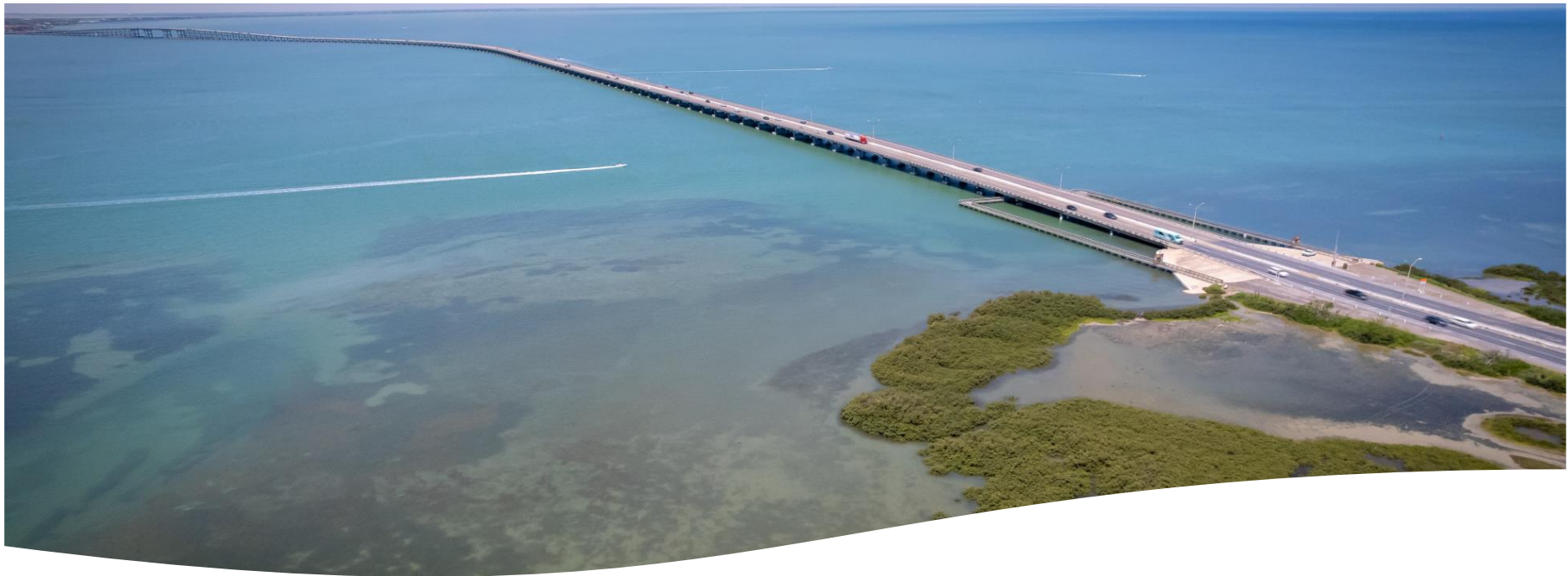
CSJ: 1065-02-042

Environmental	33%
Preliminary Engineering	Schematic 75%
ROW & Utilities	Pending
Design	Pending
Funding	Pending



Recent Activity:

- ILA with City of San Benito and Cameron County approved
- Funding Included in the 2024 UTP
- Schematic-75% complete
- AFA approved on 01/10/24
- Traffic projection (Corridor Analysis) Submitted 02/19/24
- Pending Kick off and Env. Scoping Meetings held 04/15/24
- DCC held 05/10/24



SH 104

SH 104 (Second Access Project to South Padre Island) will involve a second crossing on a new location to South Padre Island to provide a much-needed alternate route from the island to the mainland. The second causeway also would facilitate evacuation of South Padre in the event of a hurricane or other natural disaster. The project will include a bridge approximately 8 miles long as well as improvements to roadways on the mainland and on the Island. The total length of the SH 104 Project is approximately 17.6 miles.

The Texas Transportation Commission placed the project on-system on December 12, 2023 through Minute Order 116614.



SH 104

Environmental Underway

Preliminary Engineering Underway

ROW & Utilities Pending

Design Pending

Funding Pending

Project Needs:

- Complete Environmental Document
- Design
- Funding

Recent Activity:

Included in Border Master Plan- Medium Impact Project
 Recently redesignated to a Non-Tolled project development strategy
 Using Local Funds to Complete Environmental Phase
 Data collection and ROE underway
 Coordination with Resource Agencies including: FHWA, TxDOT, USFWS, TPWD, USACE, USDA, NOAA, EPA, FEMA, GLO, TCEQ, TX Railroad Commission, Texas DEM, THC, Sea Turtle Inc.
 USFWS ROW Application Submitted /
 Follow-up discussion held Feb 22, 2023
 2nd Agency Coordination meeting held Mar 29, 2023
 Met 06/07/24 to align remaining efforts with TxDOT ENV

Harlingen Rail Improvements Project FR-CSR-21-002

The Harlingen Commerce Street rail relocation project will relocate and realign 1.7 miles of track and construct one new crossing at Commerce Street to eliminate seven existing grade crossings in the City of Harlingen, Texas. The new track connection will enable the Union Pacific Railroad (UPRR) Harlingen Subdivision track to connect to the UPRR Brownsville Subdivision, as well as straighten out two curves.



Harlingen Rail Improvements Project FR-CSR-21-002

Environmental Underway

Preliminary Engineering Underway

ROW & Utilities 

Design Pending Schem. Approval by FRA

Funding 



Recent Activity:

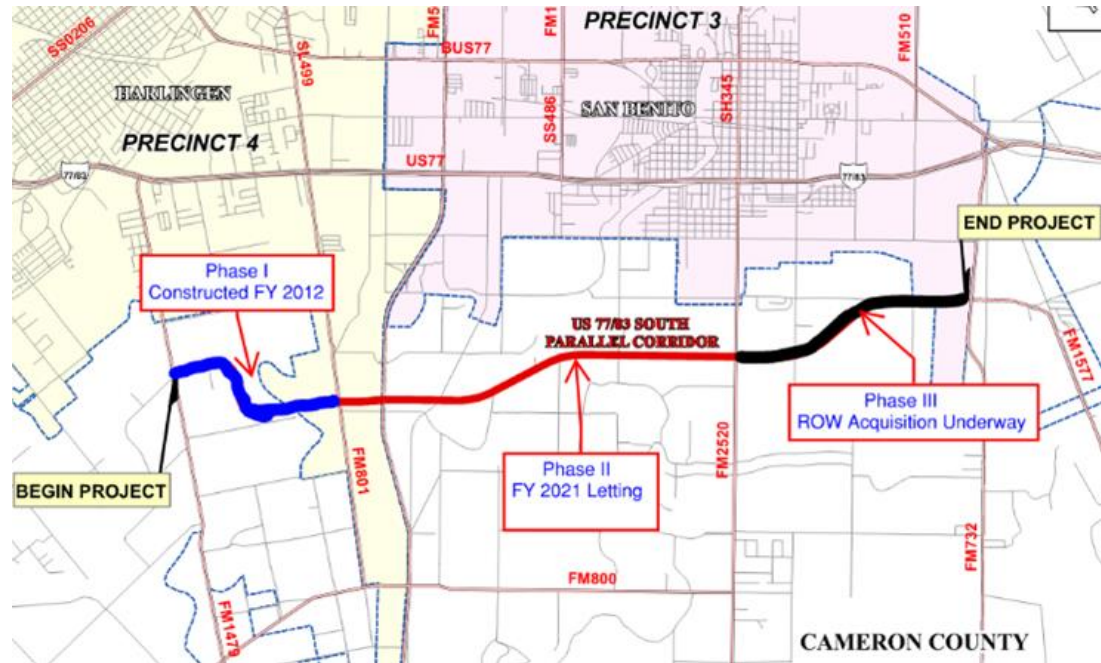
Partnership between: CCRMA & Cameron County
 Project Scope: Eliminate certain railroad-street crossings
 Limits: N. Commerce street S. of US 77 Sunshine to Adams Avenue

Using Federal & Local funds to complete Environmental Phase
 Using Federal & Local funds to complete Design
 Funding: \$5.6 Million Available for Construction
 FRA Agreement for Phase I – executed, starts 3/1/2024
 Agreement with UPRR executed December 2022
 Preliminary Engineering site visits held March 2024

S. Parallel Corridor Phase III

CSJ: 0921-06-257

Project limits are from FM 2520 (Sam Houston Blvd) to FM 1577. Partially on new location with intermittent existing 40-80 ft ROW. Construction of a 2-lane rural roadway. Phase III will complete the South Parallel Corridor project. TxDOT recently increased Rider 11B funds by \$2 Million.



S. Parallel Corridor Phase III

CSJ: 0921-06-257

Environmental



Preliminary Engineering



ROW & Utilities

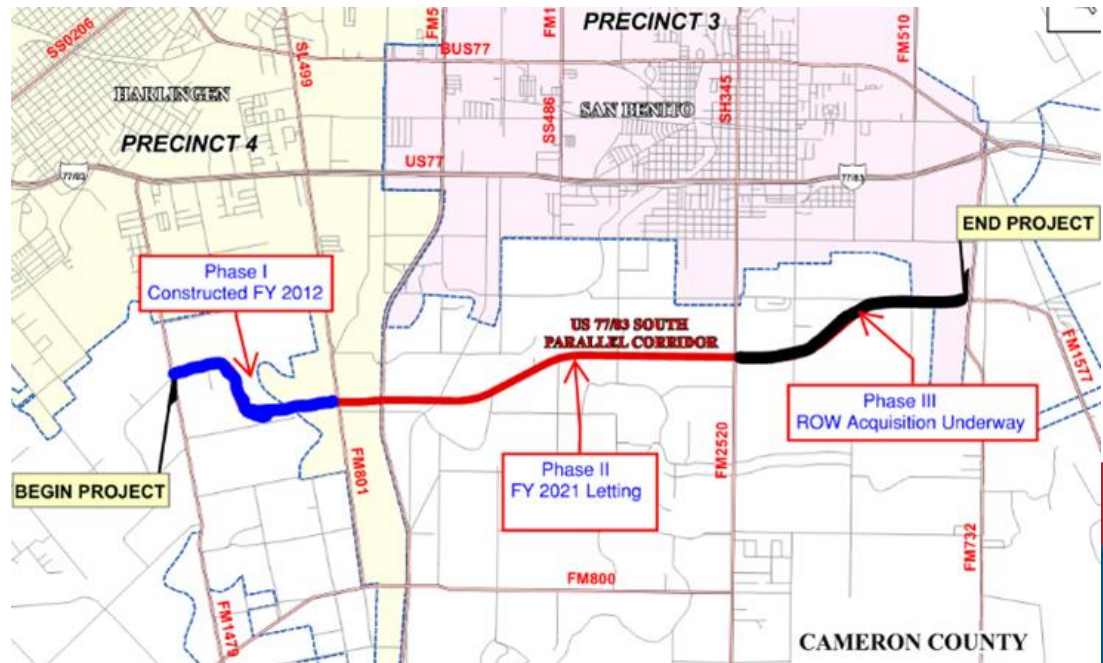
95%+

Design

Consultant Selected

Funding

Pending



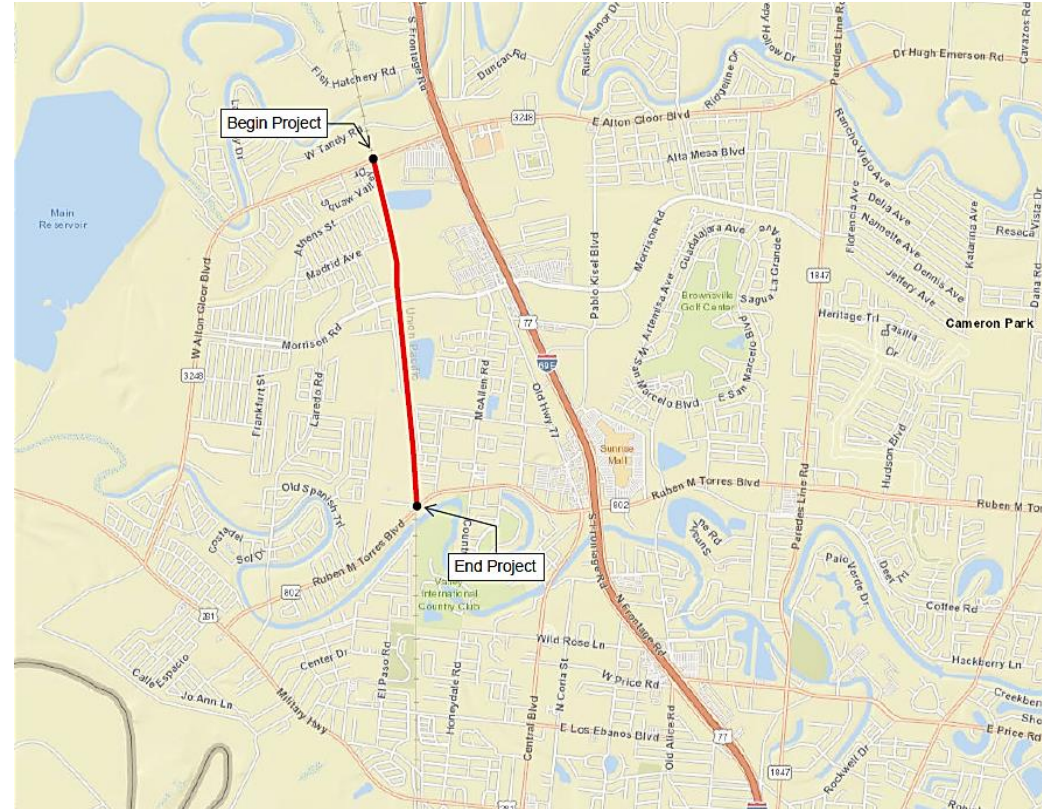
Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- ROW Acquisition Underway using Local Funds (complete)
- Utility Coordination Underway using Local Funds (1 remains)
- Funding: \$6.765 Million Available in CAT 7 Funds – \$5M in Rider 11B
- Construction Cost Estimate: \$11.72 Million
- Projected Letting FY25



West Blvd Roadway CSJ: 0921-06-340

As a component of the 6.5-mile West Rail Trail project, the Roadway component is being developed to provide a connection between two on-system TxDOT arterial roadways and improve the safety and quality of life for local residents by reducing congestion and eliminating travel time delays for first responder personnel and residents during an emergency to highly developed areas along the project. The proposed urban roadway section would accommodate the Hike and Bike trail and provide for improved mobility between FM 802 (Ruben Torres Blvd) and FM 3248 (Alton Gloor Blvd) two major arterials in the region.



U.S. 281 Connector

The project will provide a divided urban corridor that would improve mobility and safety between U.S. 281 (Military Highway), I69E, and SH 100. This route will become critical as trade increases in the region between the port and international bridges. The U.S. 281 Connector Project is approximately 7.5 miles long.



