

Technical Advisory Committee Meeting Thursday January 9, 2025

FULL TECHNICAL ADVISORY COMMITTEE MEETING AGENDA
Thursday January 9, 2025 – 10:00 AM
RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION (RGVMPO)
The RGVMPO Technical Advisory Committee Meeting will be held IN-PERSON at the
Valley Metro Conference Room, 510 S. Pleasant View Dr. 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 December 4, 2024 Page 6

☑ Action ☐ Information

Presenter: Benjamin Worsham, TAC Chairman

Summary: Approval of December 4, 2024

B. RGVMPO 2025 Technical Advisory Committee Meeting Calendar - Request for Approval Page 11

☑ Action ☐ Information

Presenter: Luis M. Diaz, RGVMPO Director

Summary: This agenda item seeks approval for the proposed 2025 meeting calendar for the Technical Advisory Committee (TAC). The calendar outlines the dates and times for all regular meetings throughout the year.

Background: The RGVMPO relies on regular meetings of the TAC to conduct its business and fulfill its transportation planning responsibilities. TAC meetings take place every 2nd Thursday of the month at 10:00 AM consistent with previous years. Approving the 2025 meeting calendar early in the year allows members to plan their schedules accordingly and ensures that the RGVMPO can effectively address transportation needs in the region.

C. Discussion and Action to recommend the approval of resolution for RGVMPO to participate in the FY2025 STBG Partnership Page 13

☑ Action ☐ Information

Presenter: Luis M. Diaz, RGVMPO Director

Summary: The STBG Partnership is a financial strategy in which your FY 2025 STP MM federal funds are exchanged for an equal amount of the state's STP Flex federal funds.

- TxDOT-FIN in coordination with your district, will obligate the entire FY 2025 STP-MM on state selected category 1, 4, 11, and 12 projects within your MPO boundaries.
- MPO will continue to select their Cat 7 allocation projects which will be funded STP-Flex (exchange via the STBG partnership).
- No change to the federal/state amount distributed to your Category 7 allocation per the UTP.

FY 2025 STP MM Partnership Request: Exchange $24.35 million of STP MM to STP Flex

Background: Last year a resolution was passed resulting in a STBG Partnership.

D. Discussion and Action to recommend approval of the creation of a subcommittee to address TAC Rule concerning STP MM carryover Page 15

☑ **Action** ☐ **Information**

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

Summary: The RGVMPO will present the results of the Texas Administrative Code Sec. 16.154 (k) enacting that if an MPO carries over more than 200% of its allocation in Category 7 - Metropolitan Mobility and Rehabilitation from the previous year, the department may reduce the District and MPO's Category 2 - Metropolitan and Urban Corridor Projects carryover and transfer the excess to the District's Category 11 - District Discretionary allocation for use on the district's safety program.

Background: On January 17, 2024, the Texas Transportation Commission passed Minute Order 116630 officially adopting amendments to § §16.105 Unified Transportation Program & § §16.154 Transportation Allocation Funding Formulas Relating to Planning & Development of Transportation Projects to be codified under Title 43, Texas Administrative Code, Part 1. New §16.154(k) prescribes an annual review of carryover in 5 Category 7 Metropolitan Mobility and Rehabilitation. This review allows the department to better manage federal funds, mitigate the risks of a funding lapse or rescission, and addresses potential underutilization of Category 7 funding. Pending the review, if an MPO carries over more than 200 percent of its allocation in Category 7 Metropolitan Mobility and Rehabilitation (TMA) from the previous year, the department may reduce the district and MPO's Category 2 Metropolitan and Urban Corridor Projects carryover and transfer the excess to the district's Category 11 District Discretionary allocation for use on the district's safety program. The department will report to the commission all proposed redistributions and notify any impacted MPO prior to the department making a redistribution.

E. Amendment to the contract with ATG to include Task 8 Page 27

☑ **Action** ☐ **Information**

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

Summary: The RGVMPO seeks to amend its current contract with ATG to include Task 8, at an additional cost of $127,802.01.

Background: This task is designed to supplement ongoing efforts related to the 2050 Metropolitan Transportation Plan (MTP) by addressing recommendations from the FHWA's review during the MPO certification. The focus is on resolving identified gaps in the current 2050 MTP and incorporating critical elements, such as the Public Participation Plan (PPP) and Limited English Proficiency (LEP) document, which are essential for effective implementation but not currently part of the plan. Additionally, this task emphasizes activities related to plan development, including enhanced community engagement efforts.

V. Presentations & Reports

A. February 2025 STIP Revision Cycle Page 34

☐ **Action** ☑ **Information**

Presenter: **Rudy Zamora Jr., Transportation Planner II, RGVMPO**

Summary: The Statewide Transportation Improvement Program (STIP) will be under revision and RGVMPO staff will be submitting amendments for FY's 2025-2028. The 2045 Metropolitan Transportation Plan (MTP) will also be amended according to changes submitted by our region's planning partners. A reasonable opportunity for public comment on all modifications will be provided prior to the Technical Advisory Committee (TAC) and Transportation Policy Board (TPB) approvals during our scheduled February 2025 meetings.

Background: The Texas Department of Transportation (TXDOT) provides quarterly revision cycles for Districts and MPO's to update the current STIP. All amendments are presented for public comment and review by our TAC prior to TPB approval. TXDOT's STIP Division will review amendments, conduct a statewide public comment period, and submit revisions for Federal approval. All supporting documents will be uploaded to the STIP Portal by the provided deadline.

B. Announcement of PL Project Call UPWP Task 5 Page 40

☐ **Action** ☑ **Information**

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

Summary: The UPWP Task 5 Call for Projects is now open, inviting submissions for project proposals and applications. The deadline for submissions is February 6, 2025. The RGVMPO has allocated $77,000 in Task 5 and has an additional $1.9 million in unobligated funds available for programming transportation planning projects. The Call for Planning Project Form on our Website will be used for tracking all submittals.

Background: Task 5 aims to optimize the performance of current and future transportation systems. It focuses on developing and utilizing effective management systems to generate valuable insights and strategies for enhancing transportation facilities. By conducting specialized studies, the task provides data-driven recommendations to support system-level transportation planning. The ultimate goal is to create an efficient, multi-modal mobility network that improves the overall effectiveness of the transportation system for present and future users in the region.

C. TMA Federal Certification Review Update Page 41

☐ **Action** ☑ **Information**

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

Summary: The RGVMPO will present the initial recommendations and commendation received from The TMA Federal Review conducted December 5-6.

Background: The TMA Federal Review of the RGVMPO metropolitan transportation planning process took place on December 5-6th, 2024 at the Lower Rio Grande Valley Development Council (Ken Jones Boardroom, Building B at 301 W. Railroad, Weslaco, TX 78596). The last federal TMA Certification Review was completed in December 8-10, 2020, and in May 2021 FHWA offices transmitted a letter certifying that the RGVMPO was substantially compliant with USC 134(k) and 49 USC 1607.

D. TJKM - SS4A Comprehensive Plan Midway Project Status Page 45

☐ **Action** ☑ **Information**

Presenter: **Nayan Amin, TJKM**

Summary: The RGVMPO is developing a Comprehensive Safety Action Plan as part of the Safe Streets and Roads for All (SS4A) initiative. This plan focuses on improving road safety, particularly in Starr County, Hidalgo County, City of Harlingen, and City of Brownsville, and aims to enhance safety for all users across the region. The update will cover progress on the plan's development and upcoming steps.

Background: The RGVMPO received SS4A grant funding to create the region's first Comprehensive Safety Action Plan. With over 50% of the population living in HDCs, the plan targets critical safety needs by identifying key countermeasures and potential pilot locations (Starr County, Hidalgo County, City of Harlingen, and City of Brownsville) for future implementation. This update will highlight current efforts, stakeholder engagement, and the next steps in the project.

E. Announcement State Transportation Alternatives Project Call Page 102

☐ **Action** ☑ **Information**

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

Summary: This informational item brings to the TAC's attention the upcoming workshops hosted by TxDOT (Texas Department of Transportation) regarding their project call process. These workshops aim to inform local governments (LGs) about project call requirements and answer any questions they may have.

- Workshops: TxDOT is offering both in-person and virtual workshops to provide guidance on the project call process.
- In-Person Workshop:
  - January 23, 2025 (9:00 AM - 12:00 PM)
  - TxDOT Pharr District Office Conference Center, 600 W. US 83 Expressway, Pharr, TX 78577
- Virtual Workshop:
  - January 6, 2025 (1:00 PM - 4:00 PM)

F. TxDOT Letting Report Page 106

☐ **Action** ☑ **Information**

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

G. Hidalgo County RMA Project Status Report Page 109

☐ **Action** ☑ **Information**

Presenter: **Ramon Navarro, Hidalgo County RMA Chief Construction Engineer**

H. Cameron County RMA Project Status Report Page 154

☐ **Action** ☑ **Information**

Presenter: **Eric Davila, Cameron County RMA Chief Development Engineer**

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

A. The next RGVMPO Technical Advisory Committee is IN-PERSON at 10:00am on February 13, 2025.

IV. Action & Discussion Items

A. Approval of Minute(s) for December 4, 2024

☑ **Action** ☐ **Information**

Presenter: **Benjamin Worsham, TAC Chairman**

Summary: Approval of the December 4, 2024

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE MEETING
Thursday December 04, 2024 - Minutes

I) CALL TO ORDER

Benjamin Worsham – Chairman (Cameron County) called the TAC Meeting to order at 10:31 AM. The TAC Meeting was held in person.

II) ROLL CALL

RGVTAC Representatives in attendance were as follows:

MEMBERS PRESENT	
ENTITY	**VOTING MEMBERS**
Cameron County	Benjamin Worsham, Chairman
Hidalgo County RMA	Ramon Navarro
Hidalgo County	Jorge Pena
City of Brownsville	Juan "Jonny" Peña Jr.
City of McAllen	Rene Gonzalez
City of Edinburg	Tomas D. Reyna
City of Harlingen	Luis Vargas
City of Mission	Absent
City of Pharr	Maria Rangel
City of San Benito	Absent
Starr County	Absent
TxDot Pharr District	Norma Y. Garza
Valley Metro	Nancy Sanchez
Cameron County RMA	Eric Davila
Brownsville Metro	Gennie Garcia
McAllen Metro	Jon Ray Bocanegra
Port of Brownville	Absent
Port of Harlingen	Absent
Port Isabel-San Benito Navigation District	Absent
Cameron County Spaceport Dev Corp.	Absent
GUESTS/STAFF	
RGVMPO Executive Director	Michael Medina
RGVMPO Staff	

III) PUBLIC COMMENTS

No public comments

IV) CONSENT AGENDA

A. Approval of Minutes

Consideration and Action to Approve the Minutes of October 10, 2024
Chairman Benjamin Worsham asked if there were any corrections to the minutes and no corrections or comments were noted to the minutes.

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

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

Fernando Cantu presented the fourth amendment to the FY 24-25 Unified Planning Work Program.

- Key Changes:
  - McAllen Metro:
    - New Subtask 1.8: Adding a new subtask to cover the salary of a transit planner using Section 5307 funds for the next 12+ months. This is required by the Federal Transit Administration (FTA) for planning studies.
    - Walkability Grant: Adding a grant awarded to McAllen Metro to enhance walkability around the Central Station in downtown McAllen.
  - RGVMPO:
    - Performance-Based Planning: Allocating $40,000 of Planning Organization (PO) funds to support ongoing performance-based planning efforts. This task was previously used for consulting but will now be used by staff.
- Administrative Updates: Updating staff charges.

