



Technical Advisory Committee Meeting  
Wednesday December 4, 2024

**FULL TECHNICAL ADVISORY COMMITTEE AGENDA**  
**Thursday December 4, 2024 – 10:30 AM**  
**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION (MPO)**

*The RGVMPPO 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 October 10, 2024**

- Action  Information

**Presenter:** Benjamin Worsham, TAC Chairman

**Summary:** Approval of October 10, 2024

**B. Discussion and Action on FY 24-25 Unified Planning Work Program Amendment #4**

- Action  Information

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

**Summary:** The RGVMPPO will be updating the UPWP to incorporate a planning grant awarded to McAllen Metro for Transit-Oriented Development (TOD) Planning Projects. According to FTA guidelines, all transit planning projects must be documented in the UPWP. Additionally, the MPO will allocate \$20,000 to Task 3.5: Performance-Base Planning, enabling staff to continue evaluating projects using the performance measures matrix.

**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 the 2026 UTP – CAT 2 Project List**

- Action  Information

**Presenter:** TxDOT Pharr District Staff

**Summary:** As part of our yearly UTP efforts, we are asking for concurrence on the CAT 2 funded projects presented. Project development status and fiscal constraints were taken into consideration when determining what FY, a project is listed in.

**Background:** Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system. MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.

**D. Discussion and Action to recommend a call for planning studies for inclusion in the FY 2025 Unified Planning Work Program (UPWP) Task 5 Special Studies.**

Action

Information

**Presenter:** Luis Diaz, RGVMPPO Director

**Summary:** The UPWP is a biannual statement of work that identifies the planning priorities and activities to be conducted in the RGVMPPO area. The UPWP includes a description of the planning work and resulting products, who will perform the work, timeframes for completion, cost estimates, and funding sources.

**Background:** Grants awarded by federal, state, and/or local agencies for planning activities that are of regional significance, specific studies and transportation planning reports and/or documents as directed by the Transportation Policy Board not traditionally programmed in the UPWP and are non - reoccurring transportation planning activities.

**V. Presentations & Reports**

**A. TxDOT Letting Report**

Action

Information

**Presenter:** TxDot Pharr District TP&D Staff

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

**A.** The next RGVMPPO Technical Advisory Committee is IN-PERSON at 10:00am on January 9, 2025.

## **IV. Action & Discussion Items**

### **A. Approval of Minute(s) for October 10, 2024**

**Action**

**Information**

**Presenter:** Benjamin Worsham, TAC Chairman

**Summary:** Approval of the October 10, 2024

**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE IN-PERSON MEETING  
Thursday October 10, 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:**

<b>MEMBERS PRESENT</b>	
<b>ENTITY</b>	<b>VOTING MEMBERS</b>
Cameron County	Benjamin Worsham, Chairman
Hidalgo County RMA	Ramon Navarro
Hidalgo County	Jorge Pena
City of Brownsville	Joel Garza
City of McAllen	Rene Gonzalez
City of Edinburg	Mardoqueo Hinojosa
City of Harlingen	Roberto Hernandez
City of Mission	Abel Bocanegra
City of Pharr	Maria Rangel
City of San Benito	Absent
Starr County	Absent
TxDot Pharr District	Absent
Valley Metro	Nancy Sanchez
Cameron County RMA	Pete Sepulveda Jr.
Brownsville Metro	Simon Ortiz
McAllen Metro	Absent
Port of Brownville	Absent
Port of Harlingen	Absent
Port Isabel-San Benito Navigation District	Absent
Cameron County Spaceport Dev Corp.	Absent
<b>GUESTS</b>	
RGVMPO Interim- Executive Director	Luis M. Diaz
RGVMPO Staff	

**III) PUBLIC COMMENTS**

No public comments

**IV) CONSENT AGENDA**

**A. Approval of Minutes**

Consideration and Action to Approve the Minutes of September 12, 2024

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

**Joel Garza from the City of Brownsville made a motion to approve the minutes as presented, which was seconded by Ramon Navarro from Hidalgo County RMA.**

## **B. Approval of the 2024 RGVMPPO Congestion Management Process**

Klarissa Gonzalez provided an overview, milestones, key updates and timeline highlights of the CMP.

### **Overview:**

- The CMP is a federally required document per CFR Title 23 §450.322, ensuring MPOs maintain and update strategies to monitor and mitigate traffic congestion.
- Purpose:
  - Monitor traffic congestion.
  - Provide data-driven strategies for implementation.
  - Evaluate effectiveness over time.

### **Milestones:**

- Process initiation in January.
- Presentations to TAC and Policy in June and August.
- Final draft as an action item in October.

### **Key Updates to the CMP:**

1. Addition of language promoting public transportation usage.
2. Inclusion of ridership data from transit providers.
3. Implementation schedule for prioritized projects.
4. Project prioritization aligned with performance measures (PM3 – system reliability and PM1 – safety).
5. Coordination with consultants to integrate CMP data into the 2050 Metropolitan Transportation Plan (MTP).

### **Timeline Highlights:**

- October: Approval by the Policy Board.
- November: Participation in a Federal Highway Administration (FHWA) roundtable discussion.
- December: Certification of RGVMPPO, with CMP as a key topic.
- Plans: Provide regular technical reports, maintain CMP data, and update the CMP every 4-5 years.

Luis Diaz emphasized that this is the first complete CMP developed by RGVMPPO, marking a shift from previous traffic studies. He commended Klarissa Gonzalez for her contributions.

Joel Garza inquired whether the plan was shared with members. Klarissa confirmed a draft was shared in August with detailed presentations on the eight-step process and mentioned plans to update the website with all related materials.

**Chairman Worsham called for a motion to approve the 2024 RGVMPPO Congestion Management Process. A Motion was made by Eric Davila from the CCRMA, and it was second by Rene Gonzalez from the City of McAllen. The motion was unanimously approved.**

## **C. Discussion and Action on the November 2024 Statewide Transportation Improvement Program (STIP) Revision Cycle**

Rodolfo Zamora provided an update for discussion and action on the November 2024 STIP Revision Cycle

### **Overview:**

- Public Involvement:
  - 30-day public involvement period concluded yesterday.
  - In-person meetings were held, and public comments were addressed.
  - Plans to extend public involvement if necessary, with updates to be shared on the MPO website.

### **Key Items for Approval:**

- Summary sheet of revisions (included in the meeting packet, revised and distributed the previous day).
- Updates to address administrative items and incorporate feedback from public involvement.
- Collaboration with planning partners and TxDOT Pharr District to finalize adjustments as necessary.

## **Project Updates:**

1. City of McAllen Projects:
  - Bentsen Road and Nolana Projects seeking Category 7 funds.
  - Anticipated to proceed to construction in 12-15 months.
  - Requires amendments and funding allocation to remain on schedule.
2. CCRMA Project – Dana Avenue:
  - Currently outside the TIP, seeking inclusion with \$15-16 million allocated in Category 7 funds.
  - Requires reevaluation of other projects to ensure fiscal constraint in the TIP.
3. Administrative Adjustments:
  - Right-of-way and preliminary engineering projects added to the grouped list.
  - These updates are to be submitted to the STIP portal along with Highway TIP revisions.

## **Clarifications:**

- Rene Gonzalez noted that the City of McAllen projects are planned for letting in late 2027 to early 2028, aligning with funding and amendment timelines.
- Chairman Worsham acknowledged this difference from the initial presentation and thanked Mr. Gonzalez for the clarification.

## **Action Required:**

- Approval of the revisions listed in the summary sheet for the November 2024 STIP Revision Cycle.
- These revisions will subsequently require approval by the Policy Board, with the resolution included in the STIP supporting documentation.

**Chairman Worsham called for a motion to approve the November 2024 STIP Revision Cycle. A motion was made by Joel Garza from the City of Brownsville. The motion was seconded by Nancy Sanchez from Valley Metro. The motion was unanimously approved.**

## **V. PRESENTATIONS & REPORTS**

### **A. Presentation and Discussion regarding the Transportation Alternatives Set-Aside (TASA; also known as Category 9) Program**

Eva Garcia provided the following updates:

#### **1. TASA Program Update**

- Quarterly Updates: Eva Garcia provided a quarterly update on the status of TASA projects.
- Project Groups: Projects are divided into three groups: Programming, Application, and Reimbursement.
- 2019-2020 Projects: These projects were inherited from before the MPO merger.
- 2021-2022 Projects: Currently in the obligation phase.
- 2023-2024 Projects: Currently programmed and should be executing Advance Funding Agreements (AFAs).
  - Hidalgo County: Nancy Sanchez is leading the project and will present a draft to the COG board and Policy Board in January 2025.
  - McAllen: In the reimbursement process, submitting monthly reimbursement requests.
  - PSJA Phase 2 and Tri-City Ped Safety Phase 2: Pending their first reimbursement requests.
  - Brownsville: About to submit their first reimbursement invoice.
  - Cameron County Olmito and Las Palmas: Ben Worsham reported that plans are ready to rebid for the contract, and the bid packet will be submitted to TxDOT for approval.
  - UTRGV: No status update available.
- Obligation Phase Projects:
  - City of Elsa: Finalizing their reimbursement request.
  - Freddy Gonzalez Trails (Edinburg): 60% design complete.
  - Arroyo Colorado (Harlingen): Finalizing their RFP.
  - West Rail Trail (Brownsville): 90% complete.

- Bejarano-McFarland-Gonzalez Trail (Port Isabel): 30% design complete.
- These projects need to obligate funding by May 2025.
- FY2023-2024 TASA Projects:
  - 10 projects programmed with a total of \$9 million.
  - 3 projects have not executed their AFAs (Morrison Rd, Cano St/Veterans Blvd, and Port Isabel). Emails will be sent to each entity to address this.
- 2. New TASA Call for Projects (Eva Garcia)
  - \$9.2 Million Call: A new call for projects with \$9.2 million in funding will open on November 1st.
  - Deadlines:
    - Technical assistance request deadline: December 23rd
    - Final application deadline: January 31st
  - Program Information: Draft program guides, scoring criteria, and applications are available on the website.
  - Working Group Meetings: Working group meetings have been held to improve the competitive process.
  - Workshops: Two virtual workshops will be held on November 1st and November 13th to provide information on the application process.
  - Project Development Milestones: Milestones have been developed with a funding collapse anticipated after September 2029.

Ramon Navarro inquired about the status of the AFAs and stressed the need for quick action to avoid past issues. Eva Garcia stated that an update on the AFAs would likely be available in December and that she would prioritize this issue.

Informational item only, no action required.

## **B. Presentation and discussion regarding the RGVMPO's Project Prioritization Process for Metro Mobility and Rehab (STP MM; also known as Category 7) Funds**

Eva Garcia presented the redevelopment of the Project Prioritization Process for Metro Mobility and Rehab Funds (Category 7). Eva Garcia used a MentiMeter questionnaire to gather information that would be used during discussions with consultants assisting in developing the 2050 MTP.

Ben Worsham asked about the next steps after gathering information from the MentiMeter questionnaires. Eva Garcia stated that the information will be shared with the Advisory Technical Group (ATG) and the Development Coordination Committee (DDC). A workshop will be held during a Steering Committee meeting to gather more formal input. ATG and DDC will lead the workshop. The date for the workshop has not yet been determined.

Informational item only.