U.S. 281 Connector

Environmental Underway

Preliminary Engineering Underway

ROW & Utilities Pending

Design Pending

Funding Pending



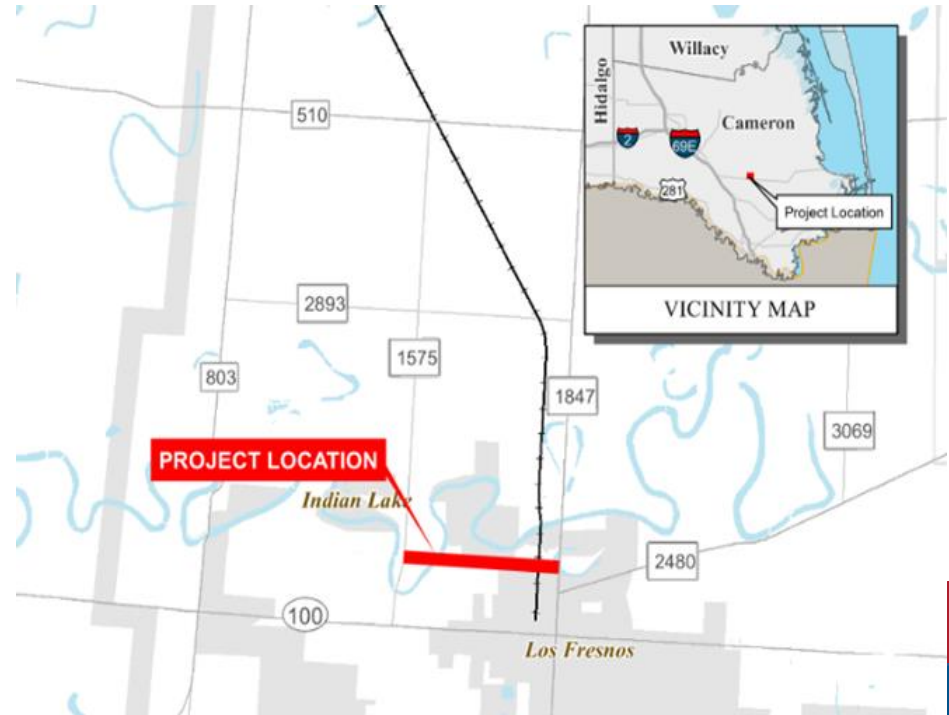
Recent Activity:

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

Whipple Road

CSJ: 0921-06-292

This project involves the expansion of the existing road in Los Fresnos. This road will be improved from FM 1847 to FM 1575. The right-of-way is in place to do the necessary improvements



Whipple Road

CSJ: 0921-06-292

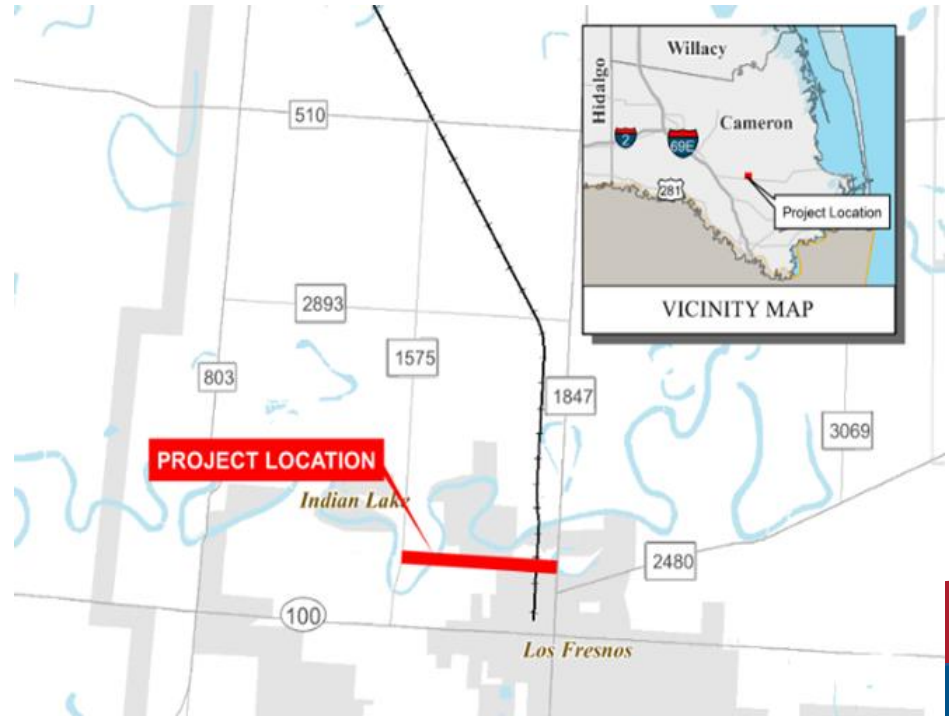
Environmental 85%

Preliminary Engineering Schematic 95%

ROW & Utilities ✓

Design Pending

Funding ✓



Recent Activity:

Construction 100% Funded in 2021 UTP
Schematics at 95%
Environmental at 80%
Funding: \$4.5 Million Available in CAT 7 Funds
Public Involvement completed January 06, 2023
Construction Cost Estimate: \$10,287,659
Amended AFA in progress

Outer Parkway

CSJ: 0921-06-283

The Outer Parkway Project is approximately 21.5 miles long and includes the construction of a new four lane tolled divided highway from I69E (U.S. 77) near the North Cameron County Line to FM 1847. The project will link the General Brant Road Project with I69E (U.S. 77).



Outer Parkway CSJ: 0921-06-283

Environmental Reprocurring Fall 2024

Preliminary Engineering Reprocurring Fall 2024

ROW & Utilities Pending

Design Pending

Funding Pending



Recent Activity:

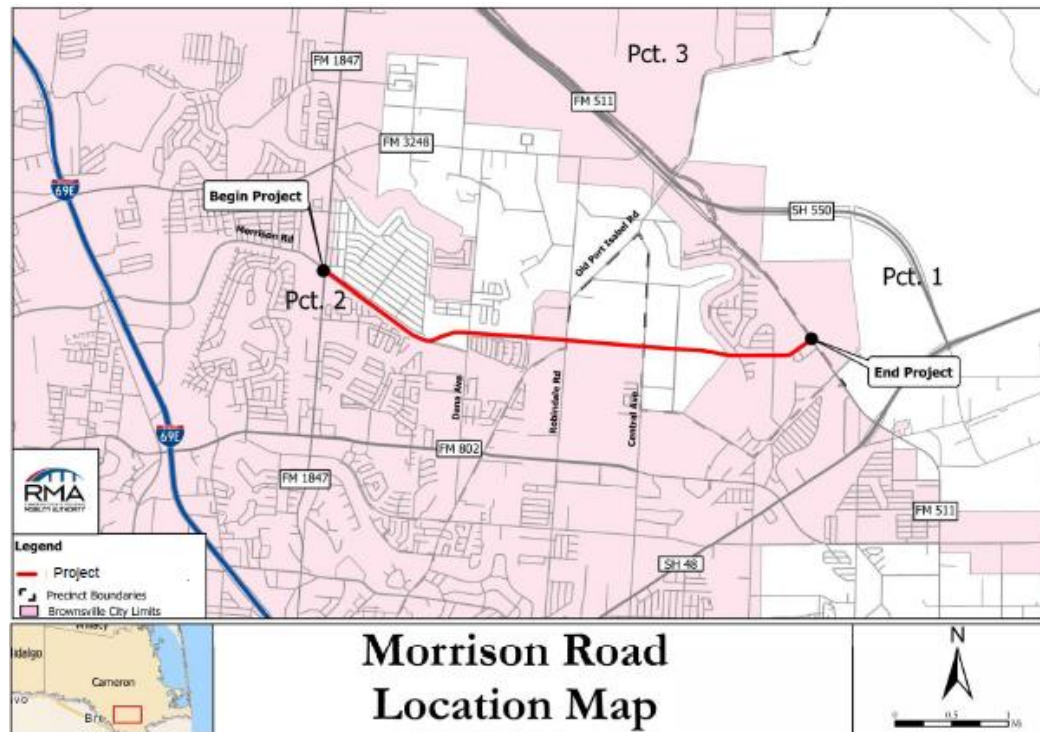
Cameron County / CCRMA entered into an ILA for PE/Env Clearance on 02/2023.

TxDOT concurred with continuing to classify the project as an Environmental Assessment document.

Technical Preferred Alternative anticipated early 2025.

Morrison Road CSJ: 0921-06-291

This is a new location road from FM 1847 to FM 511. When complete, Morrison Road will go from FM 3248 to FM 511. This project will provide connectivity to a large retail area in Brownsville and reduce congestion on several major roads.




Morrison Road CSJ: 0921-06-291

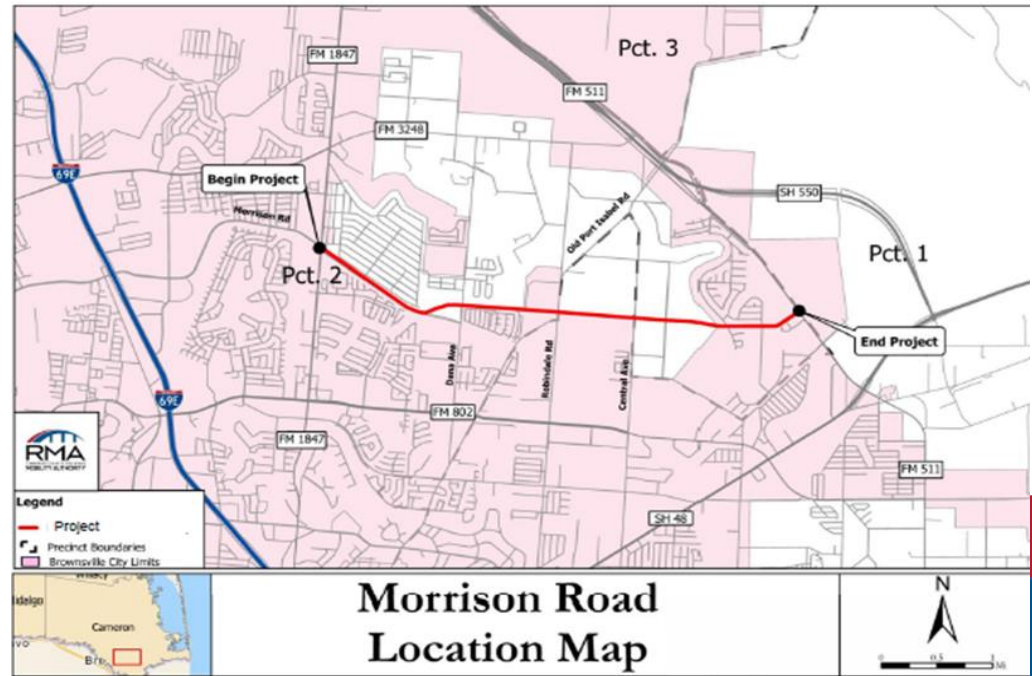
Environmental Underway

Preliminary Engineering Underway

ROW & Utilities Pending

Design Pending

Funding 



Recent Activity:

Included in Border Master Plan- High Impact Project
 Environmental and Schematic are under development
 Preliminary Coordination with City and
 Drainage District Underway
 CCRMA received comments on Functional Classification and
 addressed those comments in July 2023
 Functional Classification Received 04/04/24
 Funding: \$16 Million Available in CAT 7 Funds

FM 1847

CSJ: 0921-06-325

On West Side of FM 1847, from Resaca Retreat Dr. to First Street the project will include the construction of sidewalks and upgrade ramps to ADA standards on west side of FM 1847 where there are no existing sidewalks connecting large residential areas to the Los Fresnos High School and Park.



Previous Activity:

Revised limits: Resaca Retreat Dr. to First St.

Environmentally Cleared (CE) 8/16/2022

PS&E-100% Feb 2023; 100% Bid Package Apr 2023; Letting Aug 2023.

Funding: \$390,000 Available for Construction

Bids opened 8/30/2023

City of Los Fresnos awarded bid on October 10, 2023

Construction commenced 04/02/24

FM 1847

CSJ: 0921-06-325

Environmental



Preliminary
Engineering



ROW & Utilities



Design



Funding



Recent Activity (thru 04/30/24):

Contract Amount: \$486,888.00

Change Order(s) Amount: \$-696.00

Adjusted Contract Amount: \$486,192.00

Contract Time: 60 Days

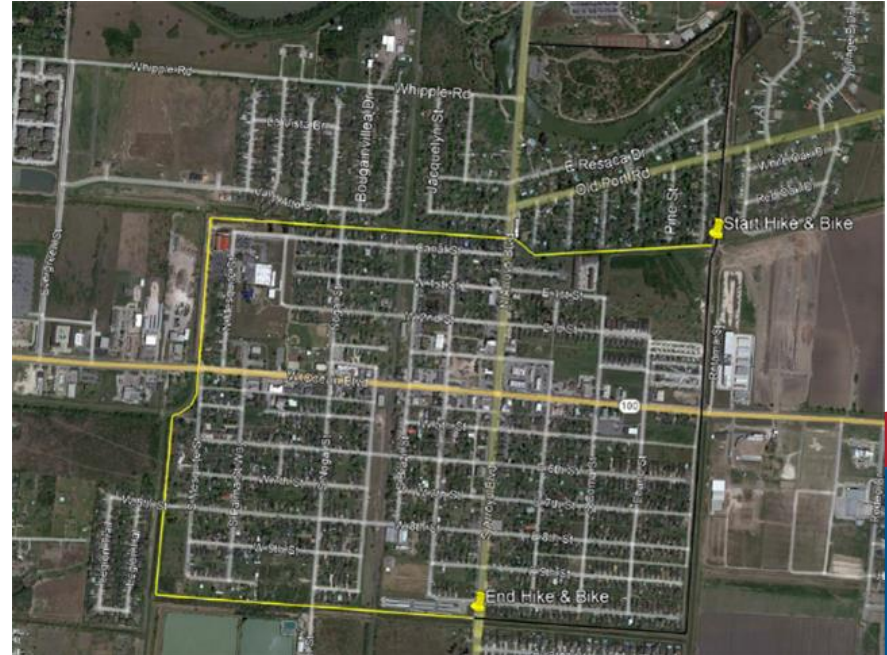
Amount Invoiced: \$194,978.00

Percent Amount Invoiced: 40%

Los Fresnos Hike & Bike Trail

CSJ: 0921-06-334

Continuation of the construction of a 2.1-mile asphalt shared use path around the City of Los Fresnos from the Northeast corner to the South-Central city limits at South Arroyo Blvd. The project compliments / extends the existing hike and bike system from the Los Fresnos Nature Park that primarily utilizes canal easements to define the trail alignment.



Los Fresnos Hike & Bike Trail

CSJ: 0921-06-334

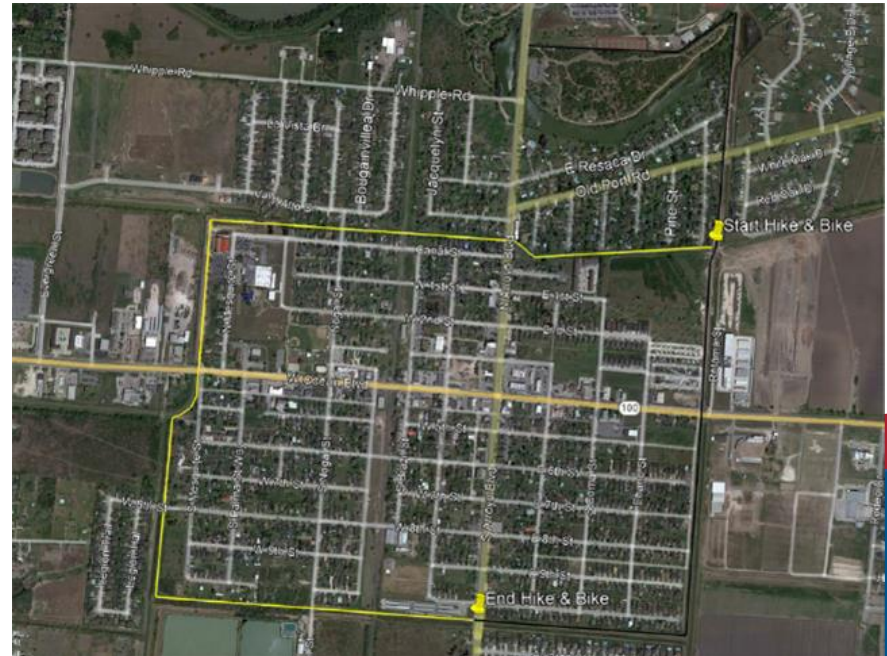
Environmental Underway

Preliminary Engineering Underway

ROW & Utilities Pending

Design Pending

Funding

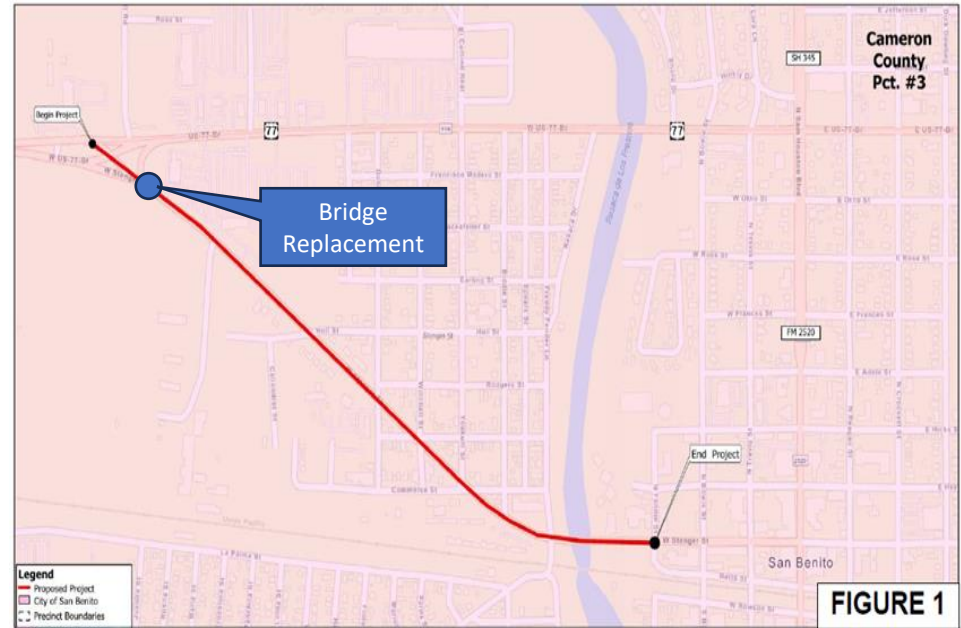


Recent Activity:


Limits: Compelte loop around City of Los Fresnos (from 220 ft. N. of Alvarez St., along canal to 56 ft. S. of Huisache St)
ILA between CCRMA And COLF has been executed.
AFA to be finalized after Adoption of May 2024 TIP.
Environmental & PE to initiated Spring 2024.
Funding: \$3,027,100 Cat 10 CRP Available.