Tomas Reyna from the City of Edinburg made a motion to approve the UPWP Amendment #4 as presented, which was seconded by Rene Gonzalez from the City of McAllen. The item was unanimously approved.

C. Discussion and Action on the 2026 UTP – CAT 2 Project List

Norma Garza presented the proposed list of Category 2 projects for the 2026 UTP call for projects.

- Submission Deadline: December 6, 2024 (to the Texas Transportation Planning Partners (TPP) group).
- Construction Authority Projects:
  - Total requested amount: Under $85 million.
  - Project Adjustments:
    - Some projects deauthorized due to decreased Statewide Mobility Scores (SMS).
    - Most projects saw increased costs.
    - Two projects deferred to a later plan year (FY2036) due to significant cost escalations:
      - FM 1732 (Cameron County):
      - FM 925 (Western side, from SH 681 to Walnut Street)

- Develop Authority Projects:
  - These projects are not fully funded with Category 2 funds and may be supplemented with other funding categories or developer contributions.
  - Deferred Projects:
    - SH 48/Highway 4511 (Cameron County): A widening project deferred due to a lack of active project development and a pending rehab/center median project in the same limits.
    - FM 364 (La Homa Road, Hidalgo County): Deferred due to a lack of active project development.

- Funds:
  - Approximately $99 million for construction authority projects and a significant amount for develop authority projects are not covered by Category 2 funds.
  - These amounts will be leveraged through other funding categories or developer contributions.
  - Overall, there is a difference of approximately $346 million that will be covered through these alternative sources.

Velinda Reyes (Hidalgo County Pct. 4):

- Asked for clarification on the 2026-2029 timeframe for Construction Authority projects and whether they are in the current Transportation Improvement Program (TIP).

DRAFT

- Highlighted two projects important to Hidalgo County:
  - FM 88 (SH 1925 to 5th Avenue) - Precinct 1 project
  - FM 2220 (SH 107 to Mile 5) - Precinct 4 project

Velinda Reyes Inquired about the consideration of these projects in the proposed list. Norma Garza clarified that the 2026-2029 timeframe refers to the years the UTP will cover (September 2025 to August 2029), and that the current TIP covers 2025-2028. Norma Garza confirmed that both FM 88 and FM 2220 are included in the proposed list and explained the funding breakdown. Ms. Garza assured Ms. Reyes that as long as the projects are listed, they are being funded and moving forward.

Eric Davila asked for clarification on the status of FM 1732 since it was removed from the Construction Authority list, he inquired whether it would be moved to the Develop Authority list.
Norma Garza explained that FM 1732 would be moved to the Planned Authority list because Develop Authority funds are limited and represent the balance of the allocation after programmed projects. Ms. Garza also clarified that moving the project to Planned Authority takes it out of the UTP and sets the implementation year to 2036. She emphasized that under Planned Authority, they are still allowed to continue schematic and environmental development for FM 1732.

Chairman Worsham called for a motion to approve the 2026 UTP – CAT 2 Project List. A motion was made by Eric Davila from Cameron County RMA. The motion was seconded by Tomas Reyna from the City of Edinburg. The motion was unanimously approved.

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.

Luis Diaz presented the recommendation for a call for planning studies to be included in the FY 2025 UPWP Task 5 (Special Studies). He highlighted that funds have been identified for planning studies, available to all planning partners. Mr. Diaz emphasized that these funds are strictly for the planning phase of project development, not for any other phases.

- UPWP Funds:
  - $1.9 million is currently available in the UPWP.
  - Some of these funds may be needed to address potential findings from the upcoming Transportation Management Area (TMA) certification review.
  - Any excess funds after the review may be used to cover planning studies requested by partners.

Mr. Diaz added that if approved, the call for planning studies would be opened at the beginning of 2025.

Chairman Ben Worsham asked for more information about the types of studies that could be funded under "Special Studies." Luis Diaz clarified that Task 5 has been used in the past for various planning studies, such as corridor studies, feasibility studies, or any other planning activities. He reiterated that the funds can only be used for the planning phase and not for project implementation. He also mentioned that opening the call for projects would allow them to potentially utilize the remaining $77,000 within Task 5.

Chairman Worsham called for a motion to approve the item. A motion was made by Nancy Sanchez from Valley Metro. The motion was seconded by Ramon Navarro from the Hidalgo County RMA. The motion was unanimously approved.

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V. PRESENTATIONS & REPORTS

A. TxDOT Project Status Report

Norma Garza presented the TxDOT Letting Report.
December 2024: A couple of local projects with the county.
January 2025: US 281 projects (first project in the corridor in a while).
April 2025: FM 494 widening project (Category 2).
August 2025:

- Stanger Street project in San Benito (state-led project with a bridge and sidewalks).
- Coordination with the Hidalgo County RMA is required.

September 2025:

- First phase of SH 195 (previously pushed out).
- SH 107 project (from FM 495 to FM 1924).

October 2025: FM 676 segment (from SH 107 to Taylor Road).

No questions or concerns were raised by the TAC members.

VI. NEW OR UNFINISHED BUSINESS

Luis Diaz reminded the TAC members that the Transportation Policy Board meeting was rescheduled to Thursday December 12, 2024.

VII. ADJOURNMENT:

There being no further business to come before the RGVMPO TAC Members, Chairman Ben Worsham called for a motion to adjourn. Tomas Reyna with the City of Edinburg made a motion to adjourn the meeting at 10:55am. The motion was seconded by Eric Davila with the Cameron County RMA, the meeting was adjourned.

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IV. Action & Discussion Items

B. RGVMPO 2025 Technical Advisory Committee Meeting Calendar - Request for Approval

☑ **Action** ☐ **Information**

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

Summary: This agenda item seeks approval for the proposed 2025 meeting calendar for the Technical Advisory Committee (TAC). The calendar outlines the dates and times for all regular meetings throughout the year.

Background: The RGVMPO relies on regular meetings of the TAC to conduct its business and fulfill its transportation planning responsibilities. TAC meetings take place every 2nd Thursday of the month at 10:00 AM consistent with previous years. Approving the 2025 meeting calendar early in the year allows members to plan their schedules accordingly and ensures that the RGVMPO can effectively address transportation needs in the region.

RGVMPO 2025 Technical Advisory Committee (TAC) Meeting Dates
February 13, 2025
March 13, 2025
April 10, 2025
May 8, 2025
June 12, 2025
July 10, 2025
August 14, 2025
September 11, 2025
October 9, 2025
November 13, 2025
December 11, 2025

IV. Action & Discussion Items

C. Discussion and Action to recommend the approval of resolution for RGVMPO to participate in the FY2025 STBG Partnership

☑ **Action** ☐ **Information**

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

Summary: The STBG Partnership is a financial strategy in which your FY 2025 STP MM federal funds are exchanged for an equal amount of the state's STP Flex federal funds.

• TxDOT-FIN in coordination with your district, will obligate the entire FY 2025 STP-MM on state selected category 1, 4, 11, and 12 projects within your MPO boundaries.
• MPO will continue to select their Cat 7 allocation projects which will be funded STP-Flex (exchange via the STBG partnership).
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FY 2025 STP MM Partnership Request: Exchange $24.35 million of STP MM to STP Flex

Background: Last year a resolution was passed resulting in a STBG Partnership.

RESOLUTION 2025-01

CONCURRING WITH THE TEXAS DEPARTMENT OF TRANSPOTATION (TXDOT) TO UTILIZE STP-FLEX APPORTIONMENT ON ALL FISCAL YEAR (FY) 2025 PROJECTS

WHEREAS the Texas Department of Transportation (TxDOT) is working with their Districts and Metropolitan Planning Organization (MPO) partners on federal funding utilization to maximize fiscal year (FY) 2025 obligations; and

WHEREAS TxDOT is proposing a continued process/initiative to swap STP-MM with STP-Flex apportionment for all construction projects that are scheduled for FY2025; and

WHEREAS the federal funding swap process would not negatively impact any current Rio Grande Valley Metropolitan Planning Organization (RGVMPO) FY2025 scheduled projects; and

WHEREAS, RGVMPO Staff has worked closely with TxDOT Pharr District Staff to better understand how this initiative benefits the goal of obligating more federal funds; and

WHEREAS, a Workshop was held for the RGVMPO Technical Advisory Committee to provide clarification and RGYMPO Staff plans to reconvene the Project Readiness Subcommittee to continue the conversation and ensure transparency.

NOW, THEREFORE, BE IT RESOLVED, that the RGVMPO Transportation Policy Board agreed by majority vote to provide TxDOT with concurrence to swap STP MM/STP-Flex apportionment.

Passed and Approved this 15th day of January 2025.

The Honorable Ellie Torres
Hidalgo County Commissioner, Pct. 4
Chair of the RGVMPO Policy Board

Pedro "Pete" Alvarez
District Engineer
TxDOT – Pharr District

Michael Medina
RGVMPO Executive Director

IV. Action & Discussion Items

D. Discussion and Action to recommend approval of the creation of a subcommittee to address TAC Rule concerning STP MM carryover

☑ **Action** ☐ **Information**

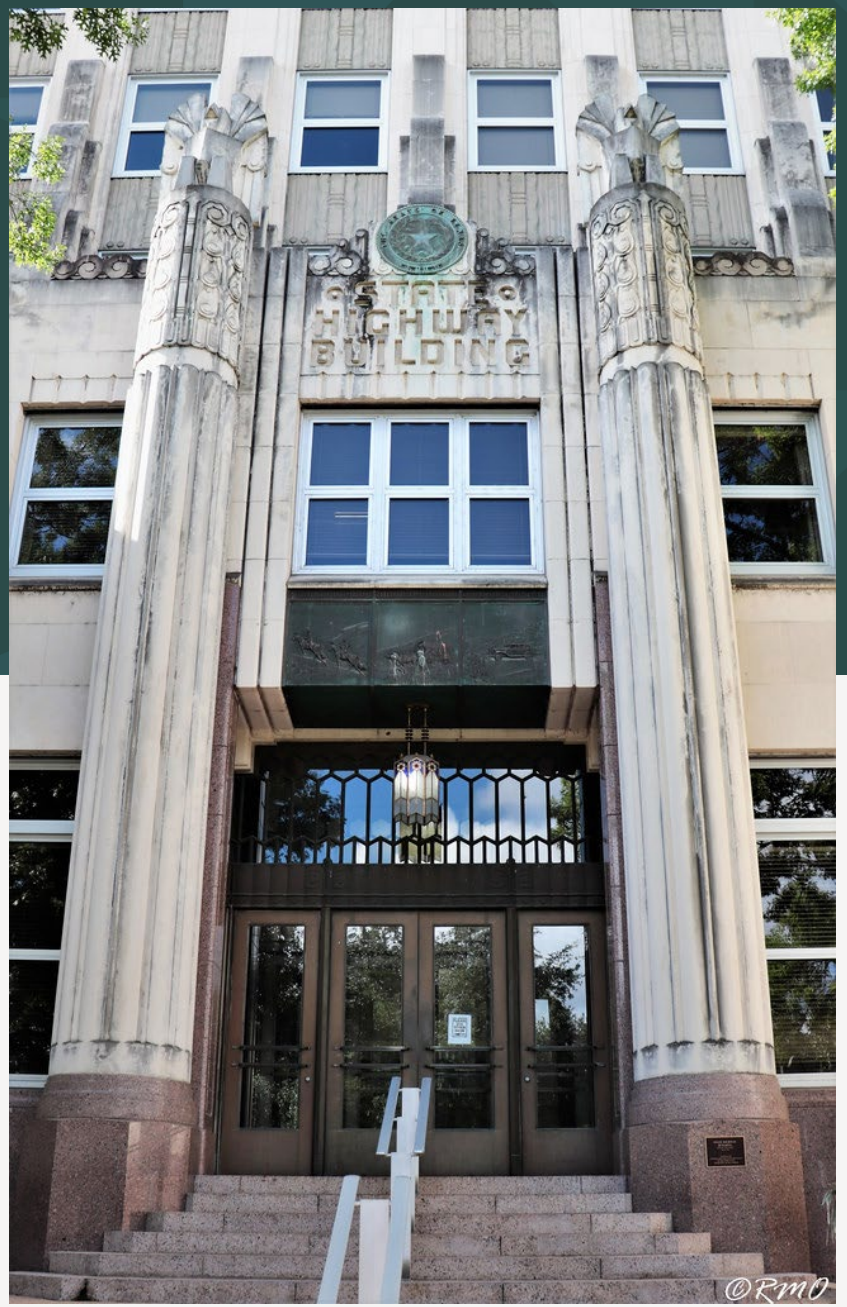
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Title 43, Texas Administrative Code, Sec. 16.154 (k)

An annual review of carryover in Category 7 - Metropolitan Mobility and Rehabilitation funding allows TXDOT to manage federal funds, mitigate the risks of a funding lapse or rescission, and addresses potential underutilization of Category 7 funding.