## **C. TJKM – SS4A Comprehensive Plan Initial Project Status**

### **1. Introduction (Melany Rodriguez)**

- **SS4A Funding:** The RGVMPO was awarded Safe Streets and Roads for All (SS4A) funding to develop a regional comprehensive safety action plan.
- **TAC Role:** The Technical Advisory Committee (TAC) will play a key role in developing and identifying safety initiatives and strategies by providing regional input.
- **Project Goals:**
  - Eliminate preventable fatal and severe collisions by 2050.
  - Utilize a multifaceted approach (engineering, education, enforcement).
  - Promote safe travel for vulnerable users.
  - Ensure equitable safety investments.

## 2. Scope of Work (Nayam Amin)

- **Comprehensive Safety Action Plan:** TJKM is developing a comprehensive safety action plan for the RGVMPPO region.
- **Implementation Funds:** The plan is necessary to apply for implementation funds to enhance safety.
- **Scope of Work:**
  - **Completed:**
    - Existing Conditions – Document of Current Policies, Regulations, Projects, and Funding
    - Vision and Goal Development
  - **In Progress:**
    - Crash Data Analysis/HIN Development (based on TxDOT CRIS data for Cameron, Hidalgo, and Starr counties)
  - **Ongoing:**
    - Communication and Engagement
  - **Future Work:**
    - Safe System Priorities
    - Short-Term, Mid-Term, and Long-Term Action Strategy Development (for RGVMPPO, counties, and cities)
    - Equity and Land Use Analysis
    - Draft and Final SS4A Action Plan

## 3. Project Schedule (Nayam Amin)

- **Start Date:** March 2024
- **Completion Date:** March 2025
- **Community Engagement:**
  - Two community meetings were completed.
  - Five steering committee meetings planned (two completed).
  - One Bicycle and Pedestrian Advisory Committee meeting was conducted.
- **Web Page:** An interactive map input platform is available on the RGVMPPO website for public feedback.
- **Website Feedback:**
  - 63 feedbacks received.
  - Top feedback: Sidewalks (22%), speeding (13%), distracted driving (10%), infrastructure for pedestrians and bikes, street lighting.

## 4. Collision Analysis (Ruta Jariwala)

- **Data:** 10 years of crash data (2014-2023) from TxDOT CRIS.
- **Trends:**
  - Overall collisions are increasing.
  - Killed and Seriously Injured (KSI) collisions are consistent.
  - Collisions are higher on weekends and during AM/PM peak hours.
- **Collision Types:**
  - 88,000+ total injury collisions.
  - 6% are attributed to pedestrian and bicycle collisions.
  - High percentage of roadside and rear-end collisions.
- **Violation Categories:**
  - Speeding (32%)
  - Automobile right-of-way violations (29%)
  - Traffic signal and sign violations (9%)
- **Speed and Collisions:**
  - 56% of collisions occur on corridors with 30 mph speed limits.
  - Higher speeds correlate with a higher number of collisions.
- **KSI Collision Map:** A map was presented showing the concentration of KSI collisions.

- **Pedestrian and Bicycle Collisions:**
  - Approximately 1500 injuries.
  - Maps presented showing locations of bike and pedestrian collisions.
- **Next Steps:**
  - Identify the High Injury Network.
  - Develop strategies and safety improvements.
  - Secure funding for implementation.

Ramon Navarro asked for clarification on the "automobile right-of-way" violation category. Ruta Jariwala explained that it refers to drivers violating the right-of-way of pedestrians or cyclists.

Rene Gonzalez asked for clarification on the speed data, specifically the 30-mph category. Ruta Jariwala confirmed that it represents speeding over 30 mph and emphasized the need for infrastructure improvements to encourage slower speeds.

Ben Worsham inquired about the timeframe of the collision data (10 years) and the timeframe required for SS4A grant applications. Ruta Jariwala confirmed that it was 3-5 years.

Ben Worsham also asked if the MPO plans to be a lead applicant for implementation grants. Luis Diaz confirmed they do not at this time.

Ben Worsham asked if the plan will identify specific projects with projected collision reductions. Nayam Amin confirmed it will.

Melany Rodriguez concluded by advising the committee that another update will be provided to the committee on January 9<sup>th</sup> 2025 during the regular TAC meeting.

#### **D. RGVMPO Executive Director's Report and Updates**

Luis Diaz provided the Executive Director's report, including the following updates:

##### **1. Budget Update**

- **Budget:**
  - This is the last month of the current budget cycle.
  - Total adjusted budget: \$4,249,042.40
  - Total spent to date: \$1,468,755.19
  - The MPO is well within budget.
  - Updated budget numbers will be available on the 15th.
  - The Policy Board will receive a final report on the current budget.
  - The new budget will be presented at the following meeting.

##### **2. Hidalgo County Active Transportation and Tourism Plan**

- **Plan Overview:** The plan will guide the development of a framework for on-road and off-road facilities (trails, bike lanes, etc.) to connect key destinations within Hidalgo County.
- **Timeline:**
  - Staff review: October 11th - 23rd
  - Draft presentation to LRGVDC staff: October 18th
  - Draft reporting to steering committees: October 30th - November 11th
  - LRGVDC presentation: October 30th
  - Draft report to LRGVDC board committee: November 19th

##### **3. Thoroughfare Plan Process Update**

- **Check-in Meeting:** A well-attended check-in meeting was held on the 8th to discuss amendments to the thoroughfare plan (right-of-way designations).

- **Amendment Process Timeline:**
  - **December 20th:** Deadline for amendment submittals to the MPO.
  - **February:** TAC and Policy Board review and approval.
  - **March:** County Commissioners Court approval.
  - **April:** Amendments applied to the UMap interactive online map.
  - **August:** The amendment process will begin again.
  - **Annual Process:** This is an annual process for updating the thoroughfare plan.

No questions were raised by the board.

## E. TxDOT Project Status Report

Sergio Perez presented the TxDOT Letting Report.

- **Recent Lettings:**
  - Los Indios International Bridge
  - FM 494
- **Upcoming Lettings (December):**
  - Cameron County: Olmito and Las Palmas projects (discussed earlier in the meeting)
- **May 2025 Lettings:**
  - Category 9 (TASA) Projects:
    - West Rail Trail (Brownsville)
    - Freddy Gonzalez Trails (Edinburg)
    - Bejarano-McFarland-Gonzalez Trail (Port Isabel)
  - **Importance:** Sergio emphasized the importance of getting these projects let in May.
- **AFA Updates:**
  - **Executed AFAs:**
    - Port Isabel project
    - Morrison to Montebello Park project
  - **Pending AFA:**
    - City of Edinburg's Cano Trail (awaiting information from the city)
    - Sergio requested assistance in obtaining the necessary information from the City of Edinburg to execute the AFA.

No questions were raised by the board

## F. Cameron County RMA Project Status Report

Eric Davila presented an overview of the CCRMA Project Status Report.

### Proposed FY25 Projects

- Old Alice Road (Page 193):
  - Permitting: Submitting for permits this month.
  - Environmental Clearance: Anticipate full environmental clearance after the 45-day permit review window.
  - Public Hearing: May request a public hearing if no response is received within the 45-day window.
  - PS&E: At 100% Plans, Specifications, and Estimates (PS&E) and preparing to submit the packet by the end of the month.
- South Parallel Corridor Phase III (Page 208):
  - AFA Status: Pending full Advance Funding Agreement (AFA) execution, but in close contact with TxDOT.

- PS&E: Submitted 60% PS&E and proceeding directly to 90% PS&E.
  - DDC Meeting: Plan is to present at the Development Coordination Committee (DCC) meeting in November.
  - Anticipated AFA Execution: This month.
  - Environmental Reevaluation: Requires reevaluation of a few parcels for archaeology.
  - Field Work: Report to be sent this month, with fieldwork expected in November.
  - SH550 Gap 2 (Page 185):
    - PS&E: Moving to 100% PS&E. Received updated traffic data from TxDOT last week and finalizing pavement design.
    - Submission: Aiming to submit by the end of the month or early November.
    - Permitting: Requires one permit, possibly an individual permit.
    - Jurisdictional Determination
    - FY25 Letting: Confident in meeting the FY25 letting schedule.
- No questions were raised by the board.

## G. Hidalgo County RMA Project Status Report

Ramon Navarro presented an overview of the HCRMA Project Status Report.

### 1. Mission Statement and Project Overview

- **Mission:** To build and bring the Hidalgo County Loop to fruition.
- **Mega Projects:** The RMA is working on several "mega projects" (over \$500 million), which require extensive documentation and data-driven results.
- **SH 365 Toll Project:** The southern lane from the Anzalduas Bridge to the Pharr Bridge is under construction.

### 2. Overweight/Oversized Corridor Program

- **Current Routes:** Ramon presented the current routes on the overweight/oversized permitting system.
- **Permitting and Revenue:**
  - Since January 2024: 52,643 permits issued, \$10.7 million collected.
  - Since program inception: 367,351 permits issued, \$65 million collected.
  - The majority of the revenue goes to TxDOT for road construction and maintenance.
- **Monthly Permits:** An average of 6,700 permits issued per month, mostly for gas and agricultural projects.
- **Permit Trends:** A 16-17% increase in permit issuance over the last three years. A slight decline is expected this time of year due to the end of the growing season, but gas permits are keeping the numbers high.
- **Research:** The RMA is researching the origin and destination of the trucks requiring gas permits.

### 4. Construction Projects

- **Wetland Mitigation Project:** Construction of 20-23 acres of wetland south of Granjeno to provide environmental mitigation for the SH 365 toll project.
- **SH 365 Tollway Integration Project:** Installation of hardware and software for the electronic toll system.
- **SH 365 Heavy Highway Project:**
  - Let on March 17, 2022.
  - 13 change orders issued.
  - \$38 million in savings through Value Engineering Change Proposals (VECPs).
  - Continue to capture VECP items.
  - 221 Requests for Information (RFIs) executed.

- 204 project submittals reviewed.
- Ongoing quality assurance/quality control testing.
- Environmental compliance measures in place.
- **Schedule:**
  - Approximately one year left for project completion (346 days as of September 21st).
  - 72% of the time utilized, with 52% of production completed.
  - Addressing the 17-20% delta between time and production.
- **Ongoing Work:**
  - Nighttime operations for Continuously Reinforced Concrete Pavement (CRCP).
  - Daytime operations for Cement Treated Base (CTB) and steel reinforcement placement.
  - Retaining wall construction.
  - Levee construction (90-95% complete).
  - Floodway bridge construction (one span left to pour).

**Jorge Pena:**

- Inquired about potential claims on the SH 365 project.
- Asked about the increase in permit fees and whether inflation was a factor.
- Asked about the handover of the IBTC project to TxDOT.

• **Ramon Navarro:**

- Responded that there are no claims against the county for SH 365, but some may be forthcoming. The RMA is prepared to address them.
- Stated that recent legislation has limited the ability to increase permit fees due to inflation.
- Confirmed that the IBTC project is now in TxDOT's hands and is expected to be completed in 2028.

• **Jorge Pena:** Discussed Hidalgo County Precinct 1's plans for a hiking/bike trail and the need to coordinate with TxDOT on the IBTC crossing.

• **Ramon Navarro:** Confirmed that TxDOT is receptive to TASA projects and mentioned an upcoming meeting with Precinct 1.

**H. Transit Status Report**

Nancy Sanchez presented an overview of the Transit Status Report.

**1. Ridership**

- **Year-to-Date Ridership:** Approximately 2.7 million riders.
- **September Data:** September ridership data is not yet available but will be included in next month's report.