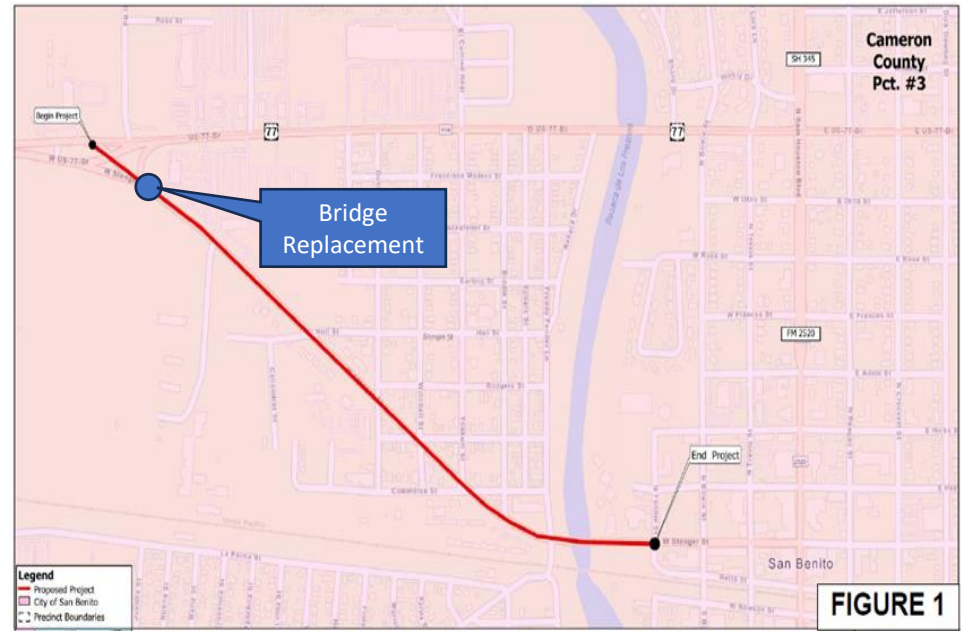
Stenger Road Sidewalk Improvements

The project consists of the construction of a 10' concrete shared used path from West BUS 77 to Fannin St. approximately 1.1 miles.



Stenger Road Sidewalk Improvements

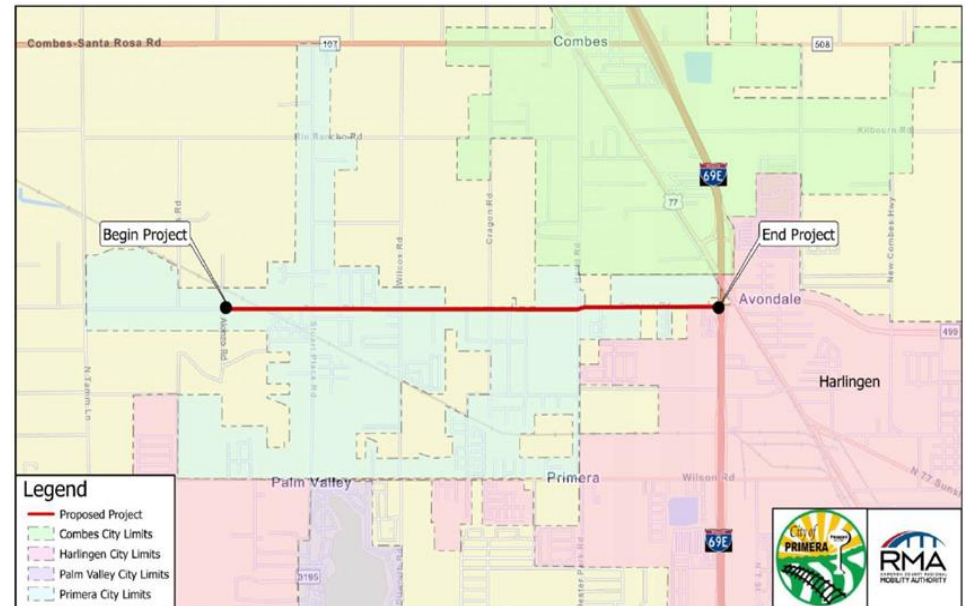
Environmental	Underway
Preliminary Engineering	95%
ROW & Utilities	Underway
Design	30%
Funding	



Recent Activity:
 ILA w/ City of San Benito
 Limits from West BUS 77 to Fannin St
 Funding: \$1,750,156 Cat 10 CRP Available
 Bridge Rehab Funded and to be by TxDOT- project to be a State Letting
 AFA executed 04/24/24
 DCC held 05/10/24
 ENV Scoping to take place June 2024
 Schematic layout 95% complete
 PS&E 30% submittal underway

Primera Road Sidewalk Improvements

The project is located in Primera, Texas and consists of installing a concrete sidewalk that will be 8ft wide and is approximately 2.75 miles. The project will begin at Alonzo Road and end at the east city limit line near the intersection of Primera Road and US 77 Frontage Rd.



Primera Road Sidewalk Improvements

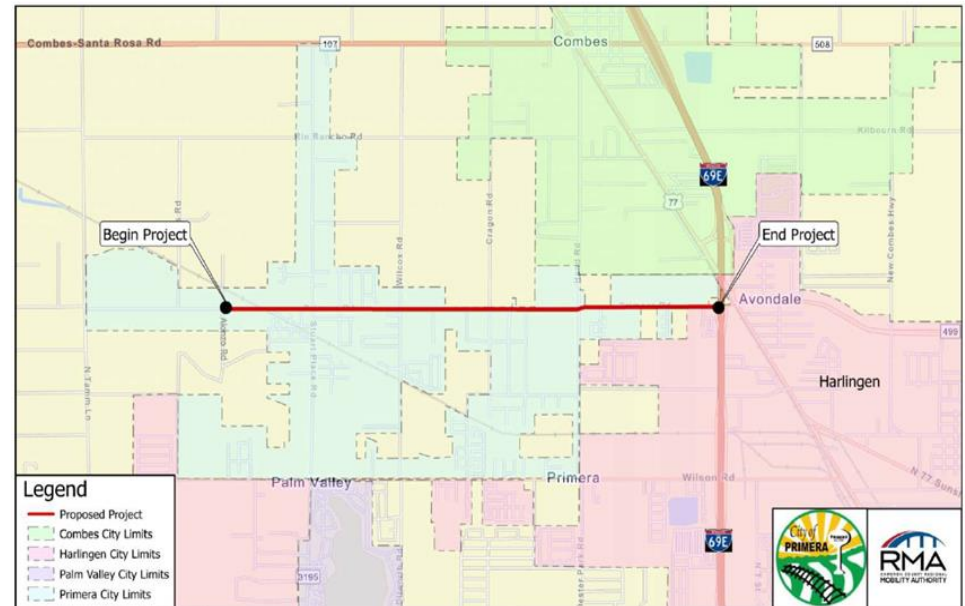
Environmental Underway

Preliminary Engineering Underway

ROW & Utilities Pending

Design Pending

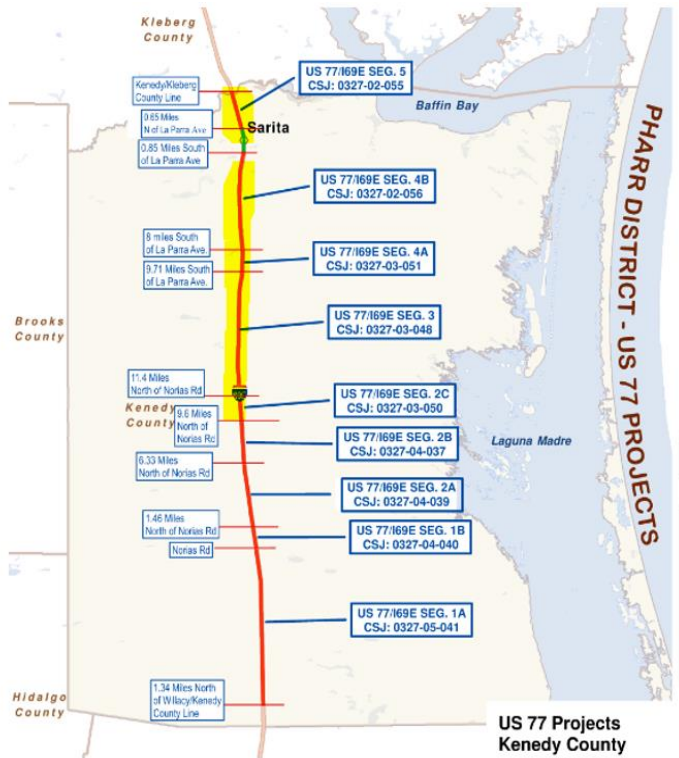
Funding Pending



Recent Activity:

ILA w/ City of Primera
Limits from Alonzo Rd. to West US 77/ I69E Frontage Rd.
Future Transportation Alternatives Set Aside (TASA) Application

U.S. 77 – I69E Plan TxDOT - 2024 UTP



CSJ	Limits	FY	Funding Status	Funding Amount
0327-05-041 Seg. 1A	Norias Rd to 1.34 MI N of Willacy/Kenedy CL	2024	Fully funded	\$214,518,354
0327-04-040 Seg. 1B	1.46 MI N of Norias Rd to Norias Rd	2024	Fully funded	\$31,033,192
0327-04-039 Seg. 2A	6.33 MI N of Noria Rd to 1.46 MI N of Norias Rd	2024	Fully funded	\$100,100,488
0327-04-037 Seg. 2B	9.6 MI N of Norias Rd to 6.33 MI N of Norias Rd	2024	Fully funded	\$61,575,948
0327-03-050 Seg. 2C	11.40 MI N of Norias Rd to 9.6 MI N of Norias Rd	2024	Fully funded	\$35,619,465
0327-03-048 Seg. 3	9.71 MI N of Norias Rd to 11.40 MI N of Norias Rd	2028	None (Requested SWDA)	\$91,500,000
0327-03-051 Seg. 4A	8 MI S of La Parra Ave to 9.71 MI S of La Parra Ave	2031	None (Requested SWDA)	\$20,720,000
0327-02-056 Seg. 4B	0.85 MI S of La Parra Ave to 8 MI S of La Parra Ave	2031	None (Requested SWDA)	\$82,880,000
0327-02-055 Seg. 5	Kenedy/Kleberg CL to 0.65 MI N of La Parra Ave	2033	None (Requested SWDA)	\$33,480,000

Total Funding Needed \$250M

There are 12 international bridges, 3 deep water ports, 6 airports and 1 space port without interstate connectivity.

CCRMA Toll System Projects

CCRMA Back Office Update

- FUEGO Tag live October 21, 2021
- Customer Tag Functionality
- Electronic Communications
- Customization of Accounts to accommodate Bridges & Parks, as well as future partners
- Redesigned reporting for Interoperability
- New HCTRA BOS with Fuego Tag CUSIOP Interoperability Go Live – July 2024

CC Intl Bridge Toll Collection System

- Estimated Go Live – 4th Qtr 2024
- New lane functionality with ETC Tags and RFID Cards
- Improved Lane processing logic
- Improved transaction accountability and Cash Management process
- Account migration from current system to CCRMA Back Office
- Improvements to increase electronic payment versus cash payment
- Improved system accountability with Digital Video Auditing System

CC Parks User Fee Collection System

- Estimated Go Live – 3rd Qtr 2025
- Complete new system design leveraging ETC in the lanes
- Daily passes can now be offered to ETC customers
- CCRMA tag functionality to replace current monthly, annual, and RV passes
- Improved revenue enforcement using automatic license plate readers (ALPR)
- Improved system accountability with Digital Video Auditing System



What is Fuego Tag?

Fuego Tag is an electronic payment method created and operated by the Cameron County Regional Mobility Authority (CCRMA) that allows motorists to pay tolls electronically. Motorists with Fuego tags are allowed to use the State Highway 550 Toll Road with the following benefits:

- Discounted toll rates
- Online account management
- Auto replenishment
- Local Customer Service Center
- Available for commercial and passenger vehicles
- **Tag to be interoperable with tolling entities from the Mexican Border to Canada and Colorado to Florida starting July 2024.**

CCRMA TOLL INTEROPERABILITY NEWS



FOR IMMEDIATE RELEASE
July 18, 2023

Contact:
Roxana Sibirian
Media Relations Manager
roxana.sibirian@hctra.org
713-587-7951

HCTRA and CCRMA partner to expand accessibility and provide more choices for drivers in the region and beyond!

Harris County Commissioners Court has approved an Interlocal agreement with the Cameron County Regional Mobility Authority (CCRMA) to expand accessibility for drivers.

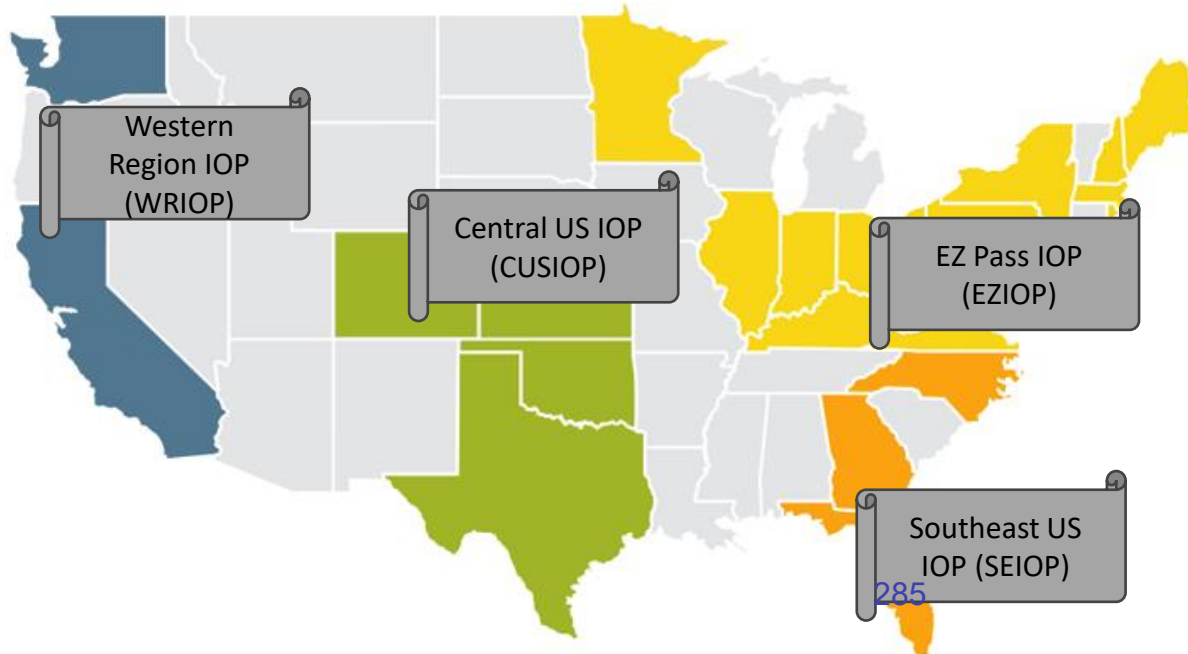
Approval of this agreement allows HCTRA and CCRMA to begin working on an implementation plan that will include CCRMA's FUEGO tag as an acceptable tag on HCTRA toll road lanes.

Once implemented, CCRMA regional and international drivers will be able to travel seamlessly between Cameron County and Harris County. The partnership eliminates the need for regional and international drivers to manage multiple toll accounts. Drivers will only need one transponder in their vehicle and will be able to determine which transponder benefits them the most.

Today, NTTA, TxTag, K-Tag and PIKEPASS are accepted on Harris County Toll Road Authority (HCTRA) operated toll road lanes, and HCTRA EZ TAG is accepted on CCRMA operated toll road lanes.

Interoperability

Central United States Interoperability (CUSIOP) Hub is the nation's first hub designed to national interoperability standards and has been operational since 2017. CUSIOP Hub facilitates transaction processing, reporting, and reconciliation for the participating agencies in the CUSIOP with over 600 million tolls processed per year.



IOP Hub	Legend	Online Since
CUSIOP	■	2017
SEIOP	■	2023
EZIOP	■	2025
WRIOP	■	TBD

CCRMA Partnership Projects with Cameron County

Cameron County Parks

Administration Building Project

- New construction with site work of the two-story 8,695 SF County Parks Administration Building, located within Isla Blanca Park.
- **COMPLETED**

Cameron County Parks

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

Cameron County Parks Warehouse

- New construction with site work of the Cameron County Parks Warehouse
- Estimated project cost: \$4 Million

Isla Blanca Toll Booths

- Construction of toll booth for Cameron County Beach Access #1
- Estimated project cost: \$0.4 Million
- **COMPLETED**

Isla Blanca Park Parking

Lot 10 Expansion

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

Beach Access 3

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

Mountain Bike Trail

- Enhancements to existing mountain bike trail at the Pedro "Pete" Benavides County Park, Cameron County Texas
- **COMPLETED**

Pedro "Pete" Benavides Basketball Court Pavilion

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

CCRMA PROJECT EXECUTIVE SUMMARY

\$30 Million in Projects Currently Under Construction
\$1.6 Billion CCRMA Overall Project Portfolio

Shovel Ready Projects

- SH 550 Gap II
 - **\$35 M**
- Old Alice Road
 - **\$ 35 M**

\$70 Million in Locally Developed Shovel Ready Projects.