Title 43, Texas Administrative Code, Sec. 16.154 (k) – Continued

- If an MPO carries over more than 200% of its allocation in Category 7 - Metropolitan Mobility and Rehabilitation from the previous year, the department may reduce the District and MPO's Category 2 - Metropolitan and Urban Corridor Projects carryover and transfer the excess to the District's Category 11 - District Discretionary allocation for use on the district's safety program. *– Amendment approved by Texas Transportation Commission on September 28, 2023*

FY 2024 Category 7 (STP-MM): Potential TAC Rule Impacts

	A	B	C	E	F	G = E - F	H = G/B	
MPO	**FY23 Carryover $M**	**FY24 Allocation $M**	**FTR Adjustments $M**	**FY24 Revised Allocation $M**	***Total Used* $M**	**Estimated FY24 Carryover[1] $M**	**Estimated FY24 Carryover as % of FY24 Allocation[1]**	**Amount Subject to TAC Rule $M**
Alamo Area	133.84	60.82		194.66	70.49	124.17	204%	2.53
CAMPO	136.83	47.13		183.96	26.53	157.43	334%	63.17
Corpus Christi	24.83	11.07		35.9		35.9	324%	13.76
El Paso	44.57	26.72		71.29	55.7	15.59	58%	
HGAC	420.45	179.34		599.79	96.85	502.94	280%	144.26
Killeen-Temple	14.95	7.53		22.48	6.28	16.2	215%	1.14
Laredo	55.46	8.15		63.61	100	-36.39	-447%	
Lubbock	-4.74	8.21		3.47	7.25	-3.78	-46%	
NCTCOG	55.68	189.85		245.53	153.64	91.89	48%	
RGVMPO	115	32.74		147.74	50.25	97.49	298%	32.01
Total	996.87	571.56		1568.43	566.99	1001.44		256.87

**Records indicate CAMPO's and CCMPO's over 200% is due to a shift to help the state level lettings which is being considered when reviewing the data.*

Data: as of 11/14/2024, Source: TxDOT Category Analysis

[1]: FIN-LM is currently finalizing the FY24 carryovers

RGVMPO (STP-MM & STP-FLEX)
PREVIOUS RECONCILIATION FOR FEDERAL FISCAL YEARS (FFY) 2007 - 2024 (THROUGH 9/30/2024)

FY	Federal Apportionment Carryover from Previous FY, Including Adjustments for Previous FY's FHWA Obligation Limitation % (Excludes Previous FY AC Balance)	FY Federal Apportionment	Federal Apportionment From Restoration of SAFETEA-LU Rescission	FHWA FY Obligation Limitation Percent[2]	*Apportionment Total Above the FHWA FY Obligation Limitation Percent*	FY Apportionment Adjusted for FHWA FY Obligation Limitation Percent	Total Available Federal Apportionment Adjusted for Obligation Limitation	Total Uses of Federal Apportionment (Transactions and Transfers)	Remaining Balance of Federal Apportionment	AC Balance of Federal Apportionment	Remaining Balance of Federal Apportionment (less AC Balance)
2020	$33,219,791	$21,490,564		90.60%	*($2,020,113)*	$19,470,451	$52,690,242	($8,254,231)	$44,436,010	($13,685,778)	$30,750,232
2021[3]	$44,436,010	$22,866,459		0.00%	*$0*	$0	$67,302,469	($14,806,018)	$52,496,451	($7,291,532)	$45,204,919
2022	$52,496,451	$25,278,783		0.00%	*$0*	$0	$77,775,234	($11,548,564)	$66,226,671	($7,482,050)	$58,744,621
2023	$66,226,671	$25,784,359		0.00%	*$0*	$0	$92,011,030	($6,799,317)	$85,211,712	($9,649,650)	$75,562,062
2024	$85,211,712	$23,879,485		0.00%	*$0*	$0	$109,091,197	($34,167,464)	$74,923,733	($6,037,050)	$68,886,683
	Cumulative Apportionment Total Above the FHWA Obligation Limitation % (2007-Present)				*($16,238,868)*						
						FY24 APPN	**$136,363,997**	<-- Includes 20% match (used in Cat 7 recon)			

[1]2007 Beginning Carryover is calculated as follows, based on FY 06 FHWA Compliance Audit:

Cumulative Apportionment as of 9/30/06	$74,180,760
x Average Obligation Limit % per FHWA	93.6%
Cumulative Carryover Adjusted for Obligation Limit as of 9/30/06	$69,433,191
Less Actual Cumulative Obligation through 9/30/06	($57,782,402)
Estimated 2007 Beginning Carryover	$11,650,789

[2]FY 2009 Apportionment includes the FY 2009 SAFETEA-LU Rescission of $5,052,857 that was restored in FY 2010

[3]FY 2021 Obligation Limitation % cap has been removed, but may be reinstated in the future if determined necessary.

Recon to Available Apportionment *(excludes AC Balance)*	
Available Apportion (adj'd for OL %)	$74,923,733
plus Cumulative Appn above OL %	$16,238,868
plus FY 2007 Carryover	$16,398,358
less FY 2007 Carryover (adj'd)	($11,650,789)
Total Available Apportionment	**$95,910,170**
Variance Check	*$0*

RGVMPO STP-MM/STP-FLEX
FEDERAL FUNDS
2024 TRANSACTIONS

STP-MM FUNDING TRANSACTIONS IN FHWA'S SYSTEM

Project Number	CSJ	County	Federal Program	Project Description	Transaction Date	Let Date	Transaction Description	Transaction Type	Federal Amount	Total Amount	AC'd Amount
CBI 2022(572)	0921-02-379	Hidalgo	STP-MM	ANZALDUAS INTERNATIONAL BRIDGE SOUTH BOUND AND NORTHBOUND. TRANSPORTATION NON-ROADWAY; CONSTRUCT INSPECTION STATION.	1/3/2024	8/29/2022	Project Change	FPAA-Amend	$0.20	$0.25	$0.00
STP 2016(494)MM	0921-02-311	Hidalgo	STP-MM	ON NORTH ALAMO ROAD FROM FM 1925 TO 0.5 MILES NORTH OF FM 1925. NEW LOCATION; TWO-LANE RURAL ROADWAY.	2/29/2024	6/1/2021	Project Change	FPAA-Amend	$20,965.24	$26,206.55	$0.00
STP 2024(158)MM	1064-01-043	Hidalgo	STP-MM	FM 676 FROM TAYLOR ROAD TO FM 2220. WIDEN FROM 2 LANE TO 4 LANE DIVIDED	2/7/2024		New Project	FPAA-CST	$1,018,080.24	$1,272,600.30	$0.00
HP 2011(864)	0921-02-194	Hidalgo	STP-MM	CS FROM LIBERTY BOULEVARDD, FROM US 83 TO MILE 3. WIDEN FROM 2 LANE TO 4 LANE WITH DEDICATED LEFT TURN LANE.	4/29/2024		Project Change	FPAA-Amend	$3,921,931.20	$4,902,414.00	$0.00
STP 2024(158)MM	1064-01-043	Hidalgo	STP-MM	FM 676 FROM TAYLOR ROAD TO FM 2220. WIDEN FROM 2 LANE TO 4 LANE DIVIDED	3/27/2024	3/6/2024	Project Change	FPAA-Amend	$2,981,919.76	$3,727,399.70	$0.00
STP 2B24(050)MM	0921-02-499	Hidalgo	STP-MM	ON I ROAD FROM FM 3072 (DICKER ROAD.) TO US 281 (MILITARY HIGHWAY). WIDEN TO A 2-LANE DIVIDED ROADWAY WITH CONTINUOUS CENTER TURNING LANE AND SHOULDERS	3/4/2024		New Project	FPAA-CST	$6,635,135.20	$8,293,919.00	$0.00
STP 2B24(051)MM	0921-02-363	Hidalgo	STP-MM	FROM I ROAD AT 0.4 MILES SOUTH OF RANCHO BLANCO TO DICKER ROAD. WIDEN TO A 2-LANE DIVIDED ROADWAY WITH CONTINOUS CENTER TURNING LANE AND SHOULDERS	3/4/2024		New Project	FPAA-CST	$6,729,075.40	$8,411,344.25	$0.00
STP 2B24(205)MM	0921-02-479	Hidalgo	STP-MM	TL 23 AT PHARR INTERNATIONAL BRIDGE. CONSTRUCT TWIN SPAN BRIDGE.	4/4/2024		New Project	FPAA-CST	$1,600,000.00	$2,000,000.00	$0.00
STP 2B24(178)MM	0921-02-361	Hidalgo	STP-MM	NOLANA LOOP FROM FM 1426 TO FM 907. WIDEN ROAD AND ADD LANES.	4/4/2024		New Project	FPAA-CST	$13,978,975.20	$17,473,719.00	$0.00
HP 2011(864)	0921-02-194	Hidalgo	STP-MM	CS FROM LIBERTY BOULEVARDD, FROM US 83 TO MILE 3. WIDEN FROM 2 LANE TO 4 LANE WITH DEDICATED LEFT TURN LANE.	5/1/2024		Project Change	FPAA-Local Let	$980,482.80	$1,225,603.50	$0.00
STP 2013(039)MM	0669-01-043	Hidalgo	STP-MM	FM 681 FROM FM 681 (N) @ FM 2221 TO SH 107 WIDEN TO 4 LANE DIVIDED URBAN	6/12/2024	6/1/2013	Project Close	Close Out	($1,242,855.81)	($1,553,569.76)	$0.00
STP 2B24(051)MM	0921-02-363	Hidalgo	STP-MM	FROM I ROAD AT 0.4 MILES SOUTH OF RANCHO BLANCO TO DICKER ROAD. WIDEN TO A 2-LANE DIVIDED ROADWAY WITH CONTINOUS CENTER TURNING LANE AND SHOULDERS	8/13/2024	5/13/2024	Project Change	FPAA-Local Let	($0.20)	($0.25)	$0.00
F 2B24(071)	0039-10-080	Cameron	STP-MM	ON SH 4 FROM FM 1419 TO REMEDIOS AVENUE. REHABILITIATION OF EXISTING ROAD	9/4/2024	5/3/2024	Project Change	FPAA-Amend	($2,456,245.09)	($3,070,306.36)	$0.00
FY 2024 TOTAL OBLIGATIONS									**$34,167,464.14**	**$42,709,330.18**	**$0.00**

* Transaction description type "MPA" is Modified Project Agreement. MPAs are processed by FIN_Accounting for such actions as project withdrawal, project close, low bid adjustment and other funding changes

STP-MM FUNDING TRANSFERS IN FHWA'S SYSTEM

Project Number	CSJ	County	Federal Program	Project Description	Transaction Date	Let Date	Transaction Description	Transaction Type	Federal Amount	Total Amount	AC'd Amount
			STP-MM								
FY 2024 TOTAL TRANSFERS									**$0.00**	**$0.00**	**$0.00**

FY 2024 TOTAL OBLIGATIONS AND TRANSFERS	**$34,167,464.14**	**$42,709,330.18**	**$0.00**

Note: Your Advanced Construction balance is shown below and is NOT included in the figures above.