**2. Transit Agency Updates**

• **City of Brownsville:**

- **TIGER Bus Project:** Substantial completion expected in mid-November (rain delays). Ribbon-cutting ceremony scheduled for February 2025.
- **Microtransit Study:** Moving forward with a contract.
- **Fare Increase:** Implemented on October 1, 2024.
- **Mobile App:** Launched.

• **Island Metro:**

- **Bus Shelter Projects:** Completed and operational.
- **Multi-Modal Facility:** Received certification plaque.

• **Metro McAllen:**

- **Gold Pass App:** Launched in June 2024.
- **Microtransit:** Fully launched in July 2024 with 12 rounds operating. Partnered with RideCo and Uber for paratransit services. Currently over capacity; internal testing underway.
- **Future Plans:** Faster headways planned in the coming months.

- **Valley Metro:**
  - **Mobile App:** Launched in September 2024; usage is being monitored.
  - **TxDOT Funding:** Received funding for a second year of Phase 45310 projects, including fare collection equipment and a service expansion bus.
  - **Service Expansion:** Expanding demand response service in Willacy, Starr, and Cameron counties from 7 AM to 7 PM.
  - **Vehicle Overhaul Grant:** Received a TxDOT grant to overhaul 11 rural area vehicles.

No questions were raised by the board.

**II) NEW OR UNFINISHED BUSINESS**

Mr. Luis Diaz, Executive Director, announced that there would be no Technical Advisory Committee (TAC) or Policy Board meeting in November. Regular meetings will resume in December.

**III) ADJOURNMENT:**

**There being no further business to come before the RGVMPPO TAC Members, Chairman Ben Worsham called for a motion to adjourn. Ramon Navarro with the Hidalgo County RMA made a motion to adjourn the meeting at 11:14am. The motion was seconded by Rene Gonzalez with the City of McAllen, meeting was adjourned.**

DRAFT

## IV. Action & Discussion Items

### B. Discussion and Action on FY 24-25 Unified Planning Work Program Amendment #4

Action

Information

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

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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, #3-7/31/24, #4-12/4/24**

**FHWA Approval: 9/26/2023**  
**Amendment: #1-4/2/24, #2-4/2/24, #3-9/13/2024**

# **Rio Grande Valley Metropolitan Organization**

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## I. INTRODUCTION

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

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

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

The Transportation Equity Act for the 21<sup>st</sup> 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 21<sup>st</sup> 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 4<sup>th</sup>, 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 Justice<sup>40</sup> 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. RGV MPO 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 – RGV MPO 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))

*RGV MPO 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.

*RGV MPO will promote and encourage the use of PEL (in part and in whole) to regional transportation partners. RGV MPO 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 RGVMPPO'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 RGV MPO 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 RGV MPO 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 RGV MPO 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 RGV MPO 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.

#### **Subtask 1.8: Transit Administration/McAllen Metro**

Federal 5307 funding will be used to cover the salary for the Metro McAllen Planner position for a period of 12 months or longer. McAllen Metro staff will administer the associated transit planning activities for the McAllen urbanized area, including but not limited to revisions and updates to the transit asset management plan, development of the public transportation agency service delivery and safety plan, and liaison work with local agencies. This support ensures continuity in transit planning efforts, including local transit studies and operational planning.

## E. FUNDING SUMMARY

### Task 1 – FY 2024-2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		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
<b>1.1</b>	<b>MPO</b>	\$694,846.00	\$694,846.00	\$0.00	\$0.00	\$0.00	\$0.00	\$694,846.00	\$694,846.00
<b>1.2</b>	<b>MPO, Brownsville</b>	\$25,177.60	\$25,177.60	\$8,000.00	\$8,000.00	\$2,000.00	\$2,000.00	\$35,177.60	\$35,177.60
<b>1.3</b>	<b>MPO</b>	\$9,449.00	\$9,449.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9,449.00	\$9,449.00
<b>1.4</b>	<b>MPO</b>	\$11,889.80	\$11,889.80	\$0.00	\$0.00	\$0.00	\$0.00	\$11,889.80	\$11,889.80
<b>1.5</b>	<b>MPO</b>	\$58,500.00	\$58,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$58,500.00	\$58,500.00
<b>1.6</b>	<b>MPO</b>	\$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
<b>1.8</b>	<b>McAllen</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$120,000.00</b>	<b>\$0.00</b>	<b>\$30,000.00</b>	<b>\$0.00</b>	<b>\$150,000.00</b>
<b>TOTAL</b>		<b>\$916,005.40</b>	<b>\$916,005.40</b>	<b>\$20,000.00</b>	<b>\$140,000.00</b>	<b>\$5,000.00</b>	<b>\$35,000.00</b>	<b>\$941,005.40</b>	<b>\$1,091,005.40</b>

<sup>1</sup> 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 RGVMPO 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 RGVMPO 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 RGVMPO 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 RGVMPO 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**

RGVMPO 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) <sup>1</sup>		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
<b>TOTAL</b>		<b>\$226,776.00</b>	<b>\$226,776.00</b>	<b>\$12,000.00</b>	<b>\$12,000.00</b>	<b>\$3,000.00</b>	<b>\$3,000.00</b>	<b>\$241,776.00</b>	<b>\$241,776.00</b>

<sup>1</sup> 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 RGVMPPO 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.

Staff will also manage grant applications, overseeing them from inception to completion, including grant identification, proposal development, administration, monitoring project progress, and collaborating with stakeholders.

### **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 RGVMPPO 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 RGVMPPO 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, RGVMPPO 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, RGVMPPO Staff will be administering related activities and ensuring Complete Streets policies/recommendations complement the SS4A recommendations, and vice versa.

The ongoing involvement of the RGVMPPO 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 to synthesize seemingly disparate inputs.

A consultant will be used to review and synthesize reports of regional, state, and federal performance goals and targets. They will create an assessment of tools, data, and capacity needed for performance target development and reporting. Additionally, consultants will develop a report on indicators of expected performance, to be used in establishing assessment criteria in support of defined goals. Their tasks include developing proposed scoring categories applicable to all projects, synthesizing high-level goals with data-driven and technical expertise—including

compliance with Bipartisan Infrastructure Law (BIL) requirements—and developing recommendations along with an implementation scheme/toolkit.

Staff will use this task as an ongoing effort to support performance-based planning within the organization. They will participate actively in the assessment and review of performance data, ensuring alignment with both internal goals and external regulatory frameworks. Staff responsibilities will also include supporting the integration of these performance indicators into everyday operations and planning, maintaining continuous coordination with partners, and monitoring the implementation of tools and recommendations generated from performance planning efforts.

### **Subtask 3.6: Feasibility Rail Study**

The RGVMPO 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).

### **Subtask 3.9: Transit Planning/McAllen Metro Transit-oriented development**

Metro McAllen receive funding to plan for Transit-oriented development. The plan will seek to increase housing and enhance walkability around the Central Station in downtown McAllen,

which houses the city's primary transit terminal, and explore opportunities for mixed-used development and multimodal connections that would connect transit services offered with the city's new North Transfer Station.

## E. FUNDING SUMMARY

### Task 3 – FY 2024-2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		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	\$40,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$80,000.00	\$40,000.00
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
3.9	McAllen	\$0.00	\$0.00	\$0	\$500,000.00	\$0	\$0	\$0	\$500,000.00
<b>TOTAL</b>		<b>\$660,818.80</b>	<b>\$340,818.80</b>	<b>\$516,000.00</b>	<b>\$516,000.00</b>	<b>\$129,000.00</b>	<b>\$4,000.00</b>	<b>\$1,305,818.80</b>	<b>\$860,818.80</b>

<sup>1</sup> 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 IIJA 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) <sup>1</sup>		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	<b>MPO</b>	\$18,933.00	\$18,933.00	\$0.00	\$0.00	\$0.00	\$0.00	\$18,933.00	\$18,933.00
4.2	<b>MPO</b>	\$18,933.00	\$18,933.00	\$0.00	\$0.00	\$0.00	\$0.00	\$18,933.00	\$18,933.00
4.3	<b>MPO</b>	\$18,933.00	\$18,933.00	\$0.00	\$0.00	\$0.00	\$0.00	\$18,933.00	\$18,933.00
4.4	<b>MPO</b>	\$316,643.00	\$166,643.00	\$0.00	\$0.00	\$0.00	\$0.00	\$316,643.00	\$166,643.00
<b>TOTAL</b>		<b>\$373,442.00</b>	<b>\$223,442.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$373,442.00</b>	<b>\$223,442.00</b>

<sup>1</sup> 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 RGV MPO 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, RGV MPO 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 RGV MPO 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 RGV MPO Bicycle and Pedestrian Advisory Committee (BPAC) Meetings.

To support these efforts, the RGV MPO staff plans to acquire additional traffic counter equipment and software as needed. This task also covers travel expenses incurred by RGV MPO 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 RGV MPO 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 RGV MPO 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.

RGV MPO 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) <sup>1</sup>		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	<b>MPO</b> TxDOT	\$18,933.00	\$18,933.00	\$0.00	\$0.00	\$0.00	\$0.00	\$18,933.00	\$18,933.00
5.2	<b>MPO</b> Consultant	\$28,347.00	\$28,347.00	\$0.00	\$0.00	\$0.00	\$0.00	\$28,347.00	\$28,347.00
5.3	<b>MPO</b> Cities	\$11,449.00	\$11,449.00	\$0.00	\$0.00	\$0.00	\$0.00	\$11,449.00	\$11,449.00
5.4	<b>MPO</b> Consultant	\$225,000.00	\$62,500.00	\$0.00	\$0.00	\$62,500.00	\$0.00	\$287,500.00	\$62,500.00
<b>TOTAL</b>		<b>\$283,729.00</b>	<b>\$121,229.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$62,500.00</b>	<b>\$0.00</b>	<b>\$346,229.00</b>	<b>\$121,229.00</b>

<sup>1</sup> 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) <sup>1</sup>		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	\$140,000.00	\$5,000.00	\$35,000.00	\$941,005.40	\$1,091,005.40
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	\$340,818.80	\$516,000.00	\$516,000.00	\$129,000.00	\$4,000.00	\$1,305,818.80	\$860,818.80
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
<b>Total:</b>		<b>\$2,460,771.20</b>	<b>\$1,828,271.20</b>	<b>\$548,000.00</b>	<b>\$668,000.00</b>	<b>\$199,500.00</b>	<b>\$42,000.00</b>	<b>\$3,208,271.20</b>	<b>\$2,538,271.20</b>
















<sup>1</sup> 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 <sup>2</sup>	\$	5,746,542.40
Estimated Unexpended Carryover	\$	1,956,905.31
<b>TOTAL TPF:</b>	<b>\$</b>	<b>7,703,447.71</b>