Projects in Design

- East Loop
 - **\$216 M**
- FM 509 Extension
 - **\$9 M**
- Whipple Rd.
 - **\$6M**
- Morrison Road Project
 - **\$20M**
- South Parallel Corridor Ph. III
 - **\$10 M**
- West Rail Blvd.
 - **\$7.5 M**
- Misc. Projects

\$270 Million in Locally Developed Shovel Ready Projects.

Projects In Development

- US 77 / I69E
 - **\$250M**
- SPI 2nd access
 - **\$800M**
- Outer Parkway
 - **\$200M**
- Flor de Mayo International Bridge
 - **\$25M**
- I69 Connector
 - **\$250M**
- US 281 Connector
 - **\$140M**

\$1.7 Billion Planning Phase.

14 CCRMA Projects Currently included in the TxDOT Border Master Plan

V. Presentation & Reports

H. Hidalgo County RMA Project Status Report

Action

Possible Action

Information

Presenter: Ramon Navarro, HCRMA Chief Construction Engineer

HCRMA Board of Directors

S. David Deanda, Jr., Chairman
Ezequiel Reyna, Jr., Vice-Chairman
Juan Carlos Del Angel, Secretary/Treasurer
Gabriel Kamel, Director
Francisco "Frank" Pardo, Director
Sergio Saenz, Director
Michael J. Williamson, Director

HCRMA Administrative Staff

Pilar Rodriguez, PE, Executive Director
Ramon Navarro IV, PE, CFM, Chief Constr. Eng.
Celia Gaona, CIA, Chief Auditor/Compliance Ofcr.
Jose Castillo, Chief Financial Ofcr.

General Engineering Consultant
HDR ENGINEERING, INC.

Overview

- ❑ 365 TOLL Project Overview
 - + Granjeno Wetland Mitigation Project
- ❑ Section C
- ❑ Overweight Permit Summary

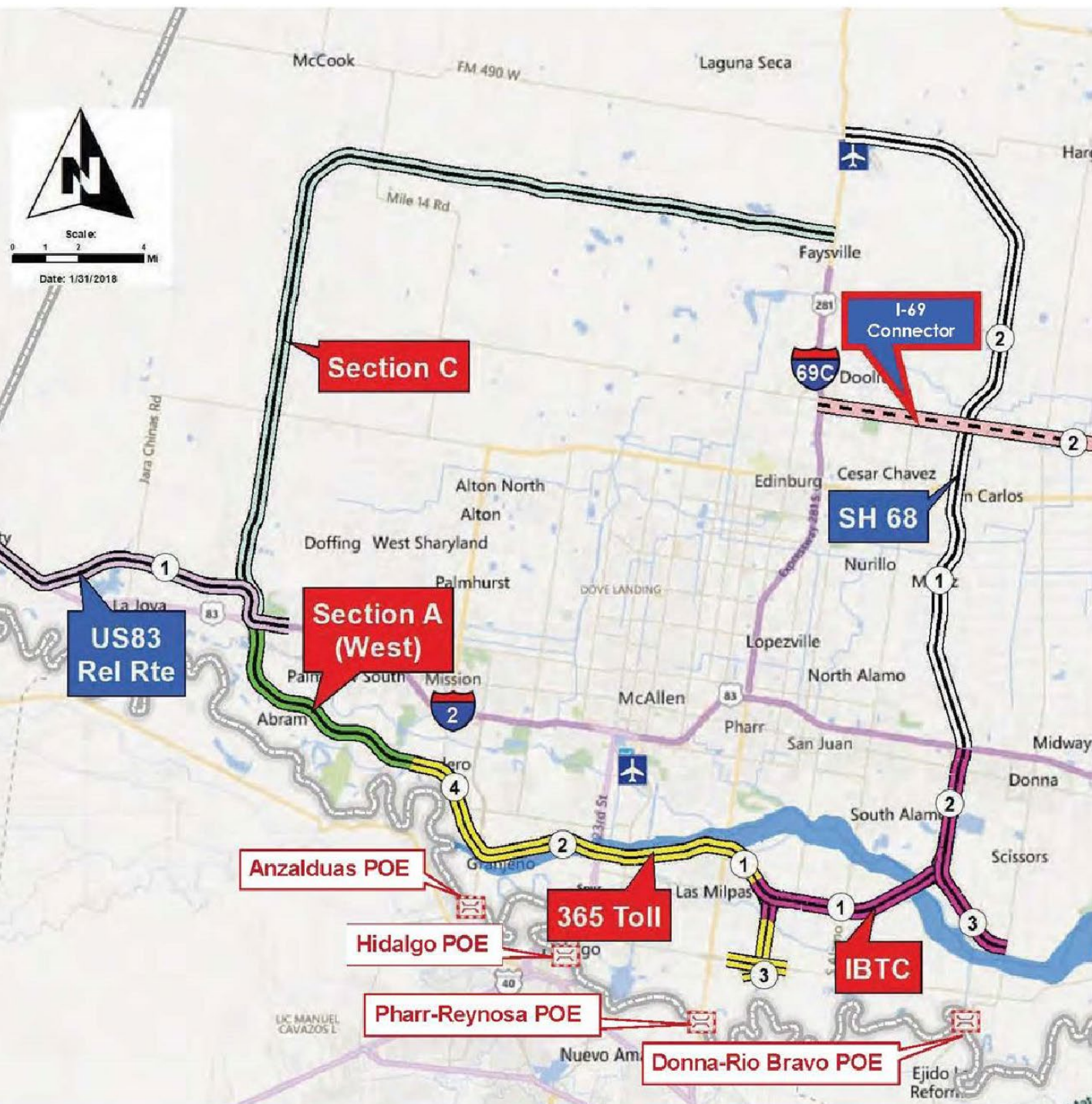
MISSION STATEMENT:

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



HCRMA STRATEGIC PLAN

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



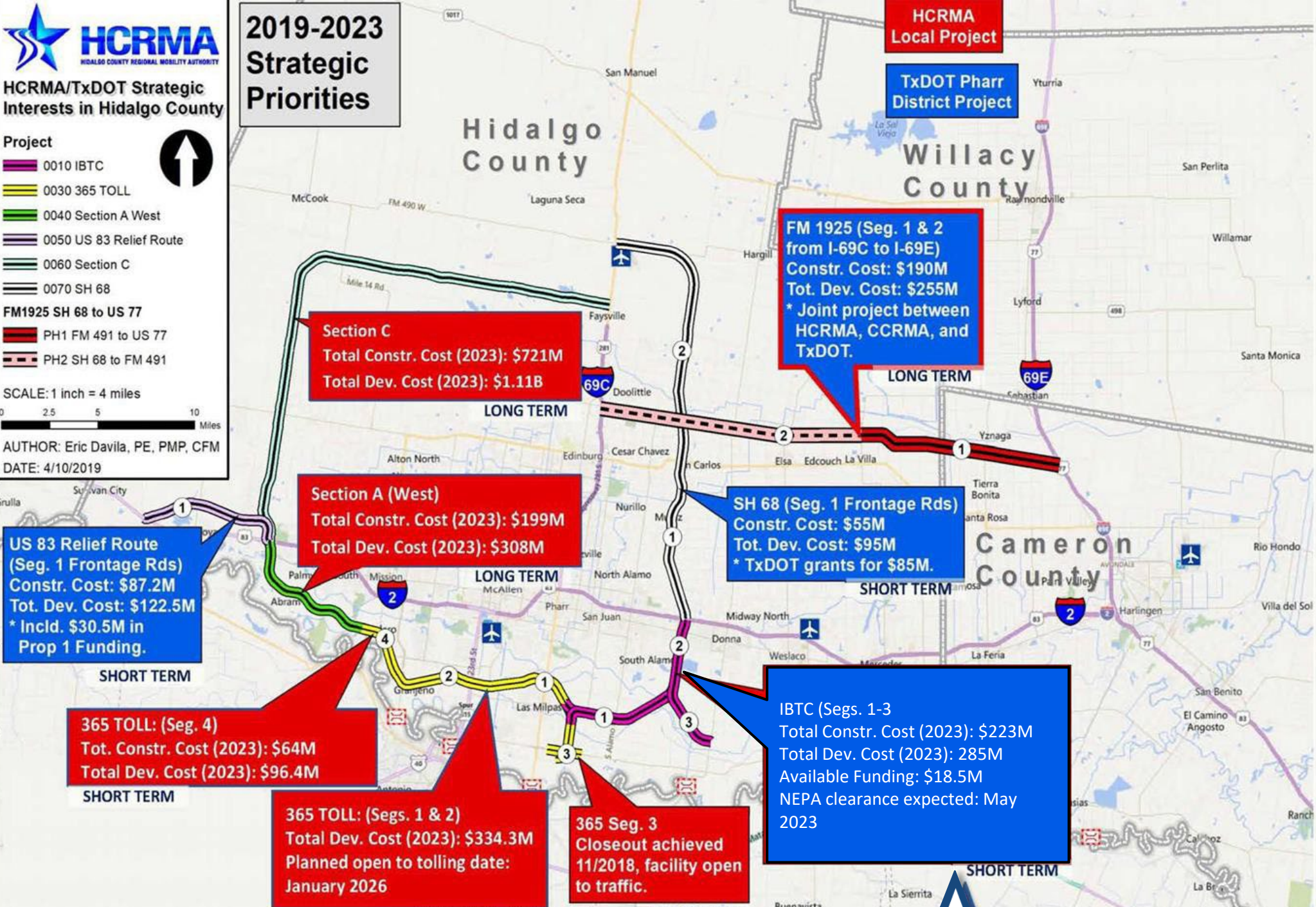
- Project**
-  0010 IBTC
 -  0030 365 TOLL
 -  0040 Section A West
 -  0050 US 83 Relief Route
 -  0060 Section C
 -  0070 SH 68
 - FM1925 SH 68 to US 77**
 -  PH1 FM 491 to US 77
 -  PH2 SH 68 to FM 491

SCALE: 1 inch = 4 miles



AUTHOR: Eric Davila, PE, PMP, CFM
DATE: 4/10/2019

2019-2023 Strategic Priorities



Thursday, September 14, 2023

Lenguaje ▼

Specialized Overweight Permits

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

Permit Information

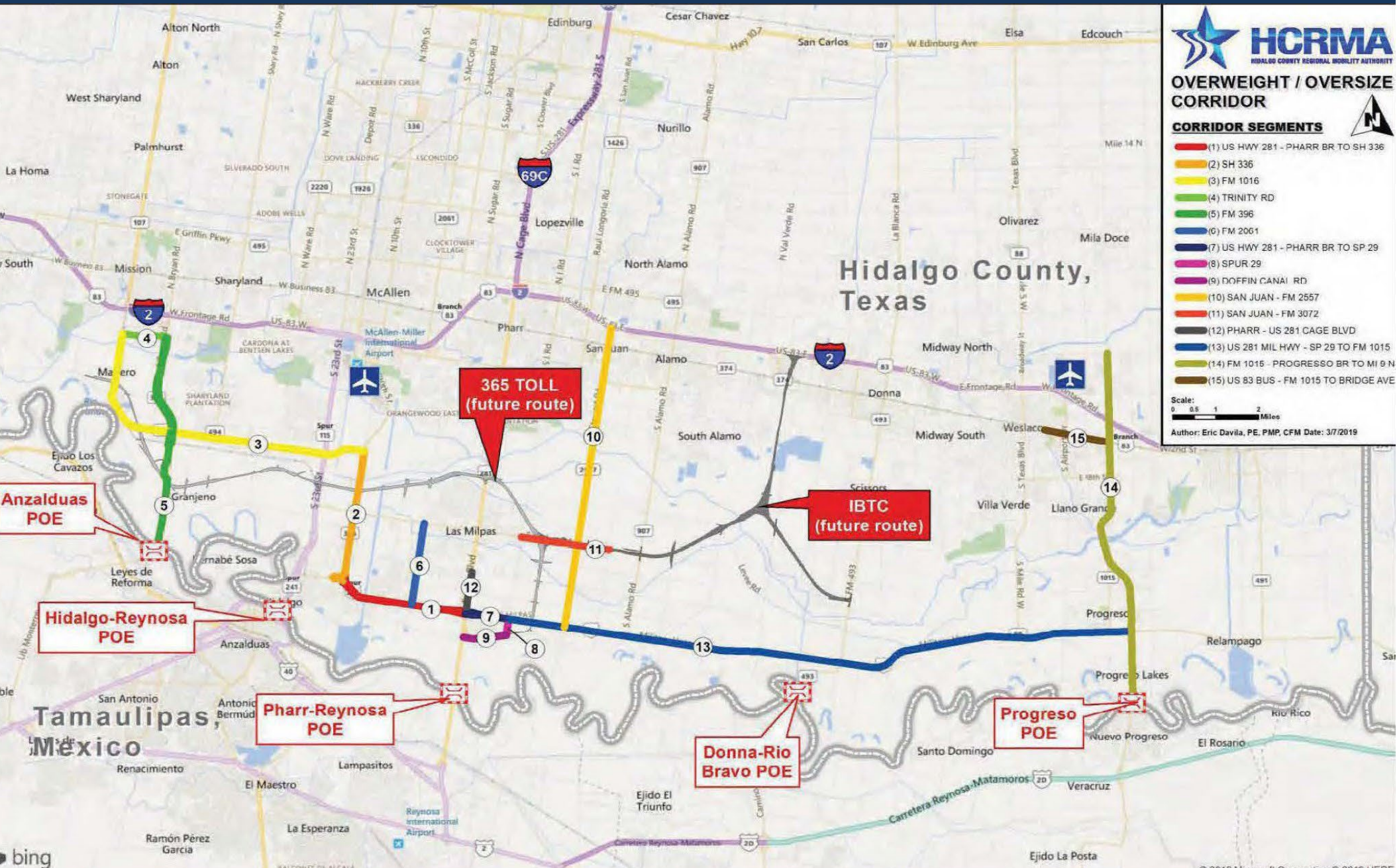
The Hidalgo County Regional Mobility Authority (HCRMA) administers the overweight permit corridor system for the Hidalgo County. Overweight permits issued through the HCRMA are only valid for destinations originating from the following points of entry:

- Anzalduas Bridge
- Pharr-Reynosa Bridge
- Donna-Rio Bravo Bridge
- Progreso Bridge

Or for movement on the following roads:

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

OVERWEIGHT / OVERSIZE CORRIDOR SEGMENTS



OVERWEIGHT / OVERSIZE CORRIDOR

CORRIDOR SEGMENTS

- (1) US HWY 281 - PHARR BR TO SH 336
- (2) SH 336
- (3) FM 1016
- (4) TRINITY RD
- (5) FM 396
- (6) FM 2061
- (7) US HWY 281 - PHARR BR TO SP 29
- (8) SPUR 29
- (9) DOFFIN CANAL RD
- (10) SAN JUAN - FM 2557
- (11) SAN JUAN - FM 3072
- (12) PHARR - US 281 CAGE BLVD
- (13) US 281 MIL HWY - SP 29 TO FM 1015
- (14) FM 1015 - PROGRESSO BR TO MI 9 N
- (15) US 83 BUS - FM 1015 TO BRIDGE AVE

Scale: 0 0.5 1 2 Miles
 Author: Eric Davila, PE, PMP, CFM Date: 3/7/2019



▶ ACCUMULATED OVERWEIGHT REPORT:

January 14, 2014 - May 31, 2024

Total Permits Issued:	348,526
Total Amount Collected:	\$ 61,755,746
■ Convenience Fees:	\$ 1,214,346
■ Total Permit Fees:	\$ 60, 541,400
-Pro Miles:	\$ 1,045,578
-TxDOT:	\$ 51,460,190
-HCRMA	\$ 8,035,632