STP-MM PROJECTS WITH ADVANCED CONSTRUCTION

Project Number	CSJ	County	Federal Program	AC Balance	Total
STP 1602(479)MM	0921-06-291	Cameron	STP-MM	$240,000.00	$300,000.00
STP 1702(797)MM	0921-06-290	Cameron	STP-MM	$880,000.00	$1,100,000.00
STP 2021(812)MM	0921-02-355	Hidalgo	STP-MM	$3,517,050.00	$4,396,312.50
STP 2022(450)MM	0921-02-412	Hidalgo	STP-MM	$800,000.00	$1,000,000.00
STP 2023(556)MM	0921-02-422	Hidalgo	STP-MM	$600,000.00	$750,000.00
TOTAL AC BALANCE				**$6,037,050.00**	**$7,546,312.50**

STP-FLEX FUNDING TRANSACTIONS IN FHWA'S SYSTEM

Project Number	CSJ	County	Federal Program	Project Description	Transaction Date	Let Date	Transaction Description	Transaction Type	Federal Amount	Total Amount	AC'd Amount
			STP-FLEX						$0.00	$0.00	$0.00
FY 2024 TOTAL OBLIGATIONS									**$0.00**	**$0.00**	**$0.00**

* Transaction description type "MPA" is Modified Project Agreement. MPAs are processed by FIN_Accounting for such actions as project withdrawal, project close, low bid adjustment and other funding changes

STP-FLEX FUNDING TRANSFERS IN FHWA'S SYSTEM

Project Number	CSJ	County	Federal Program	Project Description	Transaction Date	Let Date	Transaction Description	Transaction Type	Federal Amount	Total Amount	AC'd Amount
			STP-FLEX								
FY 2024 TOTAL TRANSFERS									**$0.00**	**$0.00**	**$0.00**

FY 2024 TOTAL OBLIGATIONS AND TRANSFERS	**$0.00**	**$0.00**	**$0.00**

Note: Your Advanced Construction balance is shown below and is NOT included in the figures above.

STP-FLEX PROJECTS WITH ADVANCED CONSTRUCTION

Project Number	CSJ	County	Federal Program	AC Balance
			STP-FLEX	
TOTAL AC BALANCE				**$0.00**

FY 2025 Strategies to Optimize Federal Utilization

STPMM Partnership

- Selected MPOs have been contacted
- Awaiting concurrence from selected MPOs to participate in partnership
- Project selection could start as early as February Letting

Monthly Confirmation of Projects

- FIN coordination each month with districts to confirm project readiness to obligate

Fund to Fund Transfers to STP Flex

- Eligible Federal Programs

*RGVMPO carried over $96.16 M of CAT 7 from FY 2024.

- The FY 2025 UTP allocation is $33.39 M.

- RGVMPO has a revised allocation amount of $129.55 M of CAT 7 for FY 2025. (FY 2024 Carryover + FY 2025 Allocation)

- $23.95 M is scheduled to be utilized in FY 2025 while $105.60 M is estimated as carryover to FY 2026.

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FY 2025 Category 7 (STP-MM): Potential TAC Rule Impacts

	A	B	C	E	F	G = E - F	H = G/B	
MPO	FY24 Carryover $M	FY25 Allocation $M	FTR Adjustments $M	FY25 Revised Allocation $M	*Total Used* $M	Estimated FY25 Allocation[1] $M	Estimated FY25 Carryover as % of FY25 Allocation	Amount Subject to TAC Rule $M
Alamo Area	118.74	62.04		180.78	45.25	135.53	218%	11.45
Amarillo		12.44		12.44	6.2	6.24	50%	
Bryan/College Station		12.45		12.45	18.85	-6.4	-51%	
CAMPO	162.45	48.07		210.52	284.73	--74.21	-154%	
Corpus Christi	34.99	11.29		46.28	46.22	0.06	1%	
El Paso	13.51	27.25		40.76	26.29	14.47	53%	
HGAC	510.39	182.93		693.32	335.03	358.29	196%	
Killeen-Temple	16.38	7.68		24.06	-0.03	24.09	314%	8.73
Laredo	-37.01	8.32		--28.69	7.03	--35.72	-429%	
Lubbock	-10.61	8.38		-2.23	0	-2.23	-27%	
NCTCOG	91.76	224.21		315.97	148.41	167.56	75%	
RGVMPO	96.16	33.39		129.55	23.95	105.60	316%	38.82
Total	996.76	638.45		1635.21	941.93	693.28		59.00

[1]: FY25 Carryovers will be finalized in the fall of 2025

Data: as of 12/10/2024, Source: TxDOT Category Analysis

*$38.82 M is subject to Title 43, TAC Section 16.154 (k)

As of Oct. 30, 2024, RGVMPO has $31.35 M of CAT 7 programmed in FY 2025

RGVMPO REGIONAL FINANCIAL SUMMARY

FY 2025 - 2028 Transportation Improvement Program - November 2024 Revision Cycle

Funding by Category

Adoption Date: October 30, 2024

		FY 2025		FY 2026		FY 2027		FY 2028		Total FY 2025 - 2028	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	$0	$0	$0	$0	$0	$0	$0	$0		
2	Urban Area (Non- TMA) Corridor Projects	$17,210,747	$17,210,747	$213,098,558	$213,098,558	$188,359,508	$188,359,508	$81,267,778	$81,267,778	$499,936,591	$499,936,591
3	Non-Traditionally Funded Transportation Project	$3,038,720	$3,038,720	$63,967,161	$63,967,161	$59,175,017	$59,175,017	$306,799,383	$306,799,383	$432,980,281	$432,980,281
4	Urban and Regional Connectivity	$181,514,669	$181,514,669	$56,768,824	$56,768,824	$64,013,752	$64,013,752	$38,722,461	$38,722,461	$341,019,706	$341,019,706
7	Metro Mobility & Rehab	$31,353,334	$31,353,334	$54,602,638	$54,602,638	$83,329,308	$83,329,308	$117,166,948	$117,166,948	$286,452,228	$286,452,228
10	Supplemental Transportation	$4,310,577	$4,310,577	$1,750,736	$1,750,736	$686,000	$686,000	$6,696,802	$6,696,802	$13,444,115	$13,444,115
11	District Discretionary	$0	$0	$0	$0	$0	$0	$27,868,841	$27,868,841	$27,868,841	$27,868,841
Rider 11	Energy Sector	$0	$0	$8,900,000	$8,900,000	$5,000,000	$5,000,000	$24,000,000	$24,000,000	$37,900,000	$37,900,000
12	Strategic Priority	$1,253,569	$1,253,569	$22,398,441	$22,398,441	$2,440,000	$2,440,000	$229,850,915	$229,850,915	$255,942,925	$255,942,925
	Total	**$238,681,616**	**$238,681,616**	**$421,486,358**	**$421,486,358**	**$403,003,585**	**$403,003,585**	**$832,373,128**	**$832,373,128**	**$1,895,544,687**	**$1,895,544,687**

***Old Alice Rd. (CSJ# 0921-06-290) – Construction phase in FY '25**

Old Alice Rd. (CSJ# 0921-06-290) is the only Construction phase scheduled to obligate in FY 2025: *The $23.95 M shown on TXDOT's report is the Federal Amount programmed

RGVMPO Staff will need to track obligation of our grouped ROW phases listed in FY 2025:

RGVMPO FY25-28 GROUPED TIP LIST

#	LET YEAR	CONTROL SECTION JOB (CSJ)	COUNTY	LIMITS FROM	LIMITS TO	CATEGORY	PHASE	FEDERAL	STATE	LOCAL	TOTAL CATEGORY FUNDING
5	2025	0921-02-286	Hidalgo	ON MILE 6 WEST FROM SH 107	MILE 11	7	R	$3,517,050		$879,263	$4,396,313
6	2025	0921-02-328	Hidalgo	ON TAYLOR RD., FROM MILE 2 N	BUS 83	7	R	$1,609,482		$402,370	$2,011,852
44	2025	0921-06-340	Cameron	ON WEST BLVD, FROM FM 3248 (ALTON GLOOR)	FM 802 (RUBEN TORRES BLVD)	7	R	$80,000		$20,000	$100,000
7	2025	0921-02-403	Hidalgo	ELDORA RD,FROM FM 3362 (JACKSON_RD)	VETERANS BLVD. (I RD.)	7	R	$960,000		$240,000	$1,200,000
8	2025	0921-02-405	Hidalgo	ON CESAR CHAVEZ RD, FROM BUSINESS 83	NOLANA LOOP	7	R	$3,656,000		$914,000	$4,570,000
9	2025	0921-02-399	Hidalgo	ON CESAR CHAVEZ, FROM BUSINESS 83	RIDGE RD.	7	R	$800,000		$200,000	$1,000,000
10	2025	0921-02-434	Hidalgo	LAS MILPAS RD., JACKSON RD.	CAGE BLVD.	7	R	$633,600		$158,400	$792,000
11	2025	0921-02-435	Hidalgo	LAS MILPAS RD., CAGE BLVD.	I RD.	7	R	$364,000		$91,000	$455,000
12	2025	0921-02-395	Hidalgo	IH-2	MILITARY PARKWAY	7	R	$800,000	$180,000	$20,000	$1,000,000
13	2025	0921-02-540	Hidalgo	On Military Pkwy. from Inspiration Rd.	FM 1016	7	R	$2,000,000	$450,000	$50,000	$2,500,000
14	2025	0921-06-292	Cameron	ON WHIPLLE RD, FM 1575	FM 1847	7	R	$111,471		$27,868	$139,339
						Federal Match:		**$14,531,603**		**Total:**	**$18,164,504**

Next Steps

- **Continue Surface Transportation Block Grant (STBG) Partnership in FY 2025**
  - **Exchange $24.35 M of CAT 7 (STP-MM) for STP-Flex funds in FY 2025**
  - **Allows the Pharr District to allocate federal funds to CAT's 1,4,11, & 12 to fund projects within our MPO boundary**

- **Concur on amount subject to Title 43, TAC, Sec. 16.154 ($38.82 M)**

Next Steps, Continued…

- Establish a sub-committee dedicated to preventing carryover and lapse of federal funding
- Avoid FY 2026 Carryover by:
  - Identifying projects that can accelerate (TIP & MTP)
    - Projects that are Environmentally Cleared
    - Projects with ROW Acquisition/Utility Adjustments completed, acquired, or not needed
    - Consider funding Construction Cost shortfalls for fully developed projects that can Let in FY ‘26
- Execute a call for projects including Planning Studies and additional Eligible Activities

IV. Action & Discussion Items

E. Amendment to the contract with ATG to include Task 8

☑ **Action** ☐ **Information**

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

Summary: The RGVMPO seeks to amend its current contract with ATG to include Task 8, at an additional cost of $127,802.01.