<sup>2</sup> Estimate based on prior years' authorizations

APPENDIX A

POLICY TRANSPORTATION BOARD MEMBERSHIP

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

## TECHNICAL ADVISORY COMMITTEE MEMBERSHIP

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

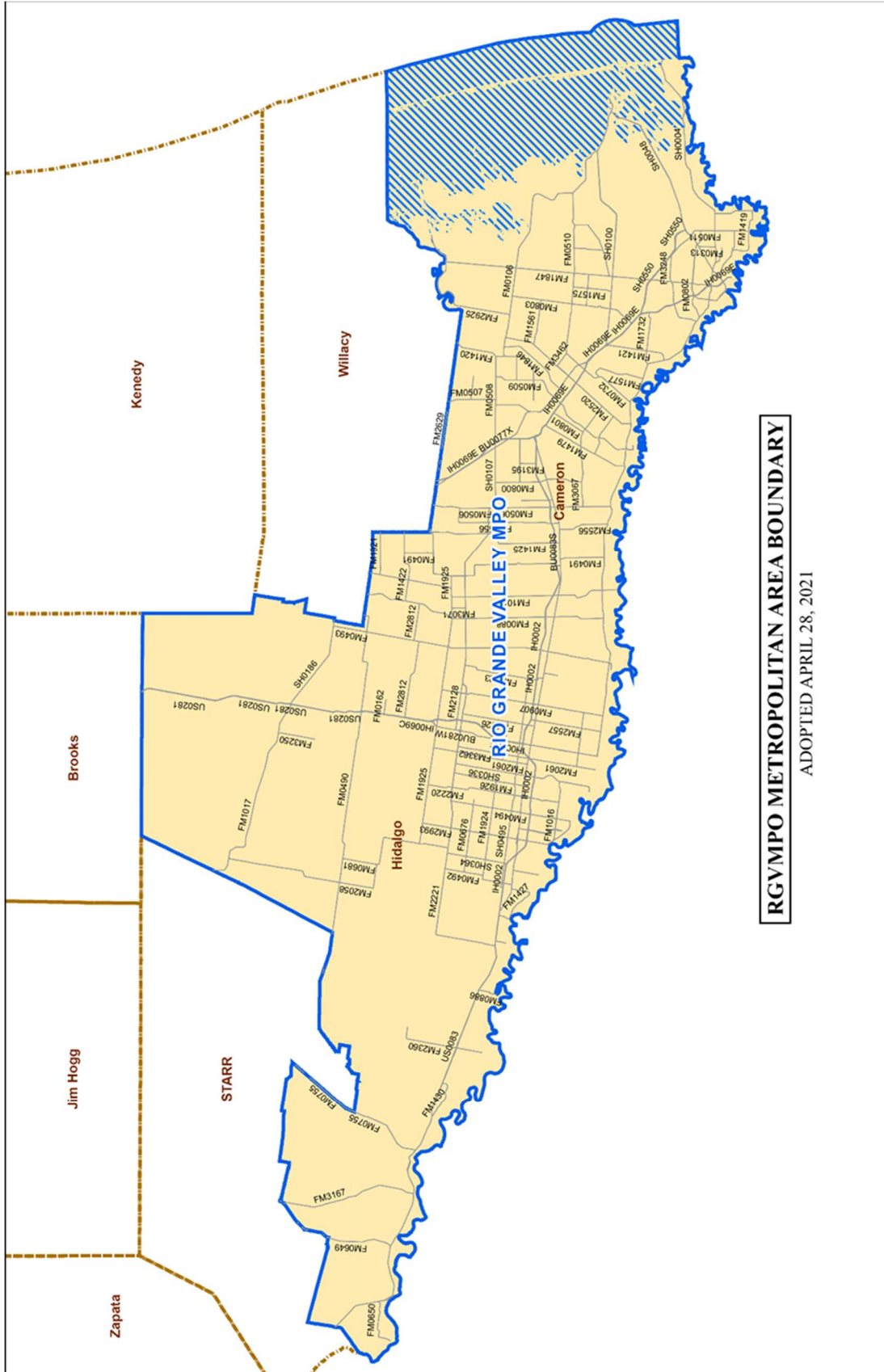
## BICYCLE & PEDESTRIAN ADVISORY COMMITTEE MEMBERSHIP

	Representative of	Appointed Designee	Alternate Representative	TERM EXPIRES
Public Agency (1 of 8)	Hidalgo County	Velinda Reyes	Nick Perez	July 2025
Public Agency (2 of 8)	City of Sullivan City	Mayor Alma Salinas	Ana Mercado	August 2024
Public Agency (3 of 8)	TxDOT Pharr District	Craig Wuensche	Agustin Ramirez	August 2024
Public Agency (4 of 8)	City of Edinburg	Lorenzo "Larry" Ayala	Valentin Sanchez Jr.	August 2024
Public Agency (5 of 8)	City of Pharr	Ruben Alfaro	Maria Rangel	August 2024
Public Agency (6 of 8)	City of Brownsville	Christopher Nelson	Juan "Johnny" Pena	August 2024
Public Agency (7 of 8)	Valley Metro	Claudia Olmedo	Stacie Garcia	Sept. 2024
Public Agency (8 of 8)	LRGV Development Council	Javier Dominguez	Nancy Sanchez	Sept. 2024
Economic Development Agency (1 of 1)	Vacant Position			
Bicycle-Oriented Agency (1 of 2)	Valley Off-Road Bicycling Association	David Hernandez BPAC CHAIR	Marcel Fortuin	October 2024
Bicycle-Oriented Agency (2 of 2)	Caracara Trails	Dr. Rose Gowen	BPAC Vice-Chair (elected Oct. '22)	October 2024
Stakeholder Organization (1 of 2)	University of Texas Rio Grande Valley	Rodney Gomez	Pablo Aguilar	August 2024
Stakeholder Organization (2 of 2)	Texas Parks & Wildlife Department	Javier De Leon	Orlando Carranco	Sept. 2024
Bike/Ped Citizen (1 of 4)	Vacant Position			
Bike/Ped Citizen (2 of 4)	At-Large	Nina Torkelson	Robert Ordez	August 2024
Bike/Ped Citizen (3 of 4)	At-Large	Michael McNew	Jon Ray Bocanegra	August 2024
Bike/Ped Citizen (4 of 4)	At-Large	Richard Cavin		Sept. 2024

## MPO STAFF

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

APPENDIX B  
METROPOLITAN AREA BOUNDARY MAP



**RGV MPO METROPOLITAN AREA BOUNDARY**

ADOPTED APRIL 28, 2021

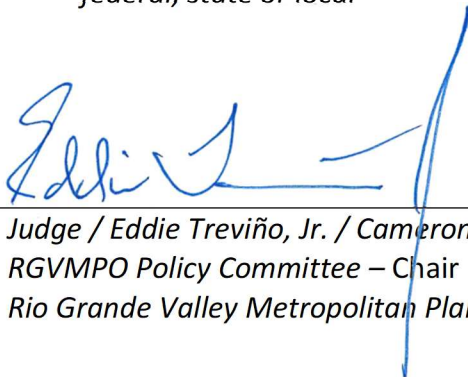
APPENDIX C

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

  
\_\_\_\_\_  
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 the 2026 UTP – CAT 2 Project List

Action

Information

**Presenter:** TxDOT Pharr District Staff

**Summary:** As part of our yearly UTP efforts, we are asking for concurrence on the CAT 2 funded projects presented. Project development status and fiscal constraints were taken into consideration when determining what FY, a project is listed in.

**Background:** Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system. MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.

## DRAFT 2026 UTP CAT 2 PROJECTS

CONSTRUCT AUTHORITY (2026-2029)													
CSJ	2026 UTP FY	2025 UTP FY	County	HWY	Limit From	Limit To	Description	2025 Letting Estimate	2026 Letting Estimate	Future UTP Minimum Funding Amt	Current CAT 2 Authorized Amt	Proposed CAT 2 Request	% increase of authorized amount
0039-10-091	2026	2026	Cameron	SH 4	FM 1419	Remedios Ave.	Super 2 & Reconstruct Roadway	\$65,000,000.00	\$65,000,000.00	\$65,000,000.00	\$27,599,999.00	\$0.00	0.00%
0220-04-049	2026	2026	Cameron	US 281	.5 Miles West of FM 1577	FM 1421	WIDEN FROM 2 LANE TO 4 LANE RURAL	\$33,056,571.00	\$27,388,925.00	\$27,388,925.00	\$34,378,832.84	(\$6,989,907.84)	-20.33%
0220-04-050	2026	2026	Cameron	US 281	FM 732	.5 Miles West of FM 1577	WIDEN FROM 2 TO 4 LANE RURAL	\$23,457,807.00	\$23,457,807.00	\$23,457,807.00	\$24,396,118.28	(\$938,311.28)	-3.85%
0528-01-118	2026*	2025	Hidalgo	107	SH 495	FM 1924	WIDEN FROM 4 LANE TO 6 LANE WITH RAISED MEDIAN	\$36,807,790.00	\$36,924,487.19	\$36,924,487.19	\$36,807,789.00	\$0.00	0.00%
1064-01-027	2026*	2025	Hidalgo	FM 676	SH 107	TAYLOR RD.	WIDEN FROM 2 LANE TO 4 LANE WITH LEFT TURN LANE	\$35,262,481.00	\$34,761,745.68	\$34,761,745.68	\$34,761,745.68	\$0.00	0.00%
1803-01-092	2026	2026	Hidalgo	FM 1925	10TH ST.	MCCOLL RD	WIDEN FROM 2 LANE TO 6 LANE WITH RAISED MEDIAN	\$15,714,510.00	\$14,620,640.00	\$15,714,509.00	\$15,714,509.00	\$0.00	0.00%
3632-01-001	2026*	2025	Starr	SL 195	NEW LOCATION, FM 3167	FM 755	CONSTRUCT RIO GRANDE CITY/ROMA RELIEF ROUTE	\$78,606,829.00	\$81,609,087.80	\$81,609,087.80	\$39,439,563.00	\$0.00	0.00%
0342-01-093	2027	2027	Hidalgo	SH 107	BUS 281W	IH 69C	OPERATIONAL IMPROVEMENTS & REHABILITATION	\$24,720,634.26	\$29,063,727.00	\$30,226,276.08	\$26,698,284.00	\$3,527,992.08	13.21%
0342-01-103	2027	2027	Hidalgo	SH 107	IH-69C	FM 1426	Construct 6 Lane Divided Urban	\$11,300,000.00	\$12,043,275.00	\$12,525,006.00	\$12,204,000.00	\$321,006.00	2.63%
0865-01-108	2027	2026	Hidalgo	SH 495	VETERANS BLVD., FROM IH-2 (US 83)	SH 364 (LA HOMA RD.)	CONSTRUCT 4 LANE DIVIDED_URBAN SECTION	\$21,354,188.00	\$21,354,188.00	\$22,208,355.52	\$22,208,354.52	\$0.00	0.00%
1228-03-041	2027	2027	Hidalgo	FM 1015	MILE 12 RD.	SH 107	PROPOSED 4 LANE DIVIDED URBAN	\$33,392,592.59	\$41,200,000.00	\$42,848,000.00	\$36,064,000.00	\$6,784,000.00	18.81%
1803-01-094	2027*	2026	Hidalgo	FM 1925	WALLACE RD.	10TH ST.	WIDEN FROM 2 LANE TO 6 LANE WITH RAISED MEDIAN	\$47,511,503.00	\$56,017,974.00	\$58,258,692.96	\$49,411,962.12	\$8,846,730.84	17.90%
2094-01-063	2027*	2026	Hidalgo	FM 2220	FM 1925	SH 107	WIDEN FROM 2 LANE TO 6 LANE WITH MEDIAN	\$38,031,313.00	\$39,745,982.97	\$41,335,822.29	\$39,552,564.52	\$1,783,257.77	4.51%
0921-06-254	2028	2027	Cameron	New Location	FM 509 ON NEW LOCATION, FROM FM 508	FM 1599	New Location - Construct 2 Lane Rural Roadway	\$7,280,000.28	\$9,755,216.13	\$10,535,633.42	\$7,279,999.00	\$3,255,634.42	44.72%
1429-02-036	2028	2027	Hidalgo	FM 1426	NOLANA LOOP	IH-2	WIDEN FROM 4 LANE TO 6 LANE WITH RAISED MEDIAN	\$26,518,817.32	\$37,208,548.00	\$40,185,231.84	\$28,640,321.71	\$11,544,910.13	40.31%
2717-01-027	2028	2027	Cameron	FM 3248	IH-69E	FM 1847	WIDEN FROM 4 LANE TO 6 LANE WITH RAISED MEDIAN	\$30,210,608.40	\$35,165,846.00	\$37,979,113.68	\$32,627,456.07	\$5,351,657.61	16.40%
3468-01-021	2028	2027	Hidalgo	FM 3362	SH 495	BUS 835	WIDEN AND RECONSTRUCT ROADWAY (4 TO 6 LANES)(DIVIDED)(URBAN)	\$20,035,764.94	\$34,114,564.00	\$36,843,729.12	\$21,638,625.14	\$15,205,103.98	70.27%
0327-08-098	2028	2026	Cameron	BU 77X	SS 206	COMMERCE ST.	CONSTRUCT RAISED MEDIAN	\$9,120,772.34	\$12,090,695.00	\$13,057,950.60	\$9,485,602.23	\$3,572,348.37	37.66%
0039-12-254	2028	2028	Cameron	BU 77X	COMMERCE ST.	ARROYO BRIDGE	CONSTRUCT RAISED MEDIAN	\$7,335,213.99	\$13,050,076.00	\$13,572,079.04	\$8,215,438.67	\$5,356,640.37	65.20%
3100-02-002	2028	2028	Hidalgo	SS 81	3.85 Miles South of IH-2 Along SH 68	FM 493 @ 1.5 Miles North of US 281	PHASE I, CONSTRUCT NON-TOLLED 4 LANE DIVIDED (AT GRADE) HIGHWAY (INTERIM)	\$37,840,008.12	\$37,840,008.12	\$40,867,208.77	\$20,000,000.00	\$867,208.77	4.34%
0342-03-040	2029	2029	Cameron	SH 107	HIDALGO/CAMERON CL	LOUISIANA ST.	RECONSTRUCT & WIDEN TO 4 LANE RURAL_ROADWAY	\$13,767,575.00	\$13,767,575.00	\$15,419,684.00	\$15,419,684.00	\$0.00	0.00%
0684-03-019	2029	2029	Cameron	FM-1732	US-281	IH-69E	WIDEN FROM 2 LANE TO 4 LANE URBAN	<del>\$45,000,000.00</del>	<del>\$156,007,592.00</del>	<del>\$174,728,503.04</del>	<del>\$7,449,587.00</del>	<del>\$167,278,916.04</del>	<del>2245.48%</del>
0698-02-060	2029	2029	Hidalgo	FM 88	FM 1925	5th Ave	Widen from 2 Lane to 4 Lane	\$16,200,000.00	\$23,739,107.00	\$26,587,799.84	\$10,800,000.00	\$15,787,799.84	146.18%
1803-01-095	2029	2029	Hidalgo	FM-1925	FM-681	WALLACE ST.	PROPOSED 4 LANE C&G-W/ SHOULDERS	<del>\$59,420,568.05</del>	<del>\$61,040,492.00</del>	<del>\$68,365,351.04</del>	<del>\$31,530,240.00</del>	<del>\$36,835,111.04</del>	<del>116.82%</del>
2094-01-062	2029	2029	Hidalgo	FM 2220	SH 107	MILE 5	WIDEN FROM 2 LANE TO 6 LANE WITH MEDIAN	\$39,151,312.00	\$39,151,312.00	\$43,849,469.44	\$33,431,070.64	\$10,418,398.80	31.16%
<b>CONSTRUCT AUTHORITY SUBTOTAL:</b>								<b>\$671,676,291.24</b>	<b>\$739,070,786.89</b>	<b>\$771,156,614.27</b>	<b>\$586,775,919.42</b>	<b>\$84,694,469.86</b>	