*Effective November 13, 2017, permit fee increased from \$80 to \$200



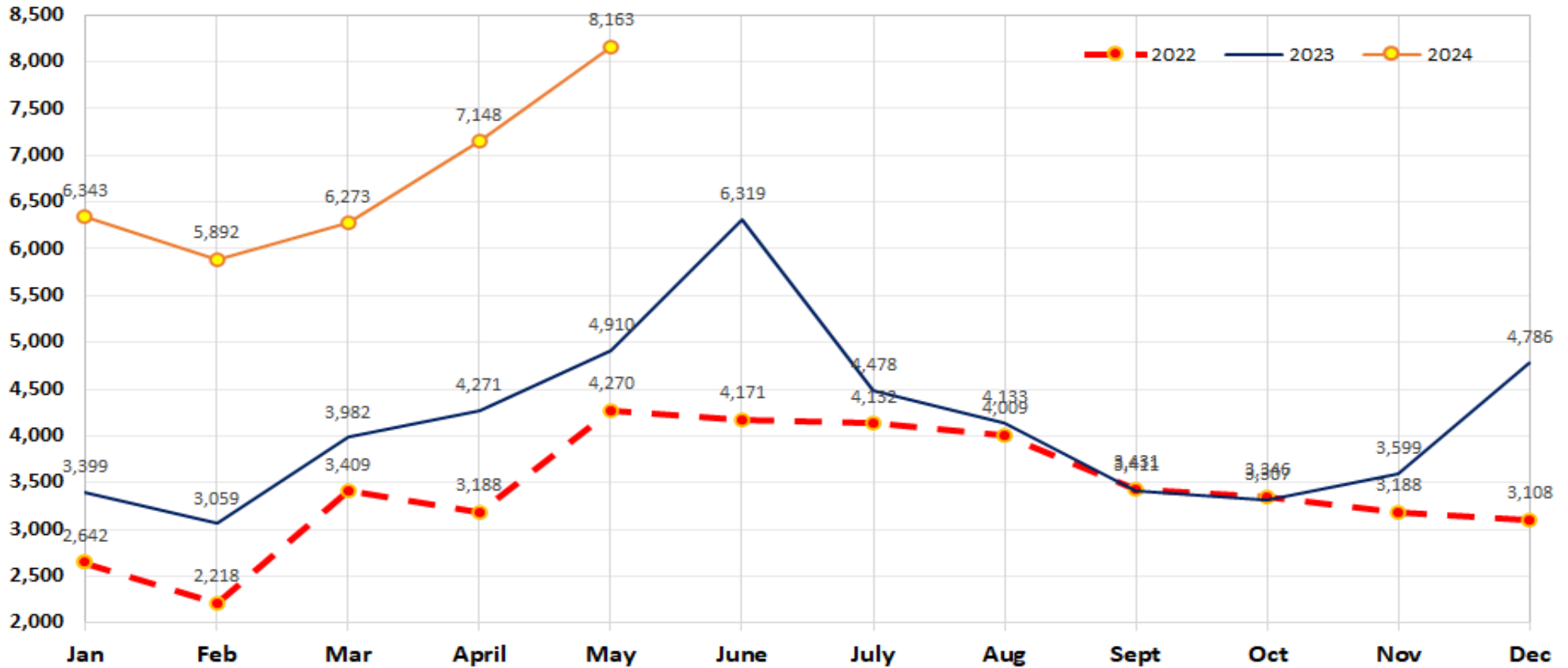
▶ OVERWEIGHT REPORT FOR 2024:

January 1, 2024 - May 31, 2024

Total Permits Issued:	33,819
Total Amount Collected:	\$ 6,911,184
■ Convenience Fees:	\$ 147,384
■ Total Permit Fees:	\$ 6,763,800
-Pro Miles:	\$ 101,457
-TxDOT:	\$ 5,749,230
-HCRMA	\$ 913,113

JANUARY 1, 2024 – May 31, 2024

Overweight/Oversized Permit Count
2022 - 2024 Monthly Comparison

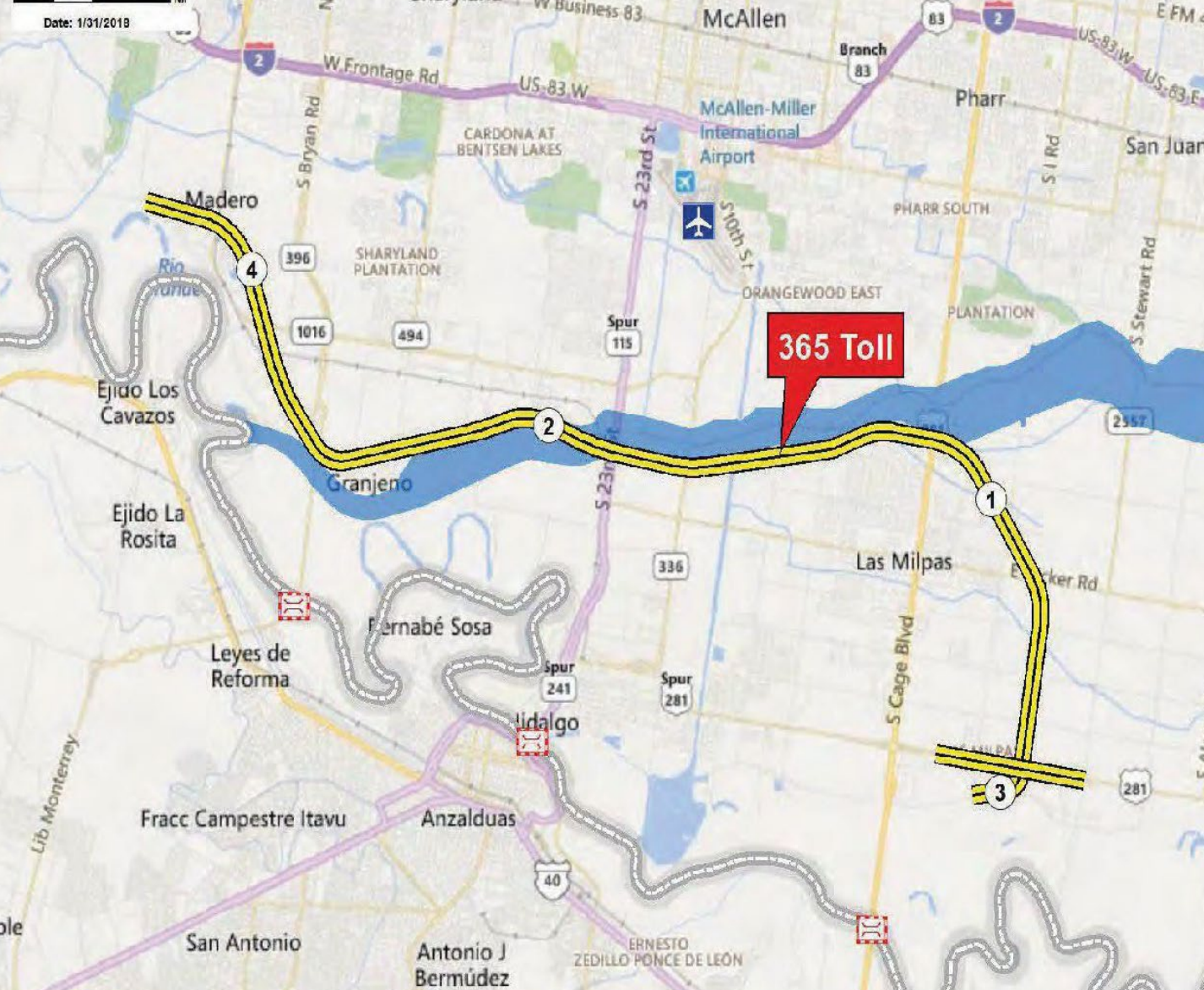


NOTES:

1. The annual accumulated permit count for 2022: 15,727 2023: 19,621 2024: 33,819

Annual increase comparison of: 2022: 18,092 [115%] and 2023:14,198[72.4%]

2. Monthly permit count of 8,163 represents a 66.3% (increase, 3,253) compared to the same month in 2023 (4,910).



MAJOR MILESTONES:
 NEPA CLEARANCE
 07/03/2015

100% ROW ACQUIRED

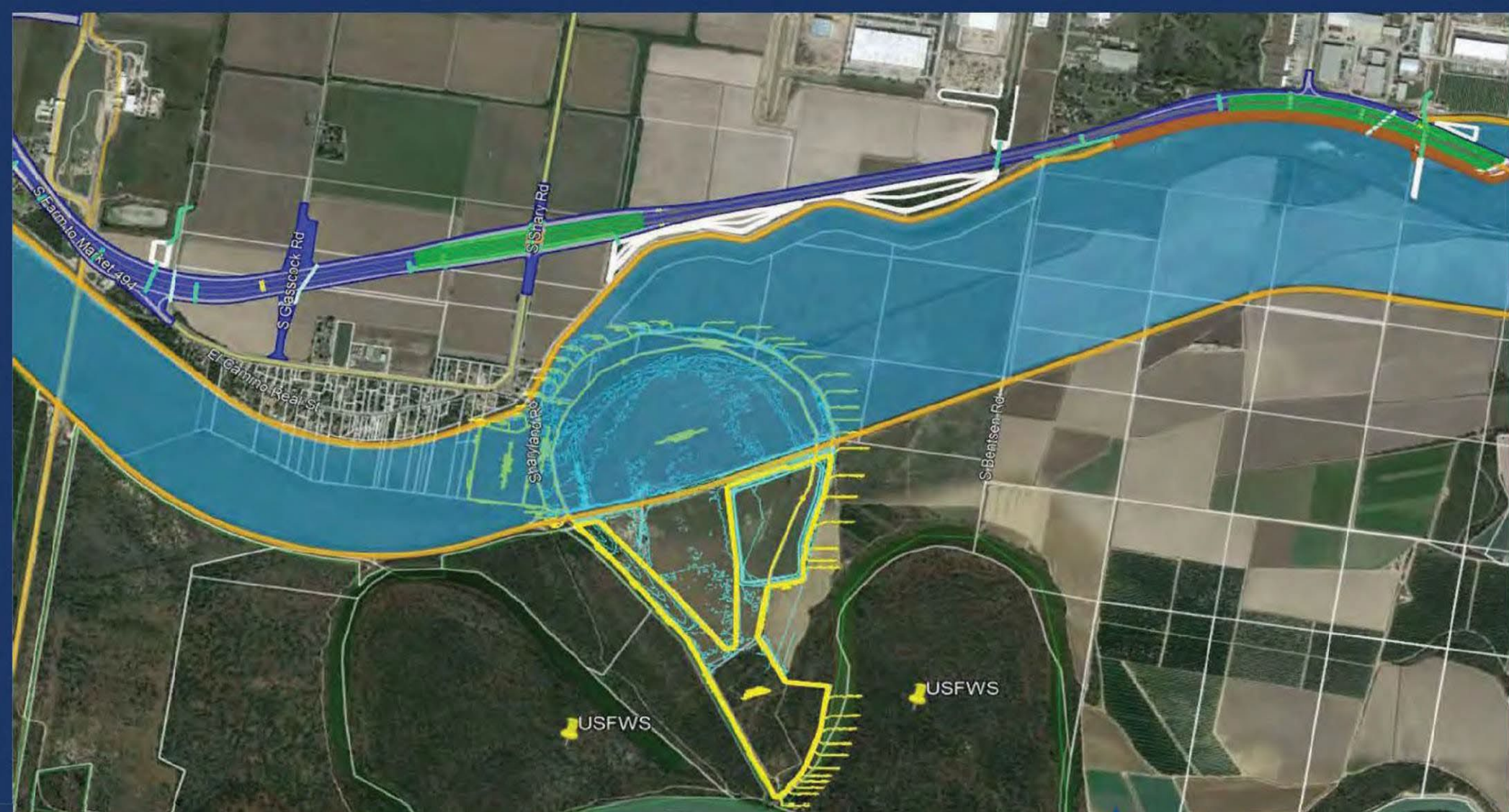
PH 1: 365 SEG. 3
 LET: 08/2015
COMPLETED

PH 2: 365 TOLL
SEGS. 1 & 2
LET: 11/2021
 OPEN: 01/2026

[SEGS. 1 & 2] LIMITS FROM 0.8 MI. W. FM 396 / ANZ. HWY.
 TO US 281 / BSIF CONNECTOR [365 SEG. 3 COMPLETED]
 [SEG. 4 FUTURE] LIMITS FROM FM 16 / CONWAY
 TO 0.8 MI. W. FM 396 / ANZALDUAS HIGHWAY



GRANJENO WETLAND MITIGATION SITE



LETTING:

PROJECT DETAILS:

The HCRMA Granjeno Wetland Mitigation Site project is for the restoration of 23.88 acres of land, including approximately 17 acres planned specifically for wetland restoration. The project consists of grading and compaction of approximately 19 acres to establish a wetland which includes the placement of a clay liner and plant root zone soil strata. It also includes berm grading and compaction of approximately 6 acres of upland area. The project includes construction of an access driveway and road including maintenance and brush clearing/trimming. The project includes construction of a groundwater well with controls, approximately 3,000 linear feet of pvc distribution pipe, associated equipment, and a security fence.

- (MANDATORY) In-person or Virtual Attendance Option.

Pre-Bid Meeting: Tuesday, February 20, 2024, 2 P.M. C.S.T.

- All inquiries submitted by 3:00PM CST on Friday, March 8, 2024. Inquiries beyond this date were not responded to.

Electronic bids via CivCast received until 3:00 P.M. C.S.T., Wednesday, March 13, 2024.

Bid opening date & time: Wednesday, March 13, 2024, Opening 3:05 P.M. C.S.T.

3.26.24 Sole bid: MitRes Services, LLC , Board directive to implement cost saving measures

HCRMA \ HDR discussions on options and efficiencies to bring project back within budget

4.18.24 HCRMA awarded to the lowest, responsive and responsible bidder MitRes Services, LLC. for construction of the Project.





Memo

Date: Tuesday, June 11, 2024

Project: Granjeno Wetland Mitigation Site Project

To: Norma Garza, PE

CC: Pilar Rodriguez, Ramon Navarro, Dan Paredes, Blakely Fernandez

From: Samuel Saldivar

Subject: Recommendation to Continue Award of Construction Contract

The HCRMA, legal counsel, and HDR are in receipt TxDOT's response to the recommendation to award the Granjeno Wetland Mitigation Site project (Bid No. 2024-004) to MiteRes Services, LLC. This memo provides a response to the following comments/questions.

- Is MitRes Services, LLC a TxDOT prequalified bidder?
 - Response: The HCRMA and HDR stipulated in the bidding documents that TxDOT precertification was required. While this was preferred, there was concern that there were no TxDOT prequalified bidders with the experience or interest to deliver they type of site work. During the first bidding of this project, Bid No. 2023-001, only two bidders engaged the HCRMA with questions and bids. Neither were TxDOT prequalified, but they displayed examples of the work experience needed to the deliver this project. A bidder question was received asking about the TxDOT prequalification requirement. I recommended to the HCRMA that the requirement be waived to move forward with bidding and construction. To avoid losing additional time to construct this project, I recommended the same waiver be accommodated with the Re-Bid (Bid No. 2024-001) to avoid a no-bids-received scenario to the bidding advertisement. It is imperative that the Contractor has a strong experience with civil site environmental mitigation, and TxDOT prequalification is a bid formality that does not help in that regard.
- Bid appears to be mathematically unbalanced.
 - Response: Remote site work with a scope of work that focuses on soil management, planting, and groundwater well installation is an uncommon project type. The bid items which represent 14% or more of the total bid price which exceeded the Engineer's Unti Price indicate where the Contractor has assigned the most effort and risk. It is reasonable to see higher prices for these items.



I recommend the HCRMA move forward with awarding the contract to MitRes Services, LLC for the following reasons:

- MitRes Services, LLC has well over 10 years of experience with environmental restoration projects. They have delivered large-scale infrastructure projects, including restoration of 359,000 linear feet of streams and over 1,500 acres of wetlands.
- HCRMA and HDR have bid this project twice. We will lose time if we have to bid this project a third time. We are nearing the end of the procurement window to secure the plant species type required for the project. If the project is rebid, the third bidding will need to be delayed until the first quarter of 2025.
- Delaying the project another year will subject the project to increased cost due to yearly and market drive cost increases. The project has already seen at least a 38% increase since preparing for bid advertisement.
- The project is not utilizing state or federal funds. The funding of this project is through local revenue; therefore, it is a non-participating project.


Samuel Saldivar, Jr., PE



**STATEMENTS OF QUALIFICATION
FOR
CONSTRUCTION MATERIALS TESTING
LABORATORY SERVICES
AND
FORENSIC INVESTIGATION AND EVALUATION OF
IN-PLACE CONSTRUCTION MATERIALS
365 TOLLWAY PROJECT**

“SOQ – CMT LAB AND FORENSIC SERVICES – 2024-05”.