Background: This task is designed to supplement ongoing efforts related to the 2050 Metropolitan Transportation Plan (MTP) by addressing recommendations from the FHWA's review during the MPO certification. The focus is on resolving identified gaps in the current 2050 MTP and incorporating critical elements, such as the Public Participation Plan (PPP) and Limited English Proficiency(LEP) document, which are essential for effective implementation but not currently art of the plan. Additionally, this task emphasizes activities related to plan development, including enhanced community engagement efforts.

CONSULTANT SELECTION DESCRIPTION

PROJECT TITLE: 2050 MTP

ATG / DCCM LLC

RESULTS OF COST/PRICE ANALYSIS:

Project Description

The purpose of these project will be to supplement existing work tasks to incorporate recommendations identified for FHWA as part of their review of MPO programs and management, The purpose of these items are to address noted issues identified by FHWA within elements that are a part of the current Metropolitan Transportation Plan 2050.

- **Recommend clear documentation of fiscal constraint for both federal-aid transit and highway projects illustrating both outgoing expenditures and incoming revenues by category of funds within the 2050 MTP Update.**
- **Recommend inclusion of operation and maintenance (O&M) financial plan table describing 25 years of incoming revenue and outgoing expenditures for both highway and transit O&M purposes, including all federal, state, and local revenue sources of transportation funding.**
- **Recommend development of higher priority weighting factors for relevant safety, freight, congestion, equity, and other priority areas (as identified by MPO policy board and TAC) for the future updated TIP/MTP project selection process.**
- **Recommend development of higher priority weighting factors for relevant safety, freight, congestion, equity, and other priority areas (as identified by MPO policy board and TAC) for the future updated TIP/MTP project selection process.**
- **Recommend the development of a resilience improvement plan (RIP) to help meet the established sustainability and resilience goals of the 2050 MTP Update.**
- **Recommend finalization of the public participation plan (PPP) update as well as Limited English Proficiency (LEP) document in 2025 prior to adoption of 2050 MTP Update due in December 2025.**
- **Recommend periodic review of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process under 23 CFR 450.316(a)(1)(x).**
- **Recommend the RGVMPO develop clear documentation associated with before and after CMP implementation efforts related to advancing traffic signal synchronization within the metropolitan planning area. Documentation to illustrate the benefits and costs of traffic signal synchronization projects will need to be shared with MPO policy board decisionmakers for potential increases in funding of similar type improvements.**

Evaluation Requested By:
TxDOT's General Service Division, (the MPO is self-certified and is performing the Cost/Price analysis)
Evaluation Performed
December 20, 2024



Michael Medina,
RGVMPO Executive Director

1. Purpose and Scope

   This report is furnished to assist the contracting official in making an appropriate selection of a contractor for this project. Only those items or conditions appropriate to this proposal were considered.

2. References

   The Following Federal and/or State Regulations apply:

   A. Code of Federal Regulations 23, Chapter 1, 172.7
   B. Code of Federal Regulations 48, Chapter 1, Part 31.2
   C. The Common Rule of OMB Circular A-102
   D. Administrative Circular 17-89 (Department)
   E. Federal-Aid Policy Guide
   F. Administrative Circular 40-85 (Department)
   G. Administrative Circular 5-87 (Department)

3. Release of this Report

   In the interest of the MPO's negotiating position, the release or disclosure of any portion of this report should be at the discretion of the contracting official responsible.

4. The Necessity and Quantity of Work Involved

   This evaluation did not take into consideration the necessity for this work but did consider the quantity of the items to be evaluated as well as the quantity of time involved. Such an evaluation was made and is used in conjunction with this report. Through the evaluation it was discovered that the quantity of time involved for this project was consistent with staff efforts in the past.

5. Type of Contract Proposed

   Lump Sum paid by percentage of completion

6. Maximum Amount Payable

   $ 127,802.01

7. Findings of Items Evaluated

   See Attachment 1 for a narrative discussion of these items of cost:

   A. Labor Costs and Rates (No overtime contemplated)
   B. Labor Additives
   C. Subcontract Costs and Procedures
   D. Other Direct Costs

E. Indirect and Overhead Costs
F. Profit
G. Other Considerations

8. Comments

Based on the above information and without the benefit of comparing other proposals, for this same amount of work, the degree of risk involved in accepting the proposal as presented would, in my opinion, be:

a. ( ) None
b. (X) Minimal
c. ( ) Considerable
d. ( ) Unable to assess due to:

9. Recommendation

Proceed with consultant evaluation for possible selection.

ATTACHMENT 1

FINDINGS FOR ITEMS EVALUATED

A. LABOR COSTS AND RATES (NO OVERTIME CONTEMPLATED)

The base hourly labor rates proposed by the main contractor for each labor discipline align favorably with the acceptable rates outlined in the 2023 U.S. Department of Labor Bureau of Labor Statistics National Occupational Employment and Wage Estimates. The contractor provided unloaded rates, which is the standard approach and will be further detailed in Section G. All proposed unloaded rates fall within the allowable range.

Position	Occupation Code	Contractor Base Rate	Average	Standard Deviation 25%	Allowable Range
Principal	11-1011	$125	$99.37	+/- $24.84	$74.53-$124.21
Quality Manager	11-9041	$97	$79.50	+/- $19.88	$59.63-$99.38
Planning Director	11-9041	$97	$79.50	+/- $19.88	$59.63-$99.38
Senion Planner	11-2032	$72	$64.79	+/- $16.20	$48.59-$80.99
Planner III	13-1111	$63	$47.80	+/- $11.95	$35.85-$59.75
Planner II	19-3051	$45	$39.33	+/- $9.83	$29.50-$49.16
Planner I	27-3031	$38	$32.09	+/- $8.02	$24.07-$40.11
Sr Modeler	11-3021	$89	$81.50	+/- $20.38	$61.13-$101.88
Modeler I/II	15-1243	$53	$64.76	+/- $16.19	$48.57-$80.95
Senior Engineer	11-9041	$96	$64.76	+/- $16.19	$48.57-$80.95
Traffic Engineer	17-2199	$65	$53.83	+/- $13.46	$40.37-$67.29
EIT	17-3029	$40	$35.34	+/- $8.84	$26.51-$44.18
Clerical	27-3031	$41	$32.09	+/- $8.02	$24.07-$40.11
Project Admin	13-1082	$59	$47.39	+/- $11.85	$35.54-$59.24

B. LABOR ADDITIVES

The consultant provided labor additives which will be discussed in item E.

C. SUBCONTRACTOR COST AND PROCEDURES

No Subcontractor

D. OTHER DIRECT COSTS

Meeting Supplies: $2,600 allocated for expenses.

E. INDIRECT AND OVERHEAD COSTS

The mean overhead or indirect rate since 1994 has been 150% with a standard deviation of +/-50% creating a range of 100%-200%. The consultant's 2024 rate of 189.68% compares favorably with the allowable range.

F. PROFIT

Since 1998, the MPO's profit rate has been 19.09% with a standard deviation of 9.25%. According to regulations, the consultant's profit rate of 12% is within the acceptable range of 9.84% and 28.34%.

G. OTHER CONSIDERATIONS

This analysis is based on the consultant's unloaded rates provided. The analysis finds the direct labor rates to be within the allowable range for the work to be performed, the direct expenses slightly high, the overhead rate within range, and the profit rate below the average. With this information and results, the analyst believes the risk to be minimal.

ATG Labor Category	BLS Labor Classification	BLS Labor #	Base Labor Rate	Task 8-A - MTP Implementation Support		Task 8-B - FHWA Additional Recommendations		Total Labor and Direct Costs	
				Hours	Dollars	Hours	Dollars	Hours	Dollars
Direct Labor				372		302		674	
Principal	Chief Executive	11-1011	$ 125.00	12		10		22	$ 2,750.00
Quality Manager	Architecture/Engineering Manager	11-9041	$ 97.00	8		6		14	$ 1,358.00
Planning Director (Senior Advisor)	Architecture/Engineering Manager	11-9041	$ 97.00	32		24		56	$ 5,432.00
Senior Planner	Public Relations Manager	11-2032	$ 72.00	32		32		64	$ 4,608.00
Planner III	Management Analyst	13-1111	$ 63.00	78		56		134	$ 8,442.00
Planner II	Urban Planner	19-3051	$ 45.00	78		78		156	$ 7,020.00
Planner I	Public Relations Specialists	27-3031	$ 38.00	96		96		192	$ 7,296.00
Sr Modeler	Computer and Information Systems Manager	11-3021	$ 89.00					0	$ -
Travel Demand Modeler I/II	Database Architect	15-1243	$ 53.00					0	$ -
Senior Engineer	Engineer Manager	11-9041	$ 96.00					0	$ -
Traffic Engineer	Engineer All Other	17-2199	$ 65.00					0	$ -
EIT	Engineering Technologists and Technicians	17-3029	$ 40.00	8				8	$ 320.00
Clerical	Business Operations Specialist	27-3031	$ 41.00	16				16	$ 656.00
Project Administration	Project Management Specialist	13-1082	$ 59.00	12				12	$ 708.00
								0	$ -
								0	$ -
	Direct Labor Subtotal			$ -		$ -			**$ 38,590.00**
								189.68%	**$ 73,197.51**
								12%	**$ 13,414.50**
	ATG Reimbursable Expenses*	**Unit Cost**		**Cost**					**$ 125,202.01**
	Mileage	$ 0.676		$ -					
	Air	$ 450.00		$ -					
	Hotel	$ 150.00		$ -					
	Meals and Incidentals	$ 65.00		$ -					
	Meeting Supplies	$ 100.00		$ 2,600.00					
	Subtotal Reimbursable Exp.								**$ 2,600.00**
Total Contract Amount									**$ 127,802.01**

** All reimbursable expenses provided under one task column*

V. Presentation & Reports

A. February 2025 STIP Revision Cycle

☐ **Action** ☑ **Information**

Presenter: **Rudy Zamora Jr., Transportation Planner II, RGVMPO**

Summary: The Statewide Transportation Improvement Program (STIP) will be under revision and RGVMPO staff will be submitting amendments for FY's 2025-2028. The 2045 Metropolitan Transportation Plan (MTP) will also be amended according to changes submitted by our region's planning partners. A reasonable opportunity for public comment on all modifications will be provided prior to the Technical Advisory Committee (TAC) and Transportation Policy Board (TPB) approvals during our scheduled February 2025 meetings.

Background: The Texas Department of Transportation (TXDOT) provides quarterly revision cycles for Districts and MPO's to update the current STIP. All amendments are presented for public comment and review by our TAC prior to TPB approval. TXDOT's STIP Division will review amendments, conduct a statewide public comment period, and submit revisions for Federal approval. All supporting documents will be uploaded to the STIP Portal by the provided deadline.

February 2025 Revision Cycle

The FY 2025-2028 Transportation Improvement Program (TIP) and 2045 Metropolitan Transportation Plan may be revised for the February 2025 Statewide Transportation Improvement Program (STIP) Revision Cycle.