DEVELOP AUTHORITY (2030-2035)													
CSJ	2026 UTP FY	2025 UTP FY	County	HWY	Limit From	Limit To	Description	2025 Letting Estimate	2026 Letting Estimate	Future UTP Minimum Funding Amt	Current CAT 2 Authorized Amt	Proposed CAT 2 Request	% increase of authorized amount
0528-01-113	2030	2030	Hidalgo	SH 107	FM 1924 NORTH	FM 676	WIDEN FROM 4 LANE TO 6 LANE DIVIDED RURAL	\$26,512,247.00	\$27,120,566.00	\$30,375,033.92	\$20,442,240.00	\$9,932,793.92	49%
0921-02-353	2030	2030	Hidalgo	CS	IH-69 CONNECTOR FROM IH-69C/US 281	IH-69E/US 77	Construct 4 Lane Divided Rural Roadway on New Location	\$133,900,000.00	\$293,315,438.00	\$328,513,290.56	\$65,180,983.23	\$65,000,000.00	100%
0220-05-076	2031	2031	Cameron	SH-48	SH-4	FM-511	WIDEN TO 6 LANE W/RAISED MEDIAN	<del>\$28,042,000.00</del>	<del>\$28,042,000.00</del>	<del>\$31,408,160.00</del>	<del>\$1.00</del>	<del>\$1.00</del>	0%
0528-01-112	2032	2032	Hidalgo	SH 107	FM 676	FM 681/FM 2993	WIDEN FROM 4 LANE TO 6 LANE DIVIDED URBAN	\$27,648,147.05	\$32,001,793.00	\$35,842,008.16	\$26,205,531.00	\$9,636,477.16	37%
1065-02-042	2032	2032	Cameron	FM 1846	BUS 77	San Jose Ranch Road	Widen to 4 Lane Divided Rural with Left Turn Lane	\$6,000,000.00	\$6,187,149.00	\$6,929,606.88	\$500,000.00	\$0.00	0%
1427-01-037	2032	2032	Hidalgo	FM 1423	MINNESOTA RD.	IH-2	WIDEN AND RECONSTRUCT ROADWAY (2 TO 6 LANES)(DIVIDED)(URBAN)	\$31,561,335.91	\$41,901,727.00	\$46,929,934.24	\$31,369,640.00	\$0.00	0%
2369-01-033	2032	2032	Cameron	FM 509	BUS 77	FM 508	Widen to 4 Lane Divided Rural with Left Turn Lane	\$24,000,000.00	\$24,000,000.00	\$26,880,000.00	\$500,000.00	\$0.00	0%
2966-01-014	2032	2032	Hidalgo	SH-364	FM-2221	FM-676	WIDEN FROM 2 LANE TO 5 LANE CURB & GUTTER	<del>\$5,500,000.00</del>	<del>\$5,500,000.00</del>	<del>\$6,160,000.00</del>	<del>\$6,160,000.00</del>	<del>\$0.00</del>	0%
<b>DEVELOP AUTHORITY SUBTOTAL:</b>								<b>\$249,621,729.96</b>	<b>\$424,526,673.00</b>	<b>\$475,469,873.76</b>	<b>\$144,198,394.23</b>	<b>\$84,569,271.08</b>	
<b>UTP TOTAL:</b>								<b>\$921,298,021.20</b>	<b>\$1,163,597,459.89</b>	<b>\$1,246,626,488.03</b>	<b>\$730,974,313.65</b>	<b>\$169,263,740.94</b>	

\*Inflation has been added to base estimates as follows (Yr 1 - 0%, Yr 2 - 4%, Yr 3 - 8%, and Yrs 4-10 - 12%)

\*UTP estimate includes Base Construction Estimate + Inflation

\*UTP estimate shown does not necessarily represent authorized amounts.

\*Estimates updated in September 2024

\*As part of FY 2026 UTP, we will request CAT 2 funds and/or District Develop Authority for projects that have a funding gap.

\*Part of statewide level letting efforts

\*Changes are noted in red font



## IV. Action & Discussion Items

### D. Discussion and Action to recommend a call for planning studies for inclusion in the FY 2025 Unified Planning Work Program (UPWP) Task 5 Special Studies.

Action

Information

**Presenter:** Luis M. Diaz, RGVMPPO Director

**Summary:** The UPWP is a biannual statement of work that identifies the planning priorities and activities to be conducted in the RGVMPPO area. The UPWP includes a description of the planning work and resulting products, who will perform the work, timeframes for completion, cost estimates, and funding sources.

**Background:** Grants awarded by federal, state, and/or local agencies for planning activities that are of regional significance, specific studies and transportation planning reports and/or documents as directed by the Transportation Policy Board not traditionally programmed in the UPWP and are non-reoccurring transportation planning activities.

## **V. Presentation & Reports**

### **A. TxDOT Letting Report**

**Action**

**Information**

**Presenter: TxDOT Pharr District TP&D Staff**

December 4, 2024

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

### PROJECTS LET IN October 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
Los Indios Int'l Bridge BSIF 0921-06-359	CAM	@ Los Indios Int'l Bridge GSA Facility	Construct Border Safety Inspection Facility (BSIF)	\$5,246,981 / \$6,961,346	CAT 1, 10 (BI) & 11 (Rider 11B)
FM 494 0864-01-068	HID	SH 107 to FM 676 (Mile 5)	Widen from 2 Lane to 4 Lane	\$21,445,755 / \$19,548,135	CAT 2 & 4

### NO PROJECT TO BE LET IN November 2024

### PROJECTS TO BE LET IN December 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
Various 0921-06-326	CAM	Interior Rds. At Olmito Townsite to FM 1732	Construct 5' Wide Concrete Sidewalks	\$389,189 / \$0.00	CAT 3 & 9
Various 0921-06-327	CAM	Interior Rds @ Las Palmas Mobile Estates to FM 802	Construct 5' Wide Concrete Sidewalks	\$279,770 / \$0.00	CAT 3 & 9

### PROJECTS TO BE LET IN January 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
US 281 0255-07-140	HID	0.273 Mi S of SH 186 to 0.023 Mi N of FM 490	Rural Expressway Facility (Future I-69 Corridor)	\$191,254,438 / \$0.00	CAT 4 & 12

### NO PROJECT TO BE LET IN February & March 2025

### PROJECTS TO BE LET IN April 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
US 83 0038-06-051	STR	Roma High School to Gutierrez St	Construct Sidewalks and Ramps	\$1,487,149 / \$0.00	CAT 10
FM 494 0864-01-069	HID	FM 676 (Mile 5) to FM 1924 (Mile 3)	Widen to 4 Lanes	\$17,210,747 / \$0.00	CAT 2

*Disclaimer: Work in Progress and Subject to Change (FY 2025 might have projects moving around as we continue moving forward)*

December 4, 2024

**PROJECTS TO BE LET IN May 2025**

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – West Rail Trail - Amenities <i>0921-06-350</i>	CAM	Palm Blvd to IH-69E South Bound Rd West of Old Alice Rd.	Purchase/Installation of Amenities @ Former Rail line	\$1,276,360 / \$0.00	CAT 3 & 9
LL – Freddy Gonzalez Hike & Bike Trail <i>0921-02-497</i>	HID	Freddy Gonzalez Dr and Closner Blvd, Municipal Park on Raul Longoria	Construct 1.9 Mile, 10ft Wide Concrete Shared Use Path	\$874,995 / \$0.00	CAT 3 & 9
LL – Bejarano-McFarland-Galvan Trail Extension <i>0921-06-351</i>	CAM	SH 100 & Roy St to Arturo Galvan Coast Park Entrance	Construct and Extend Trail, ADA Ramps & Bus Stop Improvements	\$756,662 / \$0.00	CAT 3 & 9
Old Alice Rd <i>0921-06-290</i>	CAM	Sport Park Blvd to SH 100	Widen from 2 Lane to 4 Lane Urban Roadway	\$33,331,939 / \$0.00	CAT 3 & 7