Bid Results

[Download Bid Folders](#)

Apparent Low Bidders			
	Bidder	Completion Time	Bid Folder
1	ATSER Submitted: 6/14/2024 4:01:24 PM	Not Required	View Download
2	Alliance Geotechnical Group, Inc. Submitted: 6/14/2024 1:27:53 PM	Not Required	View Download
3	ECS Southwest LLP Submitted: 6/14/2024 12:28:46 PM	Not Required	View Download
4	Millennium Engineers Group Submitted: 6/14/2024 10:18:07 AM	Not Required	View Download

[✖ Release Bid Results](#)
Add Paper Bid

[✖ Release Bid Tab](#)

Bid Summary
Estimate: Bidders: 4 AMLT \$: \$0.00 AMLT %: 0 Avg. Bid: \$0.00

Bids Opened On: 06/14/2024 04:33:45 PM



365 TOLLWAY COLLECTION SYSTEM INSTALLATION, INTEGRATION and MAINTENANCE PROJECT

- SEPTEMBER 8, 2022** -Request for Proposals was released
- OCTOBER 3, 2022** -Mandatory Pre-bid meeting was conducted with In-Person or Virtual Attendance option
- DECEMBER 9, 2022** -Five Proposals were received for the 365 Toll Collection System, Integration, and Maintenance Project
- DECEMBER 16, 2022** -Compliance reviews were conducted of all electronic bids;
- FEBRUARY 6, 2023** -Evaluation committee [HCRMA staff and HDR [GEC]] thoroughly reviewed proposals, conducted oral presentations and in accordance with RFP's two-step scoring process
- FEBRUARY 14, 2023** -Proposal bid prices opened, evaluated, scored by evaluation committee
- FEBRUARY 28, 2023** -First Executive
- MARCH 13, 2023** -Second Executive Briefing
- MARCH 14, 2023** -Negotiation of contract terms, condition, & BAFO
- MARCH 28, 2023** -Award of contract to SICE, Inc. for \$13,980,669 with a score of 905
- OCTOBER 28, 2023** -Single Gantry amendment
- March 26, 2024** - CO#1 \$645,170 for single gantry implementation

EXECUTIVE SUMMARY

- The Notice to Proceed (NTP) was issued to Pulice Construction Inc. (PCI) on February 15, 2022, with time charges commencing on March 17, 2022.
- The work under this contract shall be substantially completed within **1,264 CALENDAR** days [September 22, 2025] After Substantial Completion, Pulice will be allowed up to an additional 60 calendar days for Final Acceptance. Therefore, all improvements must be final accepted by [November 21, 2025].
- Working days will be charged Sunday through Saturday, including all holidays [with exception of:

New Year's Day (January 1st)

Independence Day (July 4th)

Labor Day (1st Monday in the month of September)

Thanksgiving Day and day after (4th Thursday and Friday in the month of November);

Christmas Eve and Day (December 24th and 25th)

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

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

HCRMA 365 TOLL PROJECT CSJ#0921-02-368: CHANGE ORDER SUMMARY

Four (5) approved Changes Order(s): **[\$9,711, 974.93]** +0 days

CO#1	11/11/2021 entering VECP process	+000 days	\$000,000,000.00	.0%
CO#2	12/21/2021 VECP Plan Revisions	+000 days	\$(14,208,622.30)	(4.80%)
CO#3	04/26/2022 VECP Contractor Risk	+000 days	\$000,000,000.00	(0%)
CO#4	01/24/2023 Drill Shafts	+000 days	\$171,516.59	0.06%
CO#5	06/24/2023 VECP True Realized Savings	+000 days	\$4,325,130.78	1.44%
CO#6	11/29/2023 Plan Revisions \ Work Change Directives	+000 days	\$825,579.49 [PENDING]	0.31%

CHANGE ORDERS:

Change Order No.1 Summary: November 10, 2021, Resolution 2021-54

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

Change Order No. 2 Summary: December 20, 2021, Resolution 2021-78

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

VECP calculations for Contract Price of	\$281,723,797.95	
VECP Gross Savings	\$38,010,382.63	
Less est. Total Design Cost	\$1,943,648.45	(Schematics + Final Design)
Less Est. Owner's Fees	\$545,178.43	(GEC, Environmental, T&R Costs)
VECP Net Savings	\$35,521,555.75	
60% Contractor Saving:	\$21,312,933.45	Paid as Progress Payments
40% Owner Savings:	\$14,208,622.30	Reduced from original Project



Change Order No. 3 Summary: April 26, 2022, Resolution 2022-36

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

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

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

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

Change Order No. 4 Summary: January 24, 2023, Resolution 2023-05

Change Order No. 4 removes 1,524LF of Item 416-6005 Drill Shaft (42") introduces 48" drill shafts to incorporate detailed, finalized quantities and unit costs; and establishes State/Federal participation on odified unit costs, assuring compliance with the standard specifications included within the contract. Change Order No. 4 introducing 1,585LF of Item 416-6006 Drill Shaft (48 IN) at a unit cost of \$308.39/LF for a net cost of \$171,516.59 to be fully paid by HCRMA [Owner].



Change Order No. 5 Summary: June 24, 2023, Resolution 2023-30

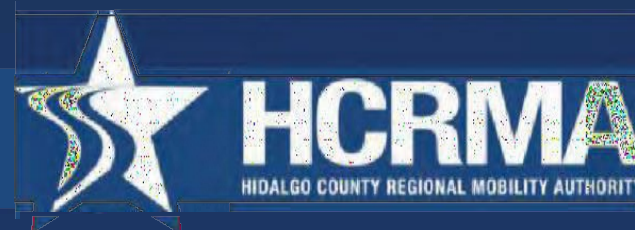
In Lieu of \$38,010,382.63 savings, they only can truly account for \$30,565,888. They are claiming that of the \$7,444,494.63 shortfall, only \$3,186,525.45 is from their 60%; additional \$4,257,969.18 are contributable to busts in original plans, design errors and quantity mistakes and are to be attributed to HCRMA contingency[\$ 5,000,000>>\$570,514.23].

- As provided for Contract Amendment #1 and Change Order No. 2, the Contractor’s share of the net savings includes the “Contractor Risk” that the actual costs of implementing the approved VECP concepts in Change Order No. 2 may not result in the saving approved by the parties. To the extent total actual costs exceed the total amount approved, all overages due to errors, oversights, omissions, additions, or corrections to final units, final quantities, or final unit prices or costs increases shall be deducted from Contractor 60% portion of the net savings. **The unrealized savings presented are \$2,367,208.20**
 - To the extent actual costs exceed the amounts presented in Exhibit A, Contractor agrees that such overages due to errors, oversight, omission additions, or corrections to final units, quantities or unit pricing shall be deducted from contractor’s 60% portion of the net savings (the “Contractor Risk”), **revised shall be \$18,945,725.25**
 - Contractor VECP Savings Payments **are amended, as such:**

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

Construction Progress	Proposed Savings Payment	Paid Date
**20% Completion	\$4,262,586.69	12/22/22
40% Completion	\$4,262,586.69 \$3,670,784.64	
60% Completion	\$4,262,586.69 \$3,670,784.64	
80% Completion	\$4,262,586.69 \$3,670,784.64	
Final Acceptance	\$4,262,586.69 \$3,670,784.64	
	\$21,312,933.45 \$18,945,725.25	

**[\$18,945,725.25 - \$4,262,586.69 = \$14,683,138.56 / 4 = \$3,670,784.64]



Change Order No. 6 Summary:

| CHANGE ORDERS \ WORK CHANGE DIRECTIVES

CO6 DEPOT ROAD [SB Frontage at SP115] DCN 31	
CO7 Conflict Manhole STA 649 DCN32	\$(15, 838.92)
WCD1 Dicker Rd D-Inlets DCN33	\$ 13,116.99
WCD2 Changes Irrigation at Sta. 895+04 DCN34	\$35, 119.36
	\$ 21, 320.00
CO8 FM 494 Water Line – Drill Shafts Conflict DCN35	\$20,932.00
CO9 18", 30", 36" LHPP DCN37	\$0.00
WCD4 McColl Road Driveways DCN41	\$23,451.22
WCD3 TCP Appurtenances at Jackson/US281 DCN38	\$169,669.86
WCD6 Water line at US281 DCN53	\$ 345,209.78
WCD5 Ground Mounted Cabinets DCN 49	\$212,599.20
	\$825,579.49

PROJECT PRODUCTION

- 2/8/23 VECP Team met, exchanged concepts, formats
- 3/8/23 VECP meeting formal report submitted
- 4/20/23 VECP concepts completed and negotiations underway
- 7/07/23 New revised baseline schedule
- 7/10/23 CO#5 terms and conditions
- 2/23/24 CO#6 conditions and negotiations

FORMAL SUBMITTALS, REVIEW OF DOCUMENTS

- RFIs 192
- SUBMITTALS 183

TESTING [Soils/Concrete]

- Levees / embankment / select fill
- Drill Shafts / Bents / Slab
- Roadway: limed subgrade / Cement Treated base
- MSE backfill
- Irrigation Structures

ENVIRONMENTAL JUSTICES [SW3Ps] Archeological sites

EMBANKMENT Shary / SH336 / SP115 / Highline/ McColl /Anaya

UNDERGROUND WORK Storm Sewer / Irrigation structures / Tolling Conduit

LEVEE WORK

Bridge Substructure FM494 / Floodway / SP115 / SH336 / McColl / Ditch Bridge / Highline

- BEAMS SET: McColl / Canal Bridge / Floodway/ FM494

RETAINING WALLS Highline / Anaya / SP115/ SH336 / Jackson

Business: HCRMA
Project Name: 365 TOLL PROJECT CSJ:0921-02-368
Project Description: GREENFIELD PROJECT, PRINCIPAL ARTERIAL, CONTROLLED ACCESS HIGHWAY, TOLL IMPROVEMENT, CSJ: 0921-02-368
Prime Contractor: PULICE CONSTRUCTION, INC.
Notice to Proceed Date: 2/15/2022
Construction Start Date: 3/17/2022
Awarded Project Amount: \$295,932,420.25
Net Change by Change Orders: (\$30,806,331.66)
Authorized Project Amount: \$265,126,088.59
% Complete Paid Awarded Amount: 41.327
% Complete Paid Authorized Amount: 46.129

Payment History:

Payment Number	Pay Period Start	Pay Period End	Payment Amount	Payment To Date	Payment Status	Percent Production %	
						MONTHLY	ACCUM
27	5/16/2024	6/15/2024	\$3,637,006.93	\$125,935,864.87	Pending	1.372	47.5
26	4/16/2024	5/15/2024	\$2,271,351.76	\$122,298,857.94	Paid	0.857	46.129
25	3/16/2024	4/15/2024	\$5,798,909.13	\$120,027,506.18	Paid	2.187	45.272
24	2/16/2024	3/15/2024	\$2,969,884.58	\$114,228,597.05	Paid	1.12	43.085
23	1/16/2024	2/15/2024	\$4,352,674.67	\$111,258,712.47	Paid	1.642	41.964
22	12/16/2023	1/15/2024	\$3,798,704.58	\$106,906,037.80	Paid	1.433	40.323
21	11/16/2023	12/15/2023	\$7,678,808.97	\$103,107,333.22	Paid	2.896	38.89
20	10/16/2023	11/15/2023	\$6,172,155.46	\$95,428,524.25	Paid	2.328	35.994
19	9/16/2023	10/15/2023	\$5,115,697.33	\$89,256,368.79	Paid	1.93	33.666
18	8/16/2023	9/15/2023	\$7,157,089.08	\$84,140,671.46	Paid	2.7	31.736
17	7/16/2023	8/15/2023	\$5,532,158.94	\$76,983,582.38	Paid	2.087	29.037
16	6/16/2023	7/15/2023	\$2,803,225.26	\$71,451,423.44	Paid	1.057	26.95
15	5/16/2023	6/15/2023	\$2,402,150.75	\$68,648,198.18	Paid	0.906	25.893
14	4/16/2023	5/15/2023	\$1,672,812.23	\$66,246,047.43	Paid	0.631	24.987
13	3/16/2023	4/15/2023	\$2,302,505.87	\$64,573,235.20	Paid	0.868	24.356
12	2/16/2023	3/15/2023	\$1,571,621.63	\$62,270,729.33	Paid	0.593	23.487
11	1/16/2023	2/15/2023	\$1,519,297.77	\$60,699,107.70	Paid	0.573	22.894
10	12/16/2022	1/15/2023	\$943,705.68	\$59,179,809.93	Paid	0.356	22.321
9	11/15/2022	12/15/2022	\$8,892,613.75	\$58,236,104.25	Paid	3.354	21.965
8	10/15/2022	11/14/2022	\$4,085,602.35	\$49,343,490.50	Paid	1.541	18.611
7	9/16/2022	10/14/2022	\$1,427,873.36	\$45,257,888.15	Paid	0.539	17.07
6	8/19/2022	9/15/2022	\$657,136.92	\$43,830,014.79	Paid	0.248	16.532
5	7/20/2022	8/18/2022	\$378,458.17	\$43,172,877.87	Paid	0.143	16.284
4	6/21/2022	7/19/2022	\$2,793,575.17	\$42,794,419.70	Paid	1.054	16.141
3	6/1/2022	6/20/2022	\$2,336,832.39	\$40,000,844.53	Paid	0.881	15.087
2	5/1/2022	5/31/2022	\$14,029,200.82	\$37,664,012.14	Paid	5.292	14.206
1	2/15/2022	4/30/2022	\$23,634,811.32	\$23,634,811.32	Paid	8.915	8.915

Total: **\$125,935,864.87**

MOH:	TOTAL VALUE	RECOVERED VALUE	REMAINING VALUE
	\$34,137,964.19	\$10,560,833.91	\$23,577,130.28

General Information

Project

Work Type
Heavy Highway

Location



Texas Parks & Wildlife, CONANP, Esri, Tom... Powered by Esri

Coordinates
26.14052384945899, -98.24062242016183

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

Management

Prime Contractor
PULICE CONSTRUCTION, INC.

Project Manager
Ramon Navarro, IV, P.E.

Managing Office
HCRMA Construction Department

Created By
Sergio Mandujano

Awarded Amount
\$295,932,420.25



Authorized Amount
\$265,126,088.59



Approved Changes
-\$30,806,331.66



Description

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

Amount Paid

Amount paid so far
\$122,298,857.94



Important Dates

Date Created
Apr 22, 2022

Notice to Proceed
Feb 15, 2022

Construction Start
Mar 17, 2022

Work Completion
Sep 22, 2025

Progress

Time Complete: 826 Days

Time Remaining: 438 Days



Amount Posted: \$102,584,994.26

Awarded Amount: \$295,932,420.25



Amount Posted: \$102,584,994.26

Authorized Amount: \$265,126,088.59



Total Retainage 315
\$0.00



Retainage Released
\$0.00



Liquidated Damages
\$0.00



GRANJENO / ANZALDUAS (LOOKING EAST)



Using the resulting MODULUS 7.0 results, HVJ estimated a composite modulus of reaction “k” value for the complete support system using the stress analysis tool in the TxDOT FPS21 software. The “k” value was estimated by modeling the plate load modeled stress in psi and dividing this stress by the estimated resulting surface deflection in inches. The calculated values can be compared to the 457 or 432 psi/in “k” design values used in the original pavement design thickness calculations for the CRCP pavement using the TXCRCPME for CH and CL subgrade soils respectively. Figure 1 below shows a typical output from the FPS stress analysis model. **Appendix C** contains all the FPS 21 outputs.

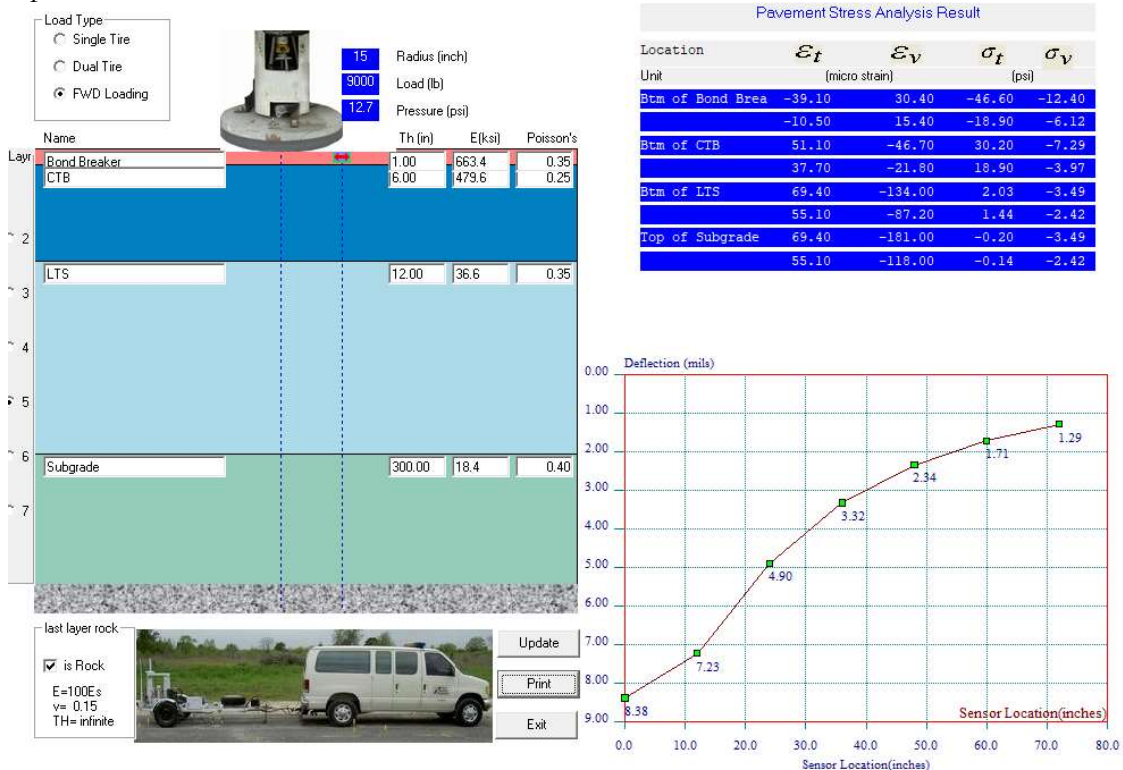


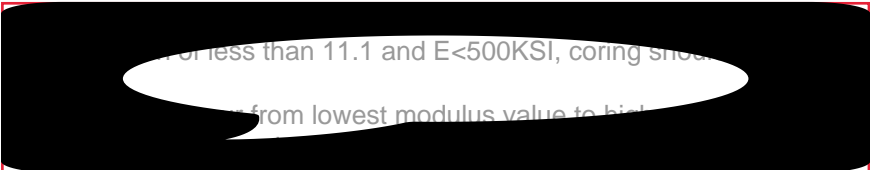
Figure 1. Typical output from the FPS 21 stress analysis model.