Public engagement activities will be conducted, and announcements will be linked to our website's News Section: News | Rio Grande Valley MPO, TX



Resources

Links to our last approved short-range planning tables (TIP) and long-range planning tables (MTP) are included here -

- FY 2025-2028 TIP Amendment #1: Transportation Improvement Program | Rio Grande Valley MPO, TX
- 2045 MTP Amendment #14 - 2020 - 2045 Metropolitan Transportation Plan (MTP) | Rio Grande Valley MPO, TX
- FY 2025-2028 Transit TIP Amendment #1: Transportation Improvement Program | Rio Grande Valley MPO, TX

Timeline:

- November 2024 Revisions will be federally approved by mid-January.
- TAC and TPB will review and approve February 2025 Revisions during the scheduled February meetings
- Please send revisions to MPO staff by COB on February 3, 2025.

Does my project need to be in the STIP?

A project MUST be approved in the STIP if:

- It has federal funds; or
- Requires a federal action; or
- Is Regionally Significant (regardless of funding source or need for a federal action).

What does it mean for a project to be "in the STIP"?

A project is "in the STIP" when it is:

- Individually listed in the STIP; or
  - NOTE: A project may be "in the STIP" but not Approved. This is referred to as a "STIP Exception". The project is not authorized until the "STIP Exception" is lifted by TPP or FHWA.
- Grouped per the FHWA Grouped Project Allowance (February 23, 2021 memo).

What are Phases of Work?

- The TIP/STIP identifies the phase of work (C/E/R/T) for which federal funds may be used.
  - C = construction; E = engineering/environmental; R = right of way; and T = transfer to FTA
- The specific phase of work must be included and approved in the STIP if seeking federal reimbursement for that specific phase of work.

How is the STIP Developed?

- The STIP is adopted on a biennial basis on odd numbered fiscal years.
- A majority of the expected federal highway and transit funds are distributed to the TxDOT Districts and MPOs for the selection of federally funded projects in the STIP.
- Federal funds that are not targeted to these groups are used for the statewide bridge and safety programs that are solicited and awarded centrally.

Two types of STIP Revisions

Amendment
(Formal Revision)

Involves a **major change** to a project

Requires public review and comment, re-demonstration of fiscal constraint, and conformity determination (nonattainment / maintenance areas).

Administrative Modification
(Administrative Amendment)

Involves a **minor change** to a project

Does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (nonattainment / maintenance areas).

MTPs, TIPs, and STIP **must be** consistent and synchronized. Changes in the TIP must be reflected in the MTP.

Planning Consistency → **Project Delivery**

Planning Inconsistency → **Project Delays**

CHANGES THAT REQUIRE A STIP REVISION—Breaking a Business Rule

- Adding federally funded projects
- Adding regionally significant state or locally-funded projects locally-funded for illustrative purposes unless there are environmental or AQ impacts)
- Change in the project scope of work
- Change in the project limits
- Changes from state funding category to federal funding category (same as adding a federally funded project)
- If the MPO's project selection procedures do not provide for selecting projects in the second or third years, a change in TIP year would require a revision
- Change in Transit Grantees for FTA Section 5310 projects
- Changes in an estimated federal cost exceeding 50% and resulting in a revised total cost exceeding $1,499,999. An amendment is not required when a change in estimated federal cost results in a total project cost of under $1,500,000. This point is clarified by examples presented on the next page.

CHANGES THAT REQUIRE A STIP REVISION - continued

Initial Cost	Revised Cost	Amendment Needed
$800,000	$1,450,000	No (increase > 50%, revised cost < $1,499,999
$800,000	$1,550,000	Yes (increase > 50%, revised cost > $1,499,999
$1,500,000	$2,200,000	No (increase < 50%, revised cost > $1,499,999
$1,500,000	$2,300,000	Yes (increase > 50%, revised cost > $1,499,999
$14,000,000	$20,000,000	No (increase < 50%, revised cost > $1,499,999
$20,000,000	$32,000,000	Yes (increase > 50%, revised cost > $1,499,999

- If project changes types of lanes (same as project scope of work changing) examples:

(HOV / E x L)— HOV / Tolled Express Lanes

(HOV) - HOV Lanes

(E x L) - Express Lanes

(ML / T) - Tolled Managed Lanes

(-C) - Concurrent Lanes

(-R) - Reversible Lanes

- Removing or adding a phase of work, e.g., PE, Construction or ROW (same as change in the project scope of work)

V. Presentation & Reports

B. Announcement of PL Project Call UPWP Task 5

☐ **Action** ☑ **Information**

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

Summary: The UPWP Task 5 Call for Projects is now open, inviting submissions for project proposals and applications. The deadline for submissions is February 6, 2025. The RGVMPO has allocated $77,000 in Task 5 and has an additional $1.9 million in unobligated funds available for programming transportation planning projects.

Background: Task 5 aims to optimize the performance of current and future transportation systems. It focuses on developing and utilizing effective management systems to generate valuable insights and strategies for enhancing transportation facilities. By conducting specialized studies, the task provides data-driven recommendations to support system-level transportation planning. The ultimate goal is to create an efficient, multi-modal mobility network that improves the overall effectiveness of the transportation system for present and future users in the region.

V. Presentation & Reports

C. TMA Federal Certification Review Update

☐ **Action** ☑ **Information**

Presenter: Luis M. Diaz, RGVMPO Director

Summary: The RGVMPO will present the initial recommendations and commendation received from The TMA Federal Review conducted December 5-6.

Background: The TMA Federal Review of the RGVMPO metropolitan transportation planning process took place on December 5-6th, 2024 at the Lower Rio Grande Valley Development Council (Ken Jones Boardroom, Building B at 301 W. Railroad, Weslaco, TX 78596). The last federal TMA Certification Review was completed in December 8-10, 2020, and in May 2021 FHWA offices transmitted a letter certifying that the RGVMPO was substantially compliant with USC 134(k) and 49 USC 1607.

Federal Review Team Recommendations
for the Rio Grande Valley MPO Certification Review
December 7, 2024

1. Recommend finalization of the public participation plan (PPP) update as well as Limited English Proficiency (LEP) document in 2025 prior to adoption of 2050 MTP Update due in December 2025.
2. Recommend clear documentation of fiscal constraint for both federal-aid transit and highway projects illustrating both outgoing expenditures and incoming revenues by category of funds within the 2050 MTP Update.
3. Recommend that the RGVMPO assist in the coordination and establishment of a Regional Transit Authority (RTA). Conducting a feasibility study and developing an operational service plan are essential steps to ensure the successful implementation and operation of the RTA.
4. Recommend continuation to integrate Civil Rights requirements into all virtual meetings that the MPO convenes equal to in-person meetings such as requirements for ADA, Title VI and LEP.
5. Recommend inclusion of operation and maintenance (O&M) financial plan table describing 25 years of incoming revenue and outgoing expenditures for both highway and transit O&M purposes, including all federal, state, and local revenue sources of transportation funding.
6. Recommend the consideration of hiring of a new full-time public information officer (PIO) at the RGVMPO for both public and interagency coordination, education/marketing, and interagency consultation efforts. The need for better MPO branding, public education, and marketing of the RGVMPO was noted during the roundtable discussion session.
7. Recommend development of higher priority weighting factors for relevant safety, freight, congestion, equity, and other priority areas (as identified by MPO policy board and TAC) for the future updated TIP/MTP project selection process.
8. Recommend additional NHI and NTI (free transit planning) training courses in travel demand modeling (TDM), Access Management, 2 CFR 200 (Uniform Guidance), Congestion Management Process (CMP), Transportation System Management and Operations (TSMO), and international freight/border planning.
9. Recommend additional MPO 101 training courses as necessary through TxDOT TPP (Systems Planning) via interagency contract with the Texas A&M Transportation Institute (TTI) for RGVMPO policy board and technical advisory committee members.
10. Recommend the development of a full-time freight and international border planner position for the RGVMPO to improve coordination of international border construction projects, international border trade advisory committee meetings, and integration of international border master planning efforts at major ports-of-entry.
11. Recommend review of the RGVMPO website for Section 508 compliance purposes to ensure conformance to U.S. Access Board standards for ADA accessibility purposes.
12. Recommend the RGVMPO develop clear documentation associated with before and after CMP implementation efforts related to advancing traffic signal synchronization within the metropolitan planning area. Documentation to illustrate the benefits and costs of traffic signal synchronization projects will need to be shared with MPO policy board decisionmakers for potential increases in funding of similar type improvements.
13. Recommend the development of better demographic and race data collection and analysis efforts related to the RGVMPO's public engagement process, to show that underserved communities have a voice in the metropolitan transportation planning process. Need to include analysis of all races for Title VI compliance purposes.

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14. Recommend development of a four-step travel demand model (TDM) for the region as part of the 2050 MTP Update, to ensure that scenario planning can be performed by the RGVMPO staff (and better inform transportation-related decisionmakers) with the latest traffic data.
15. Recommend that the RGVMPO explore opportunities to partner with Texas A&M Transportation Institute or University of Texas (Center for Transportation Research) for discretionary program grant writing workshop opportunities.
16. Recommend the development of a resilience improvement plan (RIP) to help meet the established sustainability and resilience goals of the 2050 MTP Update.
17. Recommend the development of a Planning and Environmental Linkages (PEL) study for the proposed new outer loop highway corridor project around Hidalgo County.
18. Recommend reaching out to TxDOT Traffic Safety Division to obtain further technical guidance on how to improve at-grade intersection designs for traffic safety.
19. Recommend periodic review of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process under 23 CFR 450.316(a)(1)(x).
20. Recommend job titles are added to the online directory of staff members (including staff roles and responsibilities).

COMMENDATIONS

1. Commend the RGVMPO for its preparation of its MPO 101 documentation and related MPO policy board training materials created in-house by the RGVMPO planning staff.
2. Commend the RGVMPO for its outstanding levels of cooperation, collaboration, and communication with its external stakeholders and partners within the metropolitan planning area. This was noted during the Roundtable Discussion with stakeholders.
3. Commend the RGVMPO for its updated website that includes GIS mapping, planning guidance and documents, and transportation-related data for use by stakeholders including TxDOT and other local public agencies.
4. Commend the RGVMPO for its efforts to create a freight advisory committee with membership including regional freight stakeholders and private sector freight operators.
5. Commend the RGVMPO for its extensive public engagement efforts and adoption of English/Spanish language planning documents and guidance as shown on website.
6. Commend the RGVMPO for its efforts to become a key part of the DOE Clean Cities Coalition in South Texas. The South Texas Clean Cities Coalition will serve to improve air quality by promoting clean, reliable, accessible, and sustainable transportation technologies within the region.
7. Commend the RGVMPO for its development of PM-1, PM-2, PM-3, PTASP, and TAM performance measures, targets, and efforts to produce monitoring & evaluation reports as part of TIP/MTP updates and amendments.
8. Commend the RGVMPO for its efforts to develop its new eight-step CMP process and documentation for metropolitan planning compliance purposes.
9. Commend the RGVMPO for hiring four additional staff for newly established technical positions and transportation planning positions over the past year.
10. Commend the RGVMPO for its efforts to advance Complete Streets, Active Transportation, and Transportation Alternatives Program as part of multi-modal planning within the region.
11. Commend the RGVMPO for its efforts to track project billing expenditures related to authorized highway transportation investment over time to ensure timely implementation and transparency of federal-aid highway funded projects. Efforts to identify inactive federal-aid highway projects

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and inform the MPO policy board and TAC of these inactive projects were found to be commendable by the Federal Review Team.