**NO PROJECT TO BE LET IN June & July 2025**

**PROJECTS TO BE LET IN August 2025**

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
Stenger St <i>0921-06-370</i>	CAM	Business 77 West to Fannin St	Construct 10' Concrete Shared Use Path	\$1,750,156 / \$0.00	CAT 3 & 10

**PROJECTS TO BE LET IN September 2025**

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
SH 107 <i>0528-01-118</i>	HID	SH 495 to FM 1924	Construct 6 Lane with Raised Median	\$36,807,790 / \$0.00	CAT 2
SL 195 (Phase I) <i>3632-01-001</i>	STR	FM 3167 to FM 755	Construct Rio Grande City/Roma Relief Route	\$75,583,489 / \$0.00	CAT 2, 4, 11 & 12
PR 100 <i>0331-04-074</i>	CAM	PR 100(WB) to PR 100(EB)	Landscaping improvements (Governors Community Achievement Award-GCAA)	\$90,000 / \$0.00	CAT 3 & 10
Southmost NT PH IV <i>0921-06-289</i>	CAM	La Posada Dr to Alamada Dr/Monsees Rd	Construct 5' wide concrete trail, drinking fountains, benches, curb cramps, and a re-designation of an adjacent lane into a shared road	\$936,994 / \$0.00	CAT 3 & 10

*Disclaimer: Work in Progress and Subject to Change (FY 2025 might have projects moving around as we continue moving forward)*

December 4, 2024

**PROJECTS TO BE LET IN October 2025**

<b>Hwy</b>	<b>CO</b>	<b>Limits</b>	<b>Description</b>	<b>Estimate / Low Bid</b>	<b>Funding Categories</b>
FM 676 1064-01-027	HID	SH 107 to Taylor Rd	Widen from 2 Lane to 4 Lane with left turn lane	\$34,238,858 / \$0.00	CAT 2 & 10

**NO PROJECT TO BE LET IN November & December 2025**

*Disclaimer: Work in Progress and Subject to Change (FY 2025 might have projects moving around as we continue moving forward)*



# MEMO

December 4, 2024

**To:** Rio Grande Valley MPO  
**From:** TxDOT Pharr District  
**Subject:** Project Construction & Design Status (Cameron County, Hidalgo County & Starr County)

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## CAMERON COUNTY CONSTRUCTION

1. South Parallel Corridor – CSJ: 0921-06-252  
New Roadway Construction  
Limits: FM 509 to FM 2520  
Est. Cost: \$9,511,089.36  
94.00% Complete  
Contractor: Foremost Paving, Inc.  
Estimated Completion Date: January 2025
2. Rehabilitate Roadway – CSJ: 0872-04-030, etc.  
Limits: 3 Locations throughout Cameron County (FM 506 from BUS 83 to FM 3067, FM 800 from FM 1479 to FM 509 & FM 1479 from FM 800 to FM 675)  
Est. Cost: \$15,785,772.44  
80.00% Complete  
Contractor: Foremost Paving, Inc.  
Estimated Completion Date: March 2025
3. Replace Bridge & Reconstruct Approaches – CSJ: 0921-06-306, etc.  
Limits: 2 Locations in Cameron & Willacy County – (Owens at 0.10 Mi S of SH 4 @ Resaca De La Guerra & CR 180 at 0.6 Mi S of FM 176)  
Est. Cost: \$1,753,094.18  
74.00% Complete  
Contractor: Lucania Construction, LLC  
Estimated Completion Date: January 2025
4. Bridge Replacement Project – CSJ: 0921-06-302, etc.  
Limits: 2 Locations in Cameron County & Hidalgo County – (Teege Rd., 0.30 Mi W of JCT IH-69E & Doolittle Rd from 1.71 Mi N of FM 1925)  
Est. Cost: \$2,309,683.25  
95.00% Complete  
Contractor: Lucania Construction, LLC  
Estimated Completion Date: February 2025
5. IH-69E Ramp Reversal – CSJ: 0039-07-257  
North Bound & South Bound Ramp Reversal  
Limits: Industrial Blvd to Loop 499 (Primera Rd.)  
Est. Cost: \$4,138,510.59  
89.00% Complete  
Contractor: Foremost Paving Inc.  
Estimated Completion Date: January 2025

6. SH 4 – CSJ: 1504-01-037  
Rehabilitation of Existing Roadway  
Limits: IH-69E to SH 48  
Est. Cost: \$20,955,780.74  
33.00% Complete  
Contractor: Posillico Civil  
Estimated Completion Date: March 2026
7. SH 107 – CSJ: 0342-03-037  
Rehabilitation Existing Roadway  
Limits: Louisiana St to Hooks E. Hodges St.  
Est. Cost: \$5,460,340.75  
65.00% Complete  
Contractor: Texas Cordia Construction, LLC  
Estimated Completion Date: February 2025
8. FM 510 – CSJ: 1057-03-045  
Rehabilitate Existing Roadway  
Limits: FM 3462 to FM 1847  
Est. Cost: \$15,675,730.80  
35.00% Complete  
Contractor: Foremost Paving  
Estimated Completion Date: November 2025
9. Hike & Bike – CSJ: 0921-06-322  
Construct 10' Hike & Bike Trail between Brownsville and Los Fresnos  
Limits: 2.0 Miles North of FM 511/FM 1847 Intersection Along Canal, .7 Miles East, .38 Miles North, .3 Miles West  
Est. Cost: \$2,459,220.97  
40.00% Complete  
Contractor: Foremost Paving, Inc.  
Estimated Completion Date: April 2025
10. SH 48 – CSJ: 0220-05-080  
Install Raised Median  
Limits: SH 4 to FM 511  
Est. Cost: \$4,549,748.76  
7.00% Complete  
Contractor: IOC Construction Co.  
Estimated Completion Date: May 2025
11. SL 499 – Overlays – CSJ: 1137-02-042, etc.  
Limits: 4 Locations within Cameron County  
Est. Cost: \$7,765,565.40  
26.00% Complete  
Contractor: Foremost Paving, Inc.  
Estimated Completion Date: January 2025
12. SH 4 – CSJ: 0039-10-080  
Rehabilitation of Existing Road  
Limits: FM 1419 to Remedios Ave  
Est. Cost: \$27,558,982.08  
0.00% Complete  
Contractor: Foremost Paving, Inc.  
Estimated Completion Date: March 2026

13. Rio Hondo City Limits – CSJ: 0921-06-348  
Construct sidewalks & bike lanes: SH 345-FM 106 to 0.622 Mi S of FM 106; FM 1846 – FM 106 to .549 Mi S of FM 106. Construct shared use path: Robertson Rd – Ebony Rd to Roberto Garza St; Ebony Rd – S Robertson Rd to FM 1846.  
Limits: Robertson Rd from Roberto Garza (Nopales) to Ebony St  
Est. Cost: \$2,002,875 Contractor: Texas Cordia Construction, LLC  
19.00% Complete Estimated Completion Date: February 2025
14. FM 2556 – CSJ: 2529-02-010  
Replace Bridge & Reconstruct Approaches  
Limits: 0.36 Miles North of Arroyo Colorado to 0.35 Miles South of Arroyo Colorado  
Est. Cost: \$7,945,428.50 Contractor: Foremost Paving, INC.  
9.00% Complete Estimated Completion Date: September 2025
15. FM 510 – CSJ: 1057-03-051  
Rehabilitation  
Limits: FM 1847 to FM 2480  
Est. Cost: \$12,411,801.56 Contractor: IOC Company, LLC  
0.00% Complete Estimated Completion Date: August 2026
16. Seal Coats – CSJ: 1137-01-031, etc  
Limits: 14 Locations in Cameron and Willacy Counties  
Est. Cost: \$6,481,370.35 Contractor: CK Newberry, LLC  
0.00% Complete Estimated Completion Date: June 2025
17. Los Indios Int'l Bridge BSIF – CSJ: 0921-06-359  
Construct Border Safety Inspection Facility (BSIF)  
Limits: @ Los Indios Int'l Bridge GSA Facility  
Est. Cost \$5,246,981.26 Contractor: IOC Company, LLC  
0.00% Complete Estimated Completion Date: February 2026

### **HIDALGO COUNTY CONSTRUCTION**

1. Border Safety Inspection Facility (BSIF) – CSJ: 0921-02-173  
Construction of Border Safety Inspection Facility (BSIF)  
Limits: US Customs Port of Entry Exit to US 281  
Est. Cost: \$20,172,428.43 Contractor: Anderson Columbia Co., Inc.  
99.80% Complete Estimated Completion Date: December 2024
2. SH 107 – CSJ: 0342-01-074, etc.  
Widen to 6 Lane Divided Urban Roadway  
Limits: IH 69C to FM 493  
Est. Cost: \$21,103,891.16 Contractor: Foremost Paving, Inc  
73.80% Complete Estimated Completion Date: September 2025

3. FM 491 – CSJ: 0861-01-068  
Reconstruct and Widen Roadway  
Limits: CR 1390 to FM 1425  
Est. Cost: \$3,701,235.71  
99.00% Complete  
Contractor: Asago, LLC  
Estimated Completion Date: December 2024
4. FM 907 – CSJ: 1586-01-089, etc.  
Install Traffic Signal  
Limits: 7 Locations Districtwide  
Est. Cost: \$1,313,573.10  
95.00% Complete  
Contractor: D&G Energy Corporation  
Estimated Completion Date: December 2024
5. FM 676 – CSJ: 1064-01-032  
Widen to Four Lane Divided  
Limits: SH 364 to SH 107  
Est. Cost: \$15,880,158.30  
65.30% Complete  
Contractor: Texas Cordia, LLC  
Estimated Completion Date: November 2025
6. Safety Projects– CSJ: 0669-03-029, etc.  
Install Advanced Warning Signs & Safety Lighting & Install Traffic Signal  
Limits: 4 Locations in Hidalgo County  
Est. Cost: \$802,713.95  
99.00% Complete  
Contractor: Austin Traffic Signal Const. Co, Inc  
Estimated Completion Date: December 2024
7. Install Intersection Flashing Beacon – CSJ: 0921-02-484, etc.  
Limits: 6 Locations in Hidalgo County  
Est. Cost: \$307,597.50  
85.00% Complete  
Contractor: Austin Traffic Signal Const. Co, Inc  
Estimated Completion Date: March 2025
8. FM 1425 – CSJ: 1428-01-027  
Rehabilitate Existing Roadway  
Limits: Mile 12 N Rd. to IH-2  
Est. Cost: \$13,257,196.13  
38.40% Complete  
Contractor: Asago, LLC  
Estimated Completion Date: February 2026
9. FM 1925 – CSJ: 1803-02-049  
Install Traffic Signal  
Limits: @ M Rd./Gwin Rd.  
Est. Cost: \$346,821.94  
82.30% Complete  
Contractor: The Levy Company, Inc.  
Estimated Completion Date: December 2024
10. W Freddy Gonzalez Dr – CSJ: 0921-02-500, etc.  
Install Traffic Signal  
Limits: 0.1 Miles West of Mon Mack Rd. to 0.1 Miles East of Mon Mack Rd.  
Est. Cost: \$223,433.01  
34.00% Complete  
Contractor: The Levy Company, Inc.  
Estimated Completion Date: April 2025