Summary

Table 1 provides the resulting calculations:

Table 1. Summary of the K value calculations.

Segment	Backcalculated Layer Modulus (ksi)				Max Deflection Under Plate (mils)	Plate Pressure (psi)	K value (psi/in.)
	Bond Breaker	CTB	LTS	Subgrade			
Main Lane EB 706-716	663.4	1348.2	46.5	25.6	5.7	12.7	2228
Main Lane WB 716-706	663.4	839.3	47.8	23.8	6.3	12.7	2009
Section 1 Anzalduas Road WB	663.4	109.0	29.6	18.9	10.4	12.7	1221
Section 2 East Bound Frontage	663.4	153.7	18.1	11.2	15.2	12.7	836
Section 3 Main Lane	663.4	1067.3	47.1	29.2	5.5	12.7	2330
Section 4 West Bound Frontage	663.4	479.6	36.6	18.4	8.4	12.7	1516
						Min	836

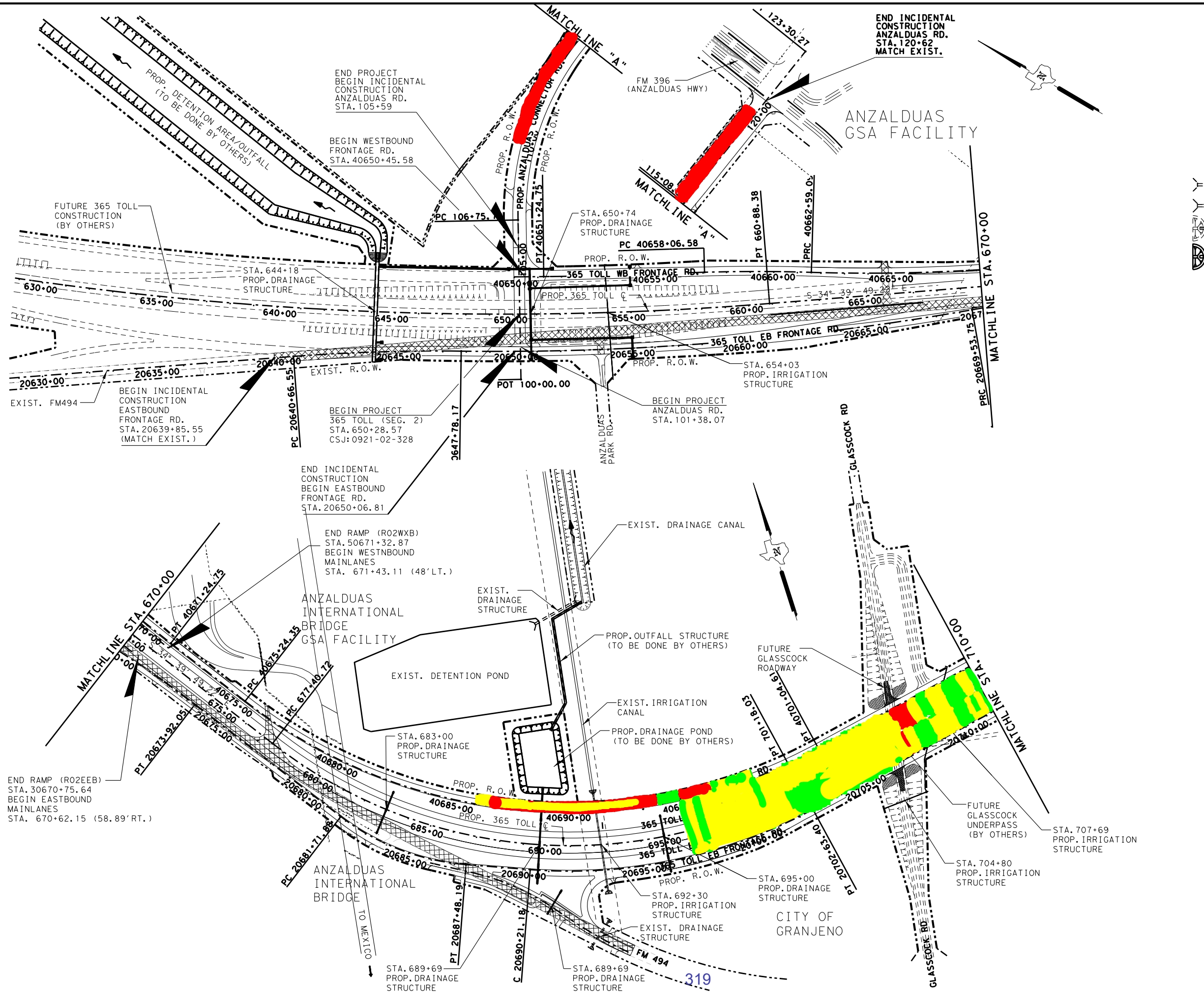


TTI MODULUS ANALYSIS SYSTEM (SUMMARY REPORT)

District	0														
County	0														
Highway/Road															
		Pavement:	1.00	663.40	663.40	0.35									
		Base:	6.00	100.00	2500.00	0.25									
		Subbase:	12.00	10.00	50.00	0.35									
		Subgrade:	Semi-Infinite		10.00	0.40									

Station	Load (lbs)	Measured Deflection (mils):								Modulus Range (psi)				Absolute Err/Sens	Depth to Rock	Limit
		W1	W2	W3	W4	W5	W6	W7	SURF(E1)	BASE(E2)	SUBB(E3)	SUBG(E4)	Minimum			
0	8676	29.44	16.96	9.57	5.93	4.06	3.26	2.62	663.4	100.0	10.0	11.5	4.27	294.8	*	
30	8676	10.03	6.04	4.08	3.11	2.28	2.14	1.82	663.4	355.8	50.0	22.7	5.68	300.0	*	
60	8676	7.57	5.19	3.70	3.03	2.20	1.95	1.73	663.4	1354.4	50.0	23.7	6.27	300.0	*	
90	8807	8.44	5.33	3.59	3.11	2.24	2.07	1.79	663.4	814.0	50.0	24.5	9.89	300.0	*	
120	8709	10.29	6.84	4.47	3.37	2.55	2.20	1.73	663.4	389.3	50.0	20.5	3.03	300.0	*	
150	8720	9.71	6.33	4.04	3.09	2.26	1.97	1.74	663.4	397.8	50.0	22.9	3.51	300.0	*	
180	8687	10.17	6.17	4.11	2.98	2.22	1.98	1.66	663.4	316.1	50.0	23.0	3.24	300.0	*	
210	8753	9.35	5.83	4.07	2.86	2.35	1.98	1.88	663.4	477.0	50.0	23.7	5.48	300.0	*	
241	8643	8.81	6.29	4.46	3.37	2.50	2.17	1.72	663.4	823.0	50.0	20.4	3.07	300.0	*	
270	8621	9.38	6.25	4.26	3.30	2.42	2.02	1.76	663.4	543.7	50.0	21.4	3.66	300.0	*	
300	8676	9.69	6.50	4.45	3.23	2.27	2.19	1.73	663.4	468.6	50.0	21.3	4.02	300.0	*	
330	8643	8.80	5.65	3.85	2.80	2.08	1.93	1.56	663.4	538.2	50.0	24.6	4.46	300.0	*	
360	8753	9.72	5.86	3.73	2.91	2.22	1.92	1.81	663.4	359.5	50.0	24.4	6.10	300.0	*	
390	8621	8.70	5.35	3.72	2.81	2.31	1.93	1.70	663.4	631.4	50.0	24.3	7.54	300.0	*	
420	8720	7.20	4.62	3.08	2.61	2.09	1.77	1.50	663.4	1298.7	50.0	27.8	10.57	300.0	*	
450	8654	5.97	4.16	3.04	2.53	1.91	1.74	1.50	663.4	2500.0	50.0	28.5	8.20	300.0	*	
480	8753	10.96	5.80	3.22	2.42	1.79	1.66	1.37	663.4	169.0	50.0	29.0	3.96	300.0	*	
510	8665	6.91	4.22	2.77	2.11	1.55	1.50	1.10	663.4	851.7	50.0	34.6	9.04	300.0	*	
540	8577	5.19	3.61	2.48	2.24	1.71	1.39	1.28	663.4	2500.0	50.0	34.1	10.50	300.0	*	
570	8413	6.37	4.11	2.85	2.34	1.80	1.54	1.25	663.4	1607.7	50.0	30.1	9.22	300.0	*	
600	8544	7.64	4.67	3.21	2.56	1.92	1.77	1.35	663.4	891.0	50.0	27.5	8.97	300.0	*	
629	8654	6.03	3.99	3.13	2.73	2.12	1.90	1.60	663.4	2500.0	30.4	31.1	14.95	300.0	*	
660	8643	6.69	4.91	3.95	3.24	2.51	2.09	1.77	663.4	2256.9	50.0	22.6	6.84	300.0	*	
690	8621	6.71	4.83	3.67	2.97	2.22	1.97	1.61	663.4	2378.1	50.0	23.8	5.80	300.0	*	
720	8621	6.70	4.69	3.68	3.13	2.32	2.15	1.58	663.4	2321.4	50.0	23.2	8.41	300.0	*	
750	8621	8.08	5.57	3.69	3.23	2.57	2.34	1.84	663.4	1268.7	50.0	21.6	9.76	300.0	*	
799	8566	6.24	4.22	3.16	2.81	2.16	1.91	1.50	663.4	2500.0	14.1	36.6	19.09	300.0	*	
810	8753	5.52	3.83	3.22	2.52	2.04	1.74	1.57	663.4	2500.0	50.0	29.9	10.06	300.0	*	
840	8687	6.45	4.19	3.25	2.72	2.04	1.92	1.53	663.4	2500.0	50.0	26.5	9.65	300.0	*	
873	8621	5.51	4.16	3.23	2.80	2.06	1.88	1.57	663.4	2500.0	26.1	29.3	15.29	300.0	*	
901	8566	6.67	4.67	3.81	2.76	2.17	1.91	1.68	663.4	2343.6	50.0	24.1	5.07	300.0	*	
930	8687	7.65	4.93	3.69	2.79	2.28	1.90	1.61	663.4	1266.1	50.0	24.6	7.40	300.0	*	
960	8764	6.84	4.52	3.26	2.57	1.99	1.70	1.48	663.4	1616.1	50.0	28.0	7.56	300.0	*	
990	8632	5.66	3.81	2.93	2.54	2.02	2.02	1.61	663.4	2500.0	50.0	29.6	13.46	300.0	*	
Mean:		8.39	5.41	3.75	2.93	2.21	1.96	1.63	663.4	1348.2	46.5	25.6	7.76	300.0		
Std.Dev:		4.06	2.23	1.15	0.62	0.40	0.31	0.25	0.0	900.4	10.2	4.8	3.80	0.9		
Var Coeff(%):		48.43	41.16	30.65	21.24	18.21	15.81	15.33	0.0	66.8	21.9	18.8	49.40	0.3		

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LEGEND:

- ROAD TO BE OBLITERATED
- PROP. PLANING (0-1 1/2")
- PROPOSED WIDENING & OVERLAY
- APPROXIMATE ARCHEOLOGICAL AREA
- EXIST. DRAINAGE STRUCTURE/CHANNEL
- PROP. DRAINAGE STRUCTURE/CHANNEL
- EXIST. IRRIGATION STRUCTURE
- PROP. IRRIGATION STRUCTURE
- PROPOSED CONC. RIPRAP
- DRAINAGE FLOW DIRECTION

08/11/2017

PROGRAM MANAGEMENT CONSULTANT
DANNENBAUM
ENGINEERING CORPORATION
 T.B.P.E. FIRM REGISTRATION #392
 1109 NOLANA LOOP, STE 208 MCALLEN, TX 78504 (956) 582-3677

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

365 TOLL PROJECT LAYOUT
STA. 630+00 TO STA. 710+00

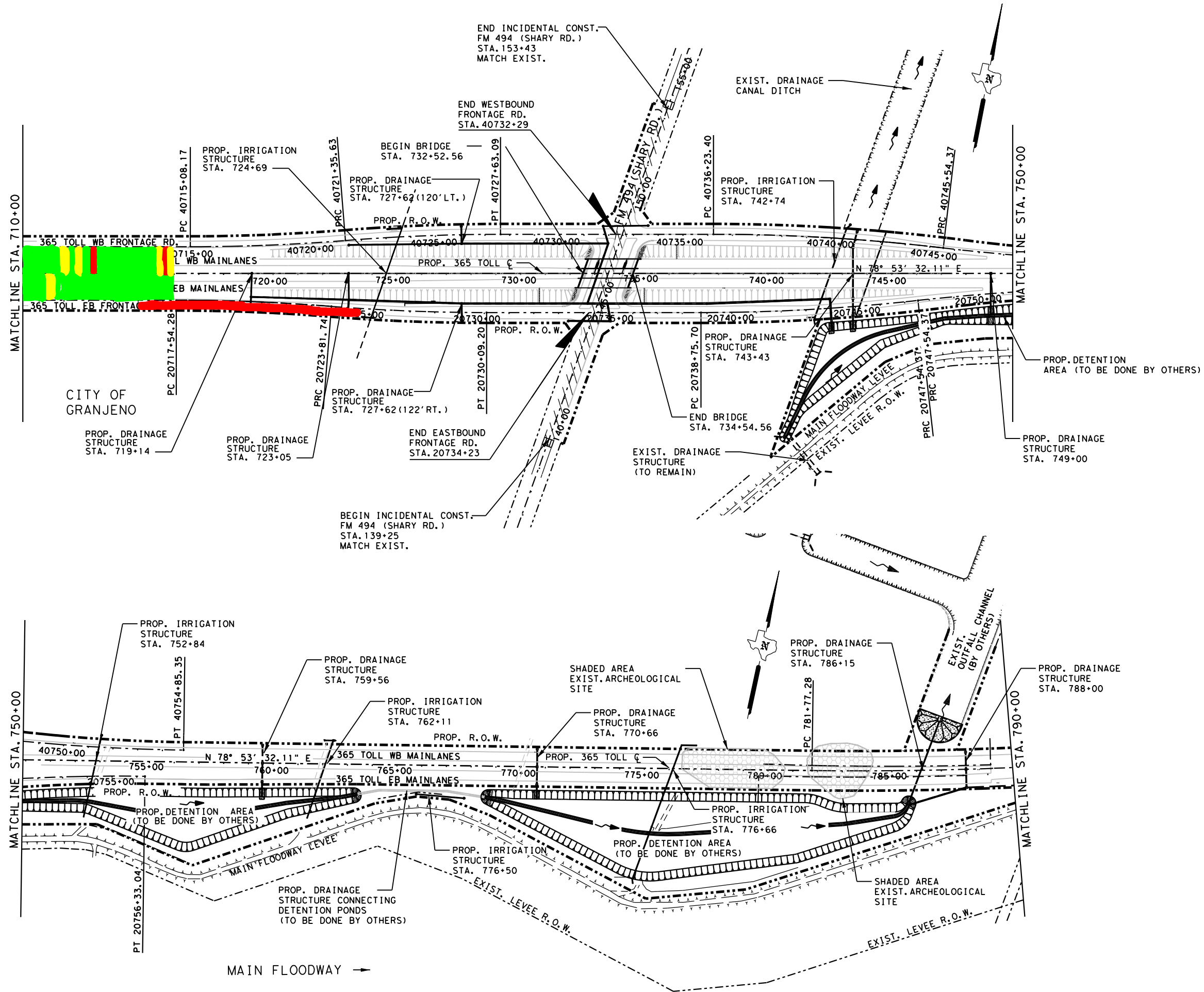
SCALE: 1" = 400'

SHEET 1 OF 8

DN:	CONT	SECT	JOB	HIGHWAY
CK DN:	0921	02	368	365 TOLL
DW:	DIST	COUNTY	SHEET NO.	
CK DW:	PHR	HIDALGO	8	

This sheet was not changed as part of the VECP design process and remains in its original IFC state.

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LEGEND:

- ROAD TO BE OBLITERATED
- PROP. PLANING (0-1/2")
- PROPOSED WIDENING & OVERLAY
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- EXIST. DRAINAGE STRUCTURE/CHANNEL
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- EXIST. IRRIGATION STRUCTURE
- PROP. IRRIGATION STRUCTURE
- PROPOSED CONC. RIPRAP
- DRAINAGE FLOW DIRECTION

STATE OF TEXAS
 CHRISTOPHER R. RODRIGUEZ
 107692
 LICENSED PROFESSIONAL ENGINEER
 06/19/2017

HCRMA
 HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

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 Texas Department of Transportation

PROGRAM MANAGEMENT CONSULTANT
DANNENBAUM
 ENGINEERING CORPORATION
 T.B.P.E. FIRM REGISTRATION #392
 1109 NOLANA LOOP, STE 208 MCALLEN, TX 78504 (956) 682-3677

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 Highway / Civil
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365 TOLL PROJECT LAYOUT
 STA. 710+00 TO STA. 790+00

SCALE: 1" = 400' SHEET 2 OF 8

DN:	CONT	SECT	JOB	HIGHWAY
CK DN:	0921	02	368	365 TOLL
TR:	DIST	COUNTY	SHEET NO.	
CK TR:	PHR	HIDALGO	9	

This sheet was not changed as part of the VECP design process and remains in its original IFC state.