12. Commend the RGVMPO for its Title VI/EJ/LEP/equity efforts to show that federal-aid highway and transit improvements are being implemented within disadvantaged communities. Justice40 achieved goals were documented and shown to the review team for TIP/STIP and MTP investments.
13. Commend the RGVMPO staff for its monthly interagency meetings with TxDOT Pharr District staff to ensure timely communication and coordination of the metropolitan planning and programming efforts within this region.
14. Commend the RGVMPO for its transportation alternatives set-aside (TASA) programming and selection efforts to build multi-modal and active transportation projects within its region.
15. Commend the RGVMPO for its use of web-based surveys for local communities to provide input into the transportation planning process for TIP/STIP and MTP update purposes.
16. Commend the RGVMPO for its use of stakeholder project proposal input forms for TIP/MTP development that includes modal improvements as well as active transportation considerations into federal-aid transportation improvement proposals.
17. Commend the RGVMPO for its recent selection of new executive director that will help create a new vision for this metropolitan planning area.
18. Commend the RGVMPO for its proactive selection of a private sector consultant and estimated timeframe for early completion of its next 2050 MTP Update (due by December 2025).
19. Commend the RGVMPO for its comprehensive efforts related to highway safety planning as part of its recently awarded Safe Streets for All (SS4A) discretionary grant.
20. Commend the RGVMPO for its planning, monitoring, and evaluation of proven highway safety countermeasures at identified high accident locations within its region.

DRAFT (12-07-24)

V. Presentation & Reports

D. TJKM - SS4A Comprehensive Plan Midway Project Status

☐ **Action** ☑ **Information**

Presenter: **Nayan Amin, TJKM**

Summary: The RGVMPO is developing a Comprehensive Safety Action Plan as part of the Safe Streets and Roads for All (SS4A) initiative. This plan focuses on improving road safety, particularly in Starr County, Hidalgo County, City of Harlingen, and City of Brownsville, and aims to enhance safety for all users across the region. The update will cover progress on the plan's development and upcoming steps.

Background: The RGVMPO received SS4A grant funding to create the region's first Comprehensive Safety Action Plan. With over 50% of the population living in HDCs, the plan targets critical safety needs by identifying key countermeasures and potential pilot locations (Starr County, Hidalgo County, City of Harlingen, and City of Brownsville) for future implementation. This update will highlight current efforts, stakeholder engagement, and the next steps in the project



Rio Grande Valley Metropolitan Planning Organization

Technical Advisory Committee Update No. 2

Safe Streets for All Action Plan

Wednesday, January 9, 2025
10:00 AM – 11:30 AM

TAC Members

RGVMPO Team

Consultant Team

Project Overview and Goals

- RGVMPO awarded SS4A Funds to develop **Comprehensive Safety Action Plan for All Modes of Transportation**

- Goal 1: Systemically implement proven safety solutions, initiatives, policies, and programs to eliminate preventable fatal & severe collisions by 2050.

- Goal 2: Utilize a multi-faceted approach that spans jurisdictions and encompasses diverse strategies including engineering, education, and enforcement.

- Goal 3: Implement improvements that promote and support safe travel for vulnerable users including people walking and bicycling, children, seniors, and people with disabilities.

- Goal 4: Ensure that multimodal safety investments are made in a manner that is fair and equitable for all residents.

Scope of Work

a) Existing Conditions – Document of Current Policies, Regulations, Projects, and Funding

b) Vision and Goal Development

c) Crash Data Analysis/HIN Development – Crash Data Analysis will be conducted for Counties of Cameron, Hidalgo, and Starr based on Crash Data from TxDOT CRIS

d) Communication and Engagement

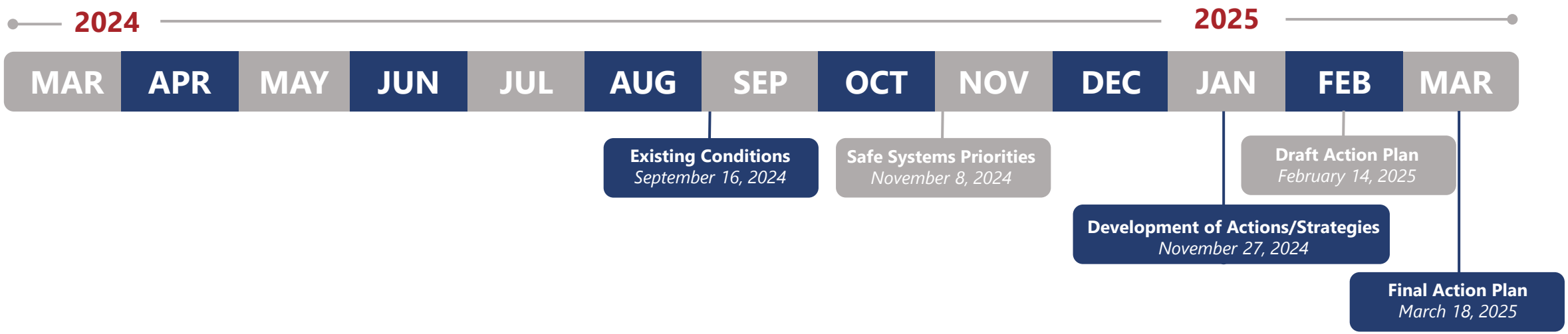
e) Safe System Priorities

f) Short-Term, Mid-Term, and Long-Term Action Strategy Development for RGVMPO, Counties of Cameron, Hidalgo and Starr, and Cities of Brownsville and Harlingen

g) Equity and Land Use Analysis

h) Draft and Final SS4A Action Plan

Schedule



Communication and Engagement

Project Webpage
May 6, 2024

CSAPTAC Meetings
#1 *– April 29, 2024*
#2 *– July 10, 2024*
#3 *– October 10, 2024*
#4 *– January 8, 2024*
#5 *– TBD*

Public Open House Meetings
#1 *– June 5, 2024*
#2 *- September 25, 2024*

BPAC Meetings
#1 *– September 11, 2024*
#2 *– January 8, 2025*
#3 *– March 5, 2025*

TAC Meetings
#1 *– October 10, 2024*
#2 *– January 9, 2025*
#3 *– March 13, 2025*

TPB Meetings
#1 *– October 30, 2024*
#2 *– January 22, 2025*
#3 *– March 26, 2025*

Public Engagement

Public Meetings, Workshops and Pop-Ups

- First round: a visioning session held in June 2024 (in Weslaco) to gain an understanding of the existing conditions (included stakeholders, RGVMPO staff, and regional transportation providers)
- Second round: held in September 2024 in Brownsville and Harlingen specifically at public events (Brownsville Farmers Market and Harlingen's Market at Wild August). Goal was to seek public input on known problematic areas. Assisted public with plotting locations on interactive map on project website.
- Bilingual staff available at all events
- Purchased branded giveaways specific for this project and designed information materials

Public Engagement



Dedicated project webpage hosted on RGVMPO's website (https://www.rgvmpo.org/our-work/public-participation/ss4a-safety-action-plan) containing overview of the project, project area, and map of collisions between 2014 and 2023.



Online mapping platform for public and stakeholders to report locations or roadways with known or potential safety issues was created. Responses were accepted until September 30, 2024 to be included in the Comprehensive Safety Action Plan.

What we heard.....

- Lack of pedestrian-friendly infrastructure, particularly in areas with heavy traffic, citing a need for more crosswalks and better-maintained sidewalks.
- Traffic congestion, especially during peak hours, with suggestions for improved traffic flow management and public transit options.
- Safety concerns , with residents highlighting speeding in residential neighborhoods and the need for more visible traffic enforcement.
- There were calls for better lighting in certain areas to enhance visibility for both drivers and pedestrians.
- There were also comments about the prevalence of potholes throughout the cities and stray dogs.



Issue	Number of complaints
Street Design	4
Stray Dogs	2
Traffic	6
Signals	7
Potholes	13
Bike/Ped Design	17
Unsafe Driving Behavior	11
Other	15
Lighting	12
Speeding	10
Sidewalks	28
Total	125

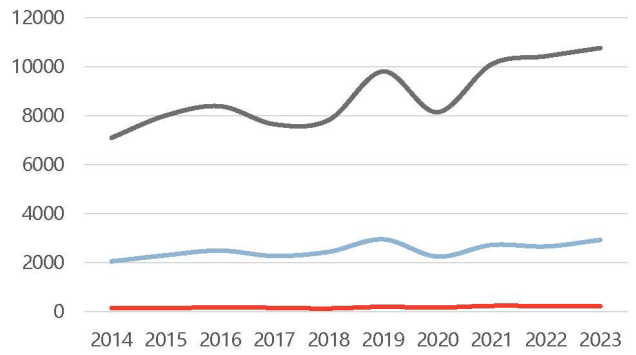
Preliminary Collision Analysis

INJURY COLLISIONS BY JURISDICTION

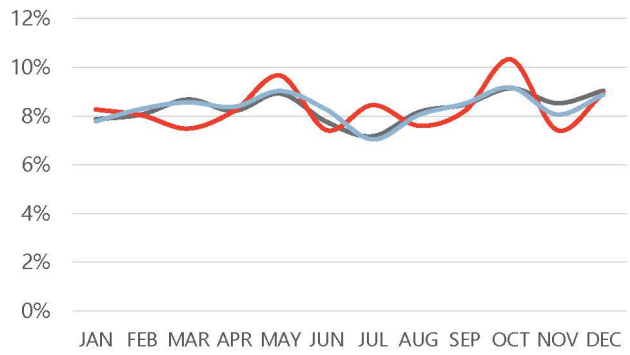
JURISDICTION	TOTAL INJURY COLLISIONS BY JURISDICTION						TOTAL INJURY COLLISIONS BY JURISDICTION - BY MODE						
	FATAL INJURY COLLISIONS		KSI		ALL INJURY COLLISIONS		PEDESTRIAN	BIKE	MOTORCYCLE	CAR	TRUCK	BUS	SCHOOL BUS
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT							
RGVMPO	253	100%	1,657	100%	26,619	100%	992	507	622	23,167	976	31	161
CAMRON	21	8%	158	10%	1,290	5%	78	29	43	1,051	33	1	11
HIDALGO	191	75%	1,172	71%	19,300	73%	607	308	439	16,928	806	17	107
STARR	7	3%	47	3%	435	2%	14	6	11	358	22	0	4
BROWNSVILLE	24	9%	215	13%	3767	14%	204	108	86	3,245	82	9	27
HARLINGEN	10	4%	65	4%	1827	7%	89	56	43	1,585	33	4	12