11. Mile 2 Rd – CSJ: 0921-02-508  
Install Advanced Warning Signs (Intersection) & Safety Lighting at Intersection  
Limits: 0.1 Miles West of Minnesota Rd to 0.1 Miles East of Minnesota Rd.  
Est. Cost: \$192,172.57 Contractor: The Levy Company, Inc.  
95.80% Complete Estimated Completion Date: December 2024
12. FM 755 – CSJ: 1103-05-002, etc.  
Install Traffic Signal  
Limits: 3 Locations in Starr & Hidalgo Counties (0.1 Miles Northeast of Flores St. to 0.1 Miles SW of Flores St.)  
Est. Cost: \$763,589.10 Contractor: Austin Traffic Signal  
99.00% Complete Estimated Completion Date: December 2024
13. FM 1015 – CSJ: 1228-03-050  
Rehabilitate Roadway  
Limits: Mile 9 to IH-2  
Est. Cost: \$8,435,308.85 Contractor: REIM Construction, Inc  
29.20% Complete Estimated Completion Date: July 2025
14. FM 1015 – CSJ: 1228-03-051  
Rehabilitate Roadway  
Limits: IH-2 to 2.584 Miles South of IH-2  
Est. Cost: \$11,217,266.06 Contractor: Texas Cordia Construction  
38.30% Complete Estimated Completion Date: August 2025
15. LL – Bicentennial Hike & Bike & Wisconsin Rd – CSJ: 0921-02-431  
Jackson Hike & Bike (Phase II)  
Limits: Within the Cities of Edinburg & McAllen  
Est. Cost: \$2,683,776.55 Contractor: Go Underground, LLC  
60.00% Complete Estimated Completion Date: January 2025
16. FM 1925 – CSJ: 1803-02-035  
Widen to 4 Lane Divided  
Limits: FM 907 (Alamo Rd) to Sharp Rd  
Est. Cost: \$8,283,398.47 Contractor: ASAGO Construction Company  
31.90% Complete Estimated Completion Date: December 2025
17. LL – UT-RGV Bike/Ped – CSJ: 0921-02-480  
Bicycle and Pedestrian Improvements  
Limits: @ UT-RGV Campus  
Est. Cost: \$389,411.80 Contractor: Celso Gonzalez Construction  
60.00% Complete Estimated Completion Date: December 2024
18. Various Locations – Traffic Signal Project – CSJ: 0921-02-465  
Limits: Various Location  
Est. Cost: \$5,092,399.00 Contractor: TRAF-TEX, Inc.  
99.00% Complete Estimated Completion Date: December 2024

19. FM 676 (5 Mile) – CSJ: 1064-01-043, etc.  
Widen to 4 Lane with Left Turn Lane & Replace Bridge  
Limits: Taylor Rd to FM 2220  
Est. Cost: \$11,811,611.50  
10.00% Complete  
Contractor: Texas Cordia Construction  
Estimated Completion Date: July 2026
20. LL “I” Rd – CSJ: 0921-02-499, etc  
Reconstruct Lanes & Bridge Replacement  
Limits: .04 Mi S of Rancho Blanco Rd to US 281 Military  
Est. Cost: \$20,969,361.63  
0.00% Complete  
Contractor: IOC Construction Co.  
Estimated Completion Date: May 2026
21. LL – Pharr Int’l Bridge – Twin Span Bridge – CSJ: 0921-02-479  
Construct Twin Span Bridge  
Limits: @ Pharr International Bridge  
Est. Cost: \$54,172,540.26  
5.00% Complete  
Contractor: IOC Company, LLC  
Estimated Completion Date: December 2025
22. Install Traffic Signals – CSJ: 0921-02-507, etc.  
Limits: 2 Locations in Hidalgo County  
Est. Cost: \$780,387.28  
1.30% Complete  
Contractor: TRAF-TEX, Inc  
Estimated Completion Date: TBD
23. Install Traffic Signals – CSJ: 0863-03-041, etc.  
Limits: 4 Locations in Hidalgo and Starr County  
Est. Cost: \$1,182,382.46  
6.00% Complete  
Contractor: The Levy Co.  
Estimated Completion Date: January 2025
24. LL - Pharr Bridge Commercial Vehicle Parking Site – CSJ: 0921-02-423, etc.  
Construct Commercial Vehicle Parking Site  
Limits: 900 ft N of Military Rd. and Juniper St to 1860 ft N of Military Rd. and Juniper St.  
Intersection  
Est. Cost: \$11,888,058.76  
0.00% Complete  
Contractor: TBD  
Estimated Completion Date: June 2026
25. LL - Liberty Blvd – CSJ: 0921-02-194  
Widening and New Location, from 2 to 4 Lanes with Dedicated Left Turn Lane  
Limits: Mile 3 to US 83  
Est. Cost: \$11,899,309.79  
0.00% Complete  
Contractor: IOC Construction Co.  
Estimated Completion Date: June 2026
26. LL – City of Pharr & City of Alamo – CSJ: 0921-02-432  
PSJA Tri-City Pedestrian Improvements (Phase II)  
Limits: Within the City of Pharr & Alamo  
Est. Cost: \$3,703,946.00  
0.00% Complete  
Contractor: Artillery, LLC  
Estimated Completion Date: February 2026

27. LL – Pharr Int'l Bridge DAP 16' – CSJ: 0921-02-433, etc.  
Pharr Bridge Agricultural Lab  
Limits: @ Pharr Int'l Bridge  
Est. Cost: \$45,253,972  
0.00% Complete  
Contractor: D. Wilson Construction Company  
Estimated Completion Date: April 2026
28. Installation of Traffic Signal – CSJ: 0039-04-132, etc  
Limits: 5 Locations in Hidalgo, Cameron & Starr County  
Est. Cost: \$2,248,364.00  
0.00% Complete  
Contractor: TRAF-FEX, INC.  
Estimated Completion Date: December 2025
29. LL – Nolana Loop – CSJ: 0921-02-361  
Limits: FM 1426 to FM 907  
Est. Cost: \$20,294,858.50  
0.00% Complete  
Contractor: Texas Cordia Construction  
Estimated Completion Date: May 2026
30. Install Traffic Signals – CSJ: 0921-02-501, etc.  
Limits: 6 Various Locations  
Est. Cost: \$1,125,347.83  
0.00% Complete  
Contractor: The Levy Company, Inc.  
Estimated Completion Date: December 2025
31. Nolana Ave – CSJ: 0921-02-520  
Improve Traffic Signals  
Limits: 34<sup>th</sup> St to McColl Rd  
Est. Cost: \$241,811.09  
0.00% Complete  
Contractor: The Levy Company, Inc.  
Estimated Completion Date: February 2026
32. FM 1015 – CSJ: 1228-04-015  
Rehabilitation  
Limits: US 281 to Progreso Bridge  
Est. Cost: TBD  
0.00% Complete  
Contractor: IOC Company, LLC.  
Estimated Completion Date: December 2026
33. Seal Coat – CSJ: 0862-02-020, etc.  
Limits: 16 Locations in Hidalgo, Starr, Cameron and Jim Hogg Counties  
Est. Cost: TBD  
0.00% Complete  
Contractor: CK Newberry, LLC.  
Estimated Completion Date: March 2026
34. FM 494 – CSJ: 0864-01-068  
Widen to 4 Lane  
Limits: SH 107 to FM 676 (Mile 5)  
Est. Cost: \$21,445,754.75  
0.00 Complete  
Contractor: Texas Cordia  
Estimated Completion Date: June 2026

**STARR COUNTY CONSTRUCTION**

1. Overlay – CSJ: 0038-07-078, etc.  
Limits: 4 Locations in Starr and Brooks Counties  
Est. Cost: \$7,818,779.68 Contractor: IOC Company, LLC  
89.00% Complete Estimated Completion Date: February 2025
2. US 83 – CSJ: 0038-06-047  
Widen from 2 Lane Undivided to 4 Lane  
Limits: 0.31 Mi South of Margarito Rd. to 0.09 Mi North of Loma Blanca Rd.  
Est. Cost: \$32,096,791.07 Contractor: IOC Company, LLC  
7.79% Complete Estimated Completion Date: September 2026
3. Safety Lighting – CSJ: 0038-07-084, etc.  
Limits: 2 Locations in Starr & Hidalgo County  
Est. Cost: \$506,977.20 Contractor: Austin Traffic Signal Construction Co.  
0.00% Complete Estimated Completion Date: April 2025

**CAMERON COUNTY DESIGN**

- A. Interior Rds at Olmito Townsite – CSJ: 0921-06-326  
Construct 5' Wide Concrete Sidewalks  
Limits: Interior Rds. at Olmito Townsite to FM 1732  
Estimated Cost: \$398,189.05  
Tentative Letting Date: December 2024
- B. Construct 5' Wide Sidewalks – CSJ: 0921-06-327  
Limits: Interior Rds. At Las Palmas Mobile Estates to FM 802  
Estimated Cost: \$279,770.02  
Tentative Letting Date: December 2024
- C. LL – West Rail Trail – Amenities – CSJ: 0921-06-350  
Purchase/Installation of Amenities @ Former Rail line  
Limits: On West Rail Trail from Pam Blvd. to IH-69 E South Bound Rd West of Old Alice Rd  
Estimated Cost: \$1,276,359.53  
Tentative Letting Date: May 2025
- D. LL – Bejarano-McFarland-Galvan Trail Extension – CSJ: 0921-06-351  
Construct and Extend Trail, ADA Ramps & Bust Stop Improvements  
Limits: SH 100 & Roy St to Arturo Galvan Coastal Park Entrance  
Estimated Cost: \$756,661.50  
Tentative Letting Date: May 2025

- E. FM 1421 – CSJ: 0331-03-023, etc.  
Preventive Maintenance  
Limits: 3 locations  
Estimated Cost: \$3,000,000  
Tentative Letting Date: May 2025
- F. Old Alice Rd – CSJ: 0921-06-290  
Widen From 2 Lane to 4 Lane Urban Roadway  
Limits: Sports Park Blvd to SH 100  
Estimated Cost: \$33,331,939  
Tentative Letting Date: May 2025
- G. Stenger St – CSJ: 0921-06-370  
Construct 10' Shared Use Path  
Limits: Bus 77 West to Fannin St  
Estimated Cost: \$1,750,156.00  
Tentative Letting Date: August 2025
- H. SH 4 – CSJ: 0039-10-090, etc.  
Install Safety Lighting  
Limits: 10 Various Locations  
Estimated Cost: \$1,533,156.20  
Tentative Letting Date: September 2025
- I. SS 54 – CSJ: 0039-20-009, etc.  
Replace Flashing Beacon with Traffic Signal  
Limits: 2 Locations in Cameron County  
Estimated Cost: \$559,138.84  
Tentative Letting Date: September 2025
- J. SH 100 – CSJ: 0331-01-053, etc.  
Seal Coats  
Limits: 16 Locations  
Estimated Cost: \$6,006,256  
Tentative Letting Date: September 2025
- K. FM 313 - 1806-01-013, etc.  
Seal Coats  
Limits: 14 Locations  
Estimated Cost: \$5,072,508  
Tentative Letting Date: September 2025
- L. Southmost NT PH IV – CSJ:0921-06-289  
Construct Bike Lane/Sharrow with Improved Sidewalks  
Limits: La Posada Dr to Alamada Dr/Monsees Rd  
Estimated Cost: \$936,993.52  
Tentative Letting Date: September 2025