June 05, 2024 11:14 AM



June 05, 2024 11:32 AM



June 05, 2024 11:15 AM

Memo

Date: Wednesday, June 05, 2024

Project: 365 Toll Project (Seg 1 & 2)

To: Rafael Carmona

CC: Pilar Rodriguez

From: Samuel Saldivar, Ramon Navarro, Dan Paredes

Subject: Concrete Paving Operations – Stop Work Notice

This memo is formal notice by the Authority to Pulice Construction, Inc (PCI) to suspend concrete pavement construction operations until further notice.

The concrete paving construction operation is suspended until TxDOT and FHWA approve PCI's pavement design. The following items are under TxDOT and FHWA review:

- SH 288 Material Testing Data
 - The Authority has requested this information prior to contract execution during VECP concept reviews. This information has always been tied to the justification of the pavement design. PCI is required to submit this information.
- Cement Treated Base (CTB) Test Results
 - Item 276 requires a 7-day compressive strength of 500psi or greater
- CTB coring results
- CTB corrective measures approach
- Concrete Pavement Flexural Strength tests
 - Pavement Design requires a 28-day strength equal to or greater than 720psi

The Authority is requesting PCI's approach to consistently meeting the concrete pavement 720psi flexural strength (i.e. mix design, curing operation, etc.). Keep in mind, the Authority has only entertained modification of the concrete flexural strength. PCI is required to meet all other concrete testing and performance requirements of Item 360. In addition, the flexural strength test for the 720psi becomes part of the QA material testing requirements.

Once TxDOT and FHWA provide an official approval of the pavement design and field corrective measures, the Authority will notify PCI of said corrective measures and notice to continue paving construction operations.


Samuel Saldivar, Jr., PE


Ramon Navarro IV, PE





June 07, 2024 9:03 AM





Memo

Date: Thursday, June 06, 2024

Project: 365 Toll Project (Seg 1 & 2)

To: Rafael Carmona

CC: Pilar Rodriguez

From: Samuel Saldivar, Ramon Navarro, Dan Paredes

Subject: Retaining Wall Panel Casting – Stop Work Notice

This memo is formal notice by the Authority to Pulice Construction, Inc (PCI) to suspend casting of concrete retaining wall panels until further notice.

The retaining wall panel casting construction operation is suspended until the following issues are resolved:

- Uncertified Field-Testing Technicians Item 9.4.2
 - as per DMS-7300
- 10.3 per DMS-7300
- Full compliance of PCI submitted QC/QA Plan
- Unapproved Concrete Mix Design
 - Need to provide the Authority 7-days to review concrete mix design submittal as per Item 424.
- Signed / Authorized approval from retaining wall engineer-of-record or technician-of-record on PCI's wall construction operations (i.e. backfill type plus test results, reinforcement strap connections)

Since PCI is not utilizing pre-cast retaining wall panels from a TxDOT approved supplier, PCI is required to meet the requirements of Item 424 and is responsible for executing the testing outlined in DMS-7300. Once all issues have been resolved, The Authority will notify PCI of said corrective measures and notice to continue retaining wall concrete casting operations.


Samuel Saldivar, Jr., PE


Ramon Navarro IV, PE







BRIDGE
MAY ICE IN
COLD
WEATHER

West Military
on Hwy 101
via the ramp

June 14, 2024 9:08 AM









June 07, 2024 10:01 AM



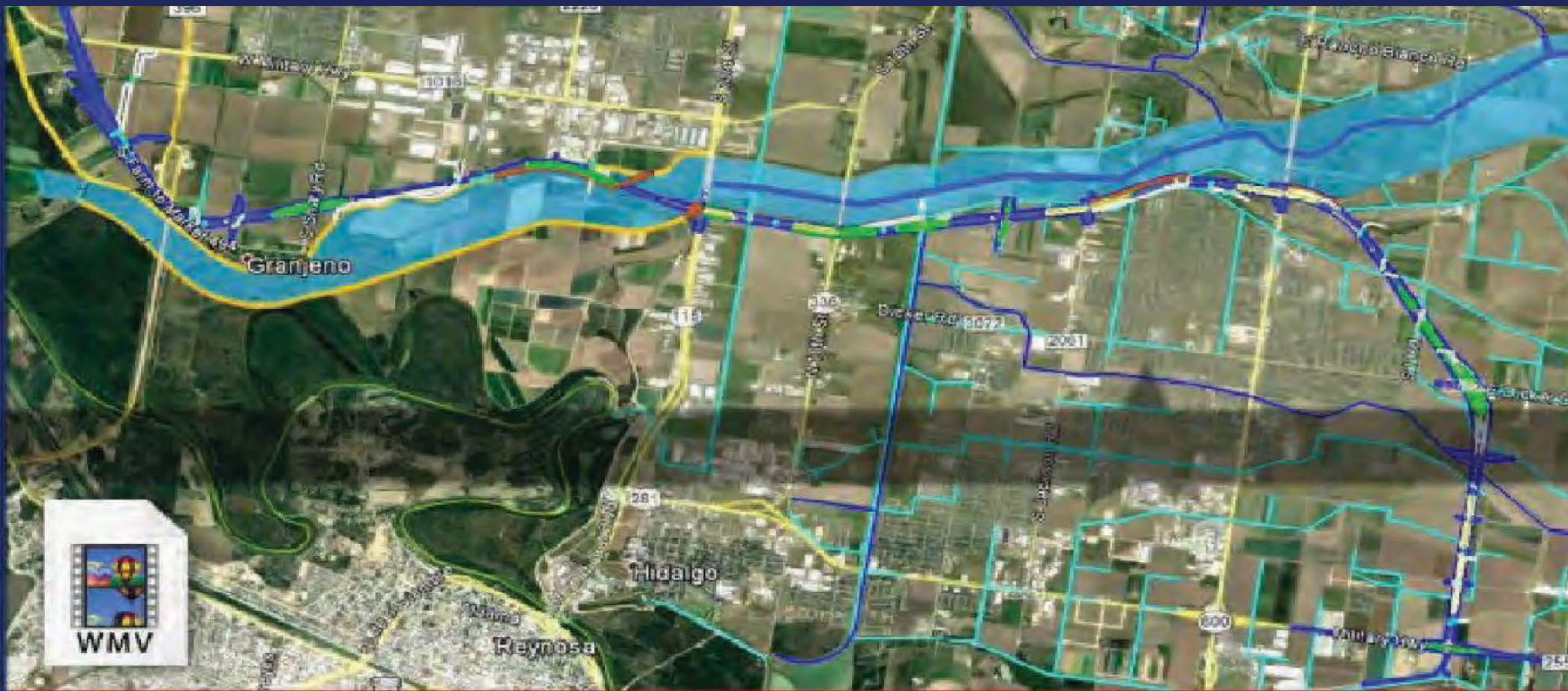
STA 729+00

South side



STA 729+00

A photograph showing a steep, eroded hillside covered in dry, yellowish-brown grass. A large, dark brown pile of debris, including branches and brush, is situated at the base of the hill. A muddy stream flows through the debris, and a large amount of brown sediment has accumulated at the bottom of the slope. The sky is blue with scattered white clouds.



V. Presentation & Reports

I. Transit Status Report

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

Presenter: **Transit Representative**



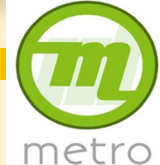
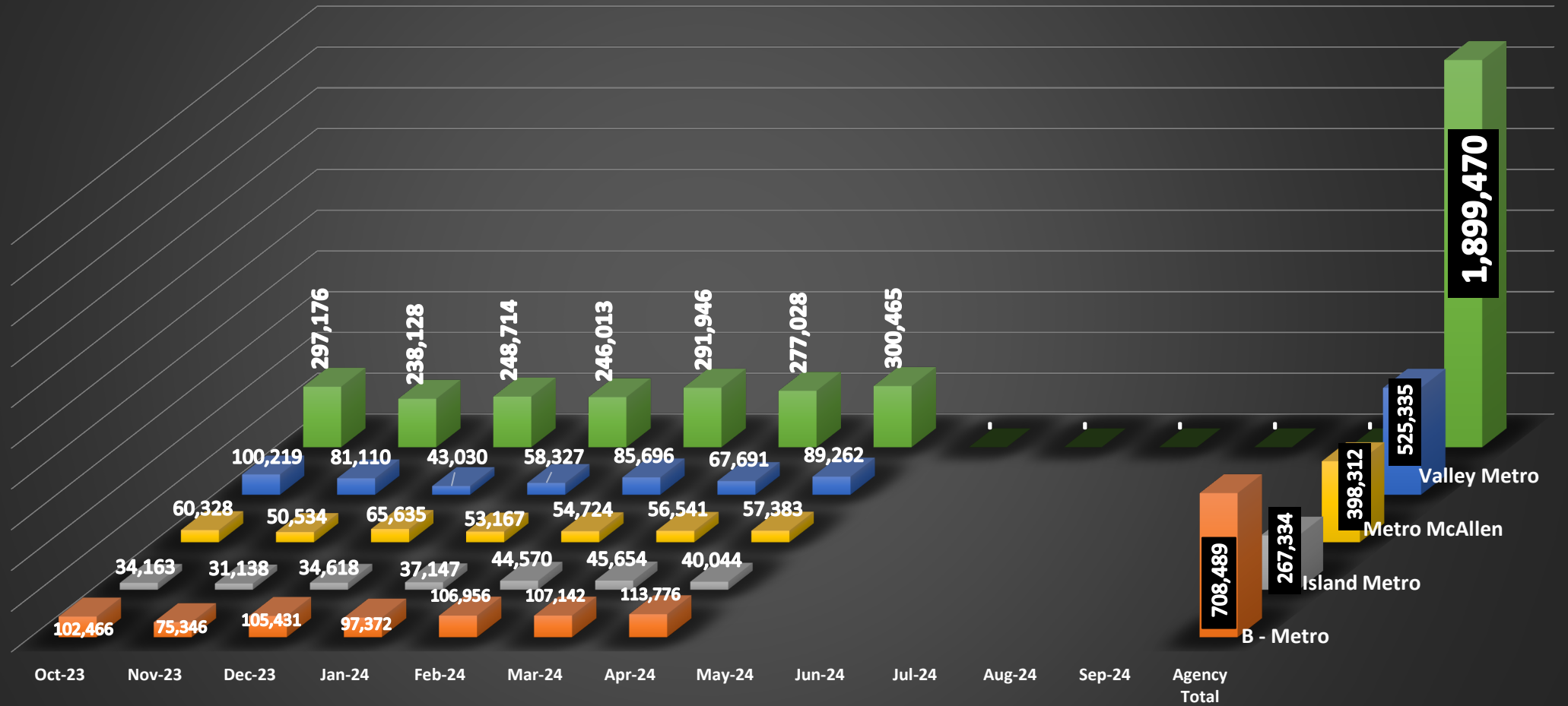
metro



REGIONAL TRANSIT

QUARTERLY REPORT June 2024

Transit Report - RGV MPO Policy Board Meeting



BROWNSVILLE METRO

MOBILE FARE PROJECT:

Smartcard and mobile fare payments will launch July 8, 2024

Bus Shelter Improvement Project:

Phase # 1 of Bus Shelters with 30 sites has been completed. We are working on Phase # 2 with 15-20 additional sites. Phase # 3 will come in FY 25.

Bus Stop Improvement Project:

8 sidewalk improvement projects to fill in curb cuts. Currently open for bid right now. Closing on June 20th.

Bus Rapid Transit (BRT): Feasibility Study launched

Microtransit and Operational Study:
In procurement process

Bus Procurements:

1 Hybrid Diesel Electric estimated to arrive in June 2024

TIGER Bus Yard Project:

40% completion (parking lot improvements, security improvements, automatic bus wash, new warehouse, lighting and fuel tank etc.

BROWNSVILLE METRO



BROWNSVILLE METRO

MOBILE FARE PROJECT:
**Smartcard and mobile
fare payments will
launch July 8, 2024**

3 metro
345 BROWNSVILLE METRO

Mobile Fare

**COMING
July 8!**

Smart Cards

Purchase a smart card at the La Plaza terminal and reload it anytime!

Download Here!

SCAN ME

**Call for questions:
956-541-4881**

755 International Blvd

ISLAND METRO – South Padre Island

Island Metro Ridership												
Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Agency Total
34,163	31,138	34,618	37,147	44,570	45,654	40,044						267,334



METRO MCALLEN

Metro McAllen Ridership												
Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Agency Total
60,328	50,534	65,635	53,167	54,724	56,541	57,383						398,312

GoPass mobile ticketing will launch in June 2024.

Route expansion launch date is estimated to be at the end of June 2024. We will be going from 8 to 12 routes.



TRANSIT AGENCY PROJECTS – VALLEY METRO



NEW UNIT

On May 30, 2024, Valley Metro received a 2024 Type XI Glaval, 24-passenger unit for Small Urban Routes.

SERVICE EXPANSION - SURVEY

Willacy SEP



Rural Service Expansion Project

Through TxDOT Funding, Valley Metro will create two new commuter services.

1. Service- Willacy County between Raymondville and Harlingen
2. Service Between Zapata and Laredo.



TRANSIT AGENCY PROJECTS – VALLEY METRO

TRAVEL TRAINING MANUAL

VALLEY METRO
"Connecting the Valley one ride at a time"

Valley Metro

VALLEY METRO
510 S. Pleasantview Drive
Weslaco, Texas 78596
Phone: 1.800.574.8322

Lower Rio Grande Valley Development Council

Valley Metro Travel Training

Valley Metro held its first Travel Training event with REGION ONE EDUCATION SERVICE CENTER - MIGRANT EDUCATION PROGRAM On May 02, 2024.

Contact us for more Information regarding Travel Training.



CDL Academy

1 participant successfully completed the training in June. LRGVDC has scheduled 5 participants for training from June to July

RTAP – Valley Metro

Valley Metro received notice of funding for the RTAP Five-Year Regional Public Transportation Coordination Plan. LRGVDC is 1 of 6 agencies from 22 receiving the maximum funding of \$40,000 .

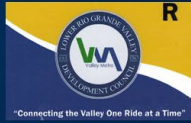


TRANSIT AGENCY PROJECTS – VALLEY METRO



SMARTCARDS

As technology changes, so do your purchasing fare options. Valley Metro's transit system brings you the new and improved way of paying a bus fare with our SMARTCARDS. You can select from a REGULAR or DISCOUNT card to purchase or reload for future trips.



REGULAR SMARTCARD

- Add Up to 3 Products (Passes)



DISCOUNT SMARTCARD: (RESTRICTIONS APPLY)

- Must be present to purchase Discount Cards
- MUST BE: 60 + (1 per person)
- Persons with Disabilities, and VETERANS
- MEDICARE RECIPIENTS
- **** Proof Needed ****

SMARTCARDS Available Soon at
LRGVDC - VALLEY METRO OFFICE:

510 S. Pleasantview Dr. Weslaco, TX. 78596

QUESTIONS? CALL: 1 (800) 574-8322

EMAIL:

ValleyMetroRGV@gmail.com

New Mobile App COMING SOON



Mobile Wallets
For Quick Access to your EXISTING Passes.



Keep Riding
Purchase Passes anywhere, any time.

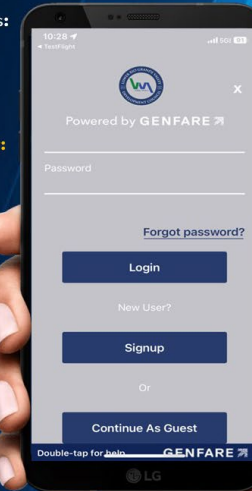
Mobile App Fare Options:

- **REGULAR FARE**
 - Load up to (3) different products
- **DISCOUNT FARE**
 - Must be present at one of the following locations:
510 S. Pleasantview Dr. Weslaco, TX 78596
1216 Fair Park Blvd. Harlingen, TX. 78550
617 W. University Dr. Edinburg, TX. 78539
 - **** Proof will be needed if the following apply:**
 - 60 + (1 per person)
 - Person with a Disability
 - Veteran
 - Medicare Recipient



Simplified

Purchased passes are inactive & stored in the rider's Mobile Wallet until activated at the time of use.



FACEBOOK TWITTER

Email: ValleyMetroRGV@gmail.com

CALL: 1 (800) 574-8322



Questions or Comments?



Thank You!

VI. Other Business (Old or New)

- A.** The next RGVMPO Technical Advisory Committee is IN-PERSON at 10:00am on August 8, 2024.



Technical Advisory Committee
Meeting Thursday July 11, 2024