- M. PR 100 – CSJ: 0331-04-074  
Landscaping Improvements (Governors Community Achievement Award-GCAA)  
Limits: PR 100(WB) to PR 100 (EB)  
Estimated Cost: \$90,000  
Tentative Letting Date: September 2025
  
- N. FM 106 – CSJ: 0630-03-028, etc.  
Add Left Turn Lane  
Limits: 2 Locations (Cameron & Hidalgo)  
Estimated Cost: \$208,339  
Tentative Letting Date: September 2025
  
- O. FM 313 – CSJ: 1806-01-013, etc.  
Seal Coats  
Limits: 14 Locations  
Estimated Cost: \$5,072,508  
Tentative Letting Date: September 2025

#### **HIDALGO COUNTY DESIGN**

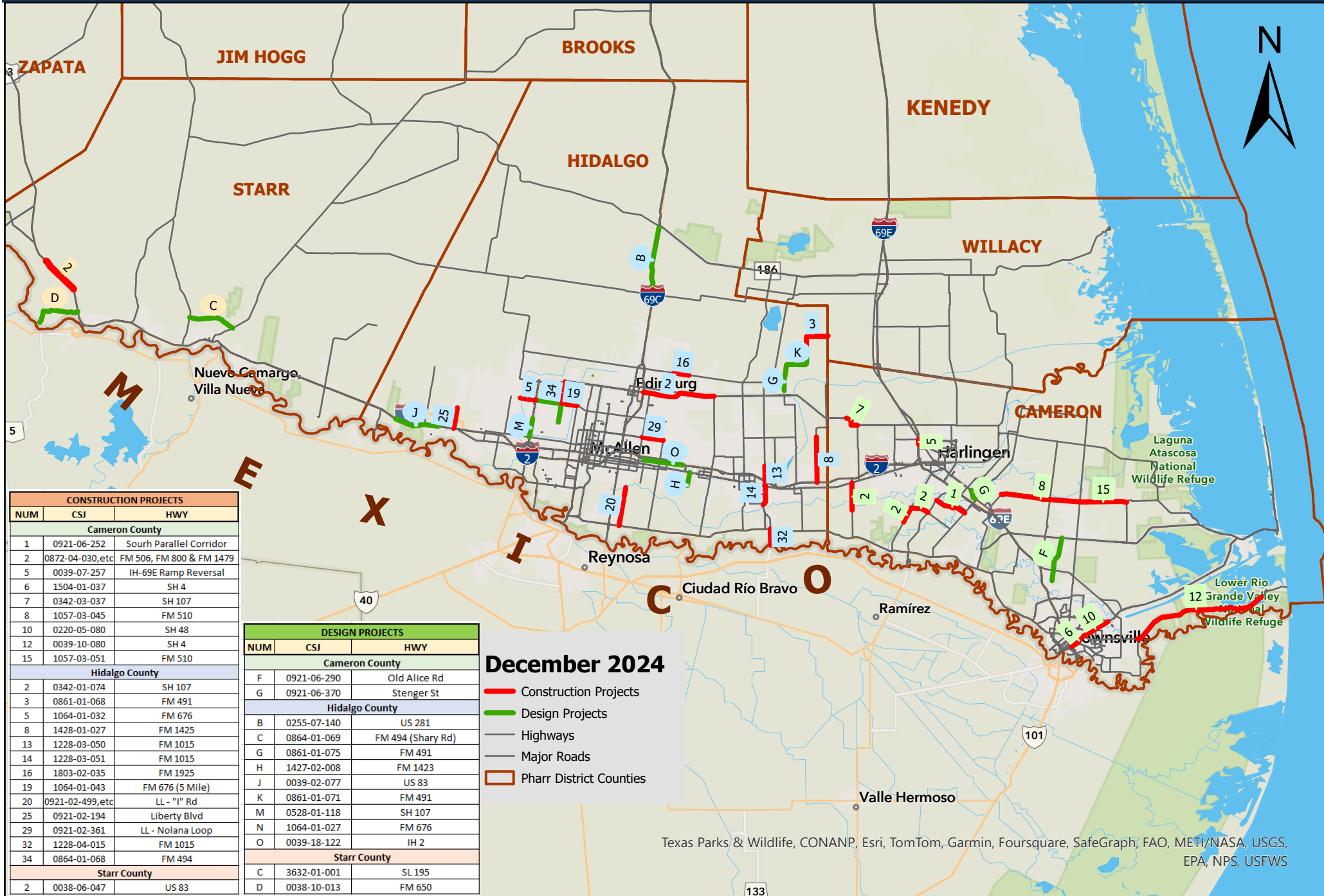
- A. Bridge Replacement – CSJ: 0921-02-492, etc.  
Various locations in Hidalgo and Starr County  
Estimated Cost: \$2,017,575.24  
Tentative Letting Date: January 2025
  
- B. US 281 – CSJ: 0255-07-140  
Rural Expressway Facility (Future 1-69 Corridor)  
Limits: 0.273 Mi S of SH 186 to 0.023 Mi N of FM 490  
Estimated Cost: \$182,768,238.00  
Tentative Letting Date: January 2025
  
- C. FM 494 (Shary Rd) – CSJ: 0864-01-069  
Widen to 4 Lane  
Limits: FM 676 (Mile 5) to FM 1924 (Mile 3)  
Estimated Cost: \$17,210,747.00  
Tentative Letting Date: April 2025
  
- D. SH 336 – Overlay - CSJ: 0621-01-115, etc.  
Limits: 3 Locations in Hidalgo County  
Estimated Cost: \$5,841,342.50  
Tentative Letting Date: April 2025

- E. LL – Freddy Gonzalez Hike & Bike Trail – CSJ: 0921-02-497  
Construct 1.9 Mile, 10ft. Wide Concrete Shared Use Path  
Limits: Freddy Gonzalez Dr and Closner Blvd to Municipal Park on Raul Longoria  
Estimated Cost: \$874,995  
Tentative Letting Date: May 2025
  
- F. IH-69C – CSJ: 0255-07-152  
Overlays  
Limits: 2 Locations  
Estimated Cost: \$8,422,930  
Tentative Letting Date: May 2025
  
- G. FM 491 – CSJ: 0861-01-075  
Construct Paved Shoulders  
Limits: West Uncle Peters Rd to First St.  
Estimated Cost: \$5,175,000.00  
Tentative Letting Date: June 2025
  
- H. FM 1423 – CSJ: 1427-02-008  
Provide additional paved surface width to 28', Milled Edgeline Marking, Milled Centerline Markings  
Limits: BUS 83S to CR 3677/End of State Maintenance  
Estimated Cost: \$2,401,920.00  
Tentative Letting Date: July 2025
  
- I. Traffic Signal Improvements – CSJ: 0865-01-122  
Various Locations  
Estimated Cost: \$4,645,641.00  
Tentative Letting Date: August 2025
  
- J. US 83 – CSJ: 0039-02-077  
Install Median Barriers  
Limits: 0.3 Miles East of Vanderpool Rd to Tabasco Rd.  
Estimated Cost: \$1,886,966.67  
Tentative Letting Date: September 2025
  
- K. FM 491 – CSJ: 0861-01-071  
Construct Paved Shoulders  
Limits: 0.77 Miles North of FM 2629 to West Uncles Peters Rd.  
Estimated Cost: \$4,985,448.72  
Tentative Letting Date: September 2025
  
- L. FM 1015 – CSJ: 1228-03-052, etc  
Install Sidewalks  
Limits: 2 Locations in Cameron and Hidalgo Counties  
Estimated Cost: \$1,035,464.42  
Tentative Letting Date: September 2025

- M. SH 107 – CSJ: 0528-01-118  
Widen from 4 lane to 6 lane with raised median  
Limits: SH 495 to FM 1924  
Estimated Cost: \$36,807,790.00  
Tentative Letting Date: September 2025
- N. FM 676 – CSJ: 1064-01-027  
Widen From 2 Lane to 4 Lane with Left Turn Lane  
Limits: SH 107 to Taylor Rd  
Estimated Cost: \$34,238,857.92  
Tentative Letting Date: October 2025
- O. IH 2 – CSJ: 0039-18-122  
Overlay  
Limits: FM 2557 to FM 1423  
Estimated Cost: \$4,336,150  
Tentative Letting Date: November 2025

#### **STARR COUNTY DESIGN**

- A. Loma Blanca Rd – CSJ: 0921-26-114, etc.  
Bridge Replacement  
Limits: 2 Locations in Starr County  
Estimated Cost: \$1,599,126.72  
Tentative Letting Date: January 2025
- B. US 83 (Roma Sidewalks) – CSJ: 0038-06-051  
Construct Sidewalks and Ramps  
Limits: Roma High School to Gutierrez St.  
Estimated Cost: \$1,487,149.00  
Tentative Letting Date: April 2025
- C. SL 195 – CSJ: 3632-01-001  
Construct Rio Grande City/Roma Relief Route  
Limits: FM 3167 to FM 755  
Estimated Cost: \$75,583,489.42  
Tentative Letting Date: September 2025
- D. FM 650 – CSJ: 0038-10-013  
Rehabilitate Roadway  
Limits: US 83 West 2.452 Miles to US 83  
Estimated Cost: \$4,195,063.00  
Tentative Letting Date: September 2025



CONSTRUCTION PROJECTS		
NUM	CSJ	HWY
Cameron County		
1	0921-06-252	South Parallel Corridor
2	0872-04-030,etc	FM 506, FM 800 & FM 1479
5	0039-07-257	IH-69E Ramp Reversal
6	1504-01-037	SH 4
7	0342-03-037	SH 107
8	1057-03-045	FM 510
10	0220-05-080	SH 48
12	0039-10-080	SH 4
15	1057-03-051	FM 510
Hidalgo County		
2	0342-01-074	SH 107
3	0861-01-068	FM 491
5	1064-01-032	FM 676
8	1428-01-027	FM 1425
13	1228-03-050	FM 1015
14	1228-03-051	FM 1015
16	1803-02-035	FM 1925
19	1064-01-043	FM 676 (5 Mile)
20	0921-02-499,etc	LL - "I" Rd
25	0921-02-194	Liberty Blvd
29	0921-02-361	LL - Nolana Loop
32	1228-04-015	FM 1015
34	0864-01-068	FM 494
Starr County		
2	0038-06-047	US 83

DESIGN PROJECTS		
NUM	CSJ	HWY
Cameron County		
F	0921-06-290	Old Alice Rd
G	0921-06-370	Stenger St
Hidalgo County		
B	0255-07-140	US 281
C	0864-01-069	FM 494 (Shary Rd)
G	0861-01-075	FM 491
H	1427-02-008	FM 1423
J	0039-02-077	US 83
K	0861-01-071	FM 491
M	0528-01-118	SH 107
N	1064-01-027	FM 676
O	0039-18-122	IH 2
Starr County		
C	3632-01-001	SL 195
D	0038-10-013	FM 650

## December 2024

- Construction Projects
- Design Projects
- Highways
- Major Roads
- Pharr District Counties

Texas Parks & Wildlife, CONANP, Esri, TomTom, Garmin, Foursquare, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS

This map is for informational purposes and may not have been prepared for or be suitable for legal, engineering or surveying purposes, and is for representation use only.



## **VI. Other Business (Old or New)**

- A.** The next RGVMPO Technical Advisory Committee is IN-PERSON at 10:00am on January 9, 2025.