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION

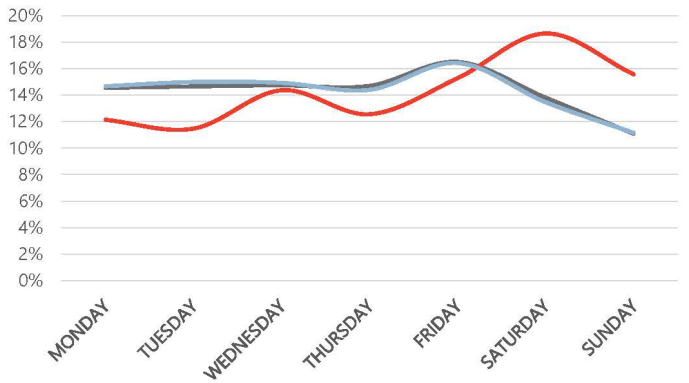
YEARLY TRENDS



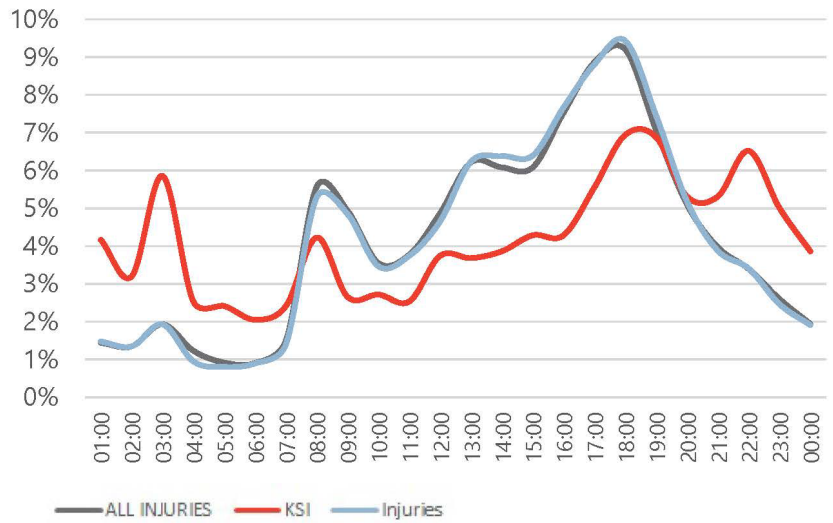
MONTHLY TRENDS



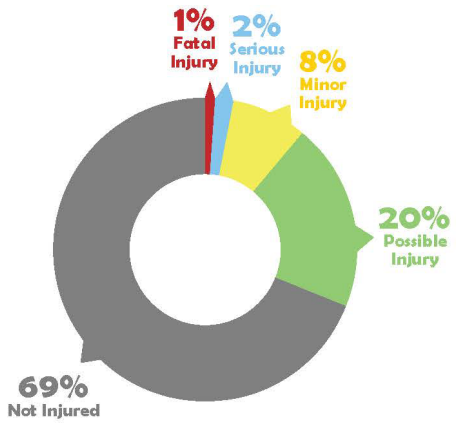
DAILY TRENDS



HOURLY TRENDS



COLLISIONS BY SEVERITY

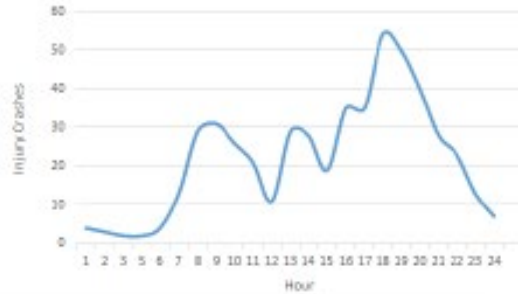


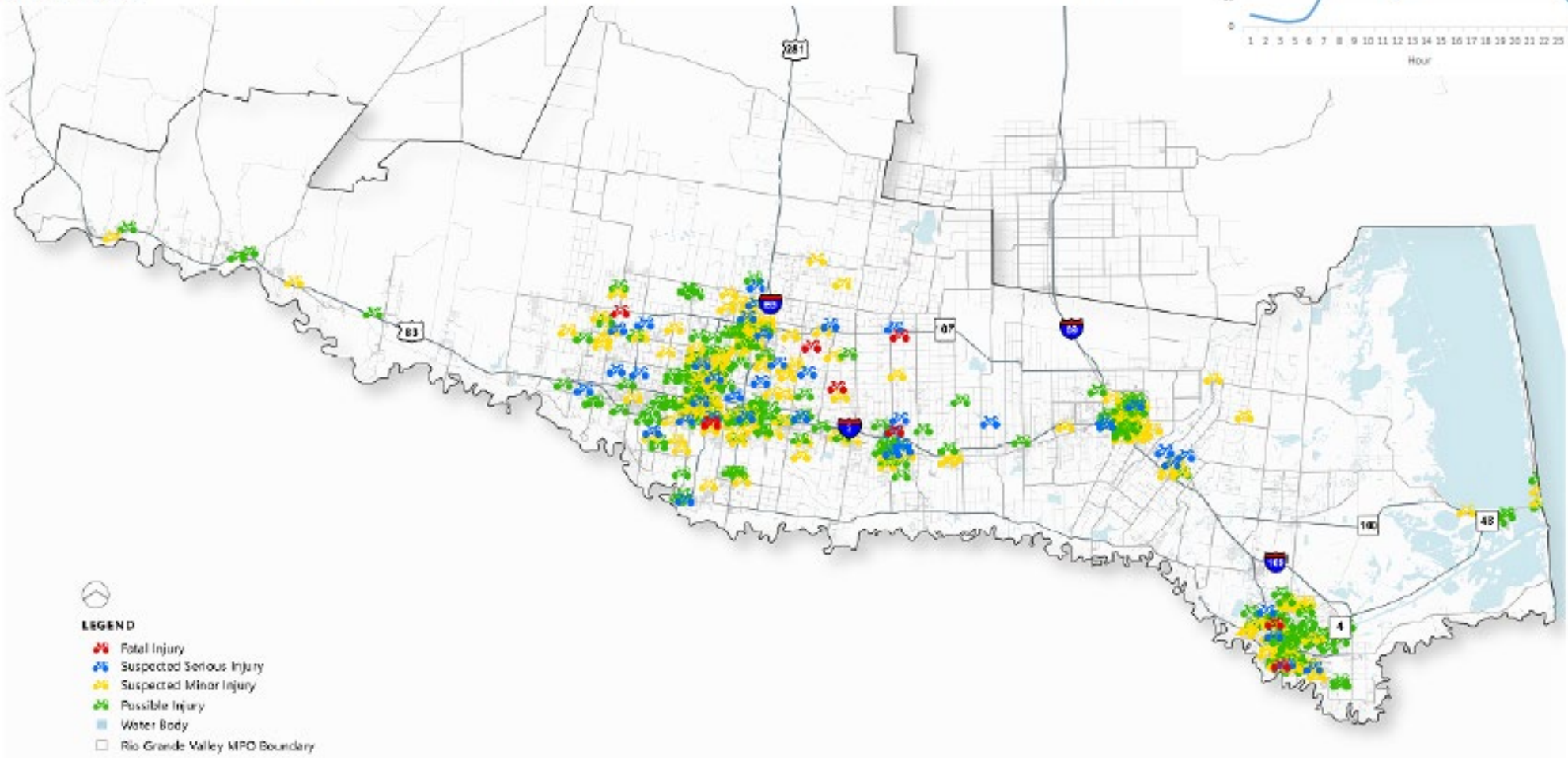
COLLISIONS BY SEVERITY

	COLLISIONS	
FATAL INJURY	253	1%
SERIOUS INJURY	1,404	2%
MINOR INJURY	6,935	8%
POSSIBLE INJURY	18,027	20%
NOT INJURED	61,573	69%
TOTAL	88,192	100%

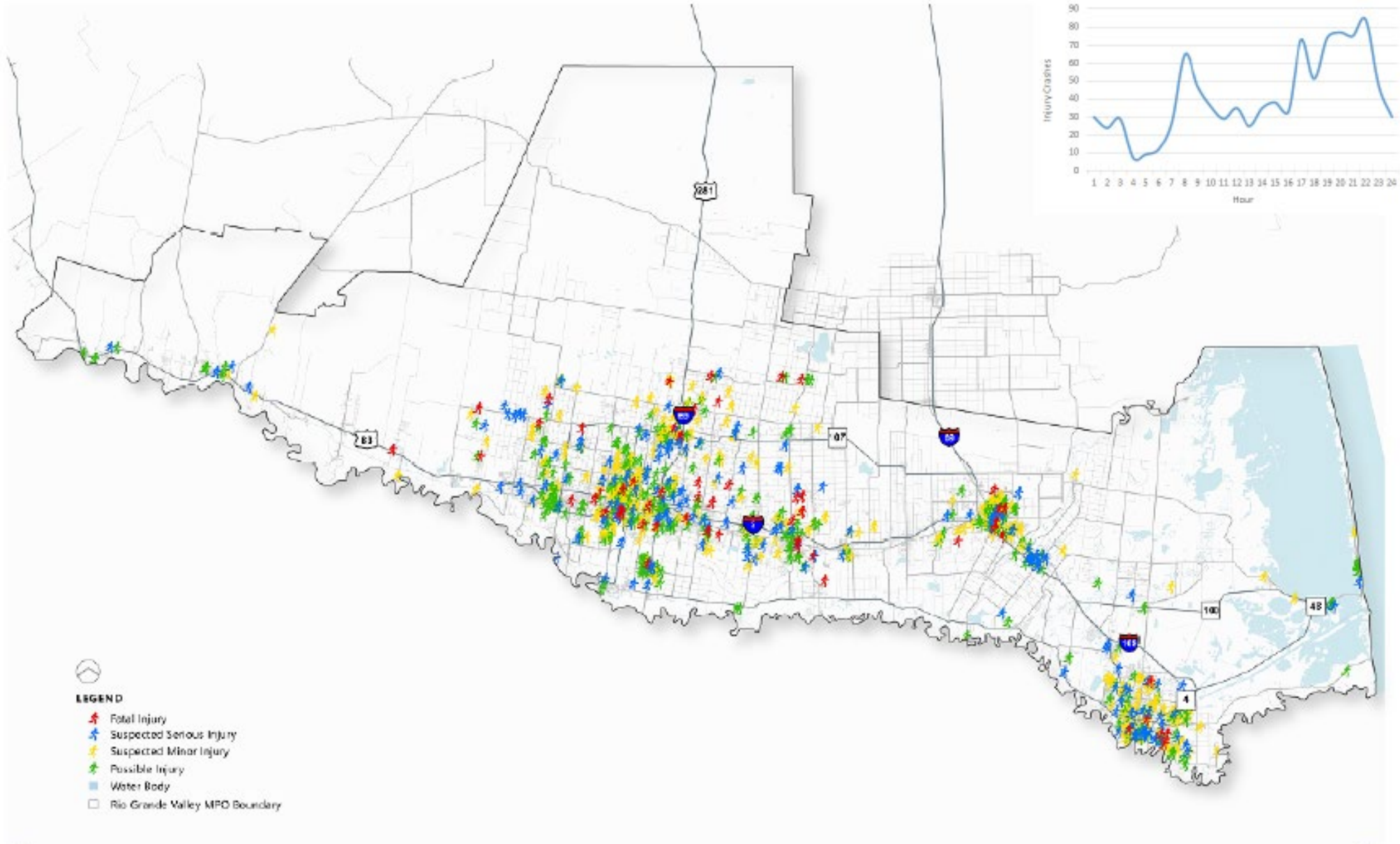
RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION - BICYCLE

The RGVMPO Pedestrian and Bicycle Collision Map shows clusters of collisions, particularly along major roadways and intersections. From 2014 to 2023, 1499 injury collisions were reported involving pedestrians, bicyclists, or both. Of those, 66 collisions resulted in fatalities, and 222 collisions resulted in serious injuries. Approximately 8 percent of pedestrian and bicycle collisions occurred from 8 p.m. to 9 p.m., which is the highest for any one-hour period. The common factors for these pedestrian and bicycle collisions generally include violation of Automobile and Pedestrian Right of way, Unsafe Speed, lack of dedicated pedestrian and bicycle infrastructure, and poor visibility or lighting. Potential countermeasures to address these issues could include reducing speed limits, installing pedestrian signals and crosswalks, adding bike lanes or shared-use paths, improving street lighting, and launching public education campaigns to promote visibility and safe sharing of the roads between vehicles, pedestrians, and cyclists. Implementing a combination of engineering, enforcement, and education strategies tailored to the specific collision patterns in RGVMPO could help improve safety for vulnerable road users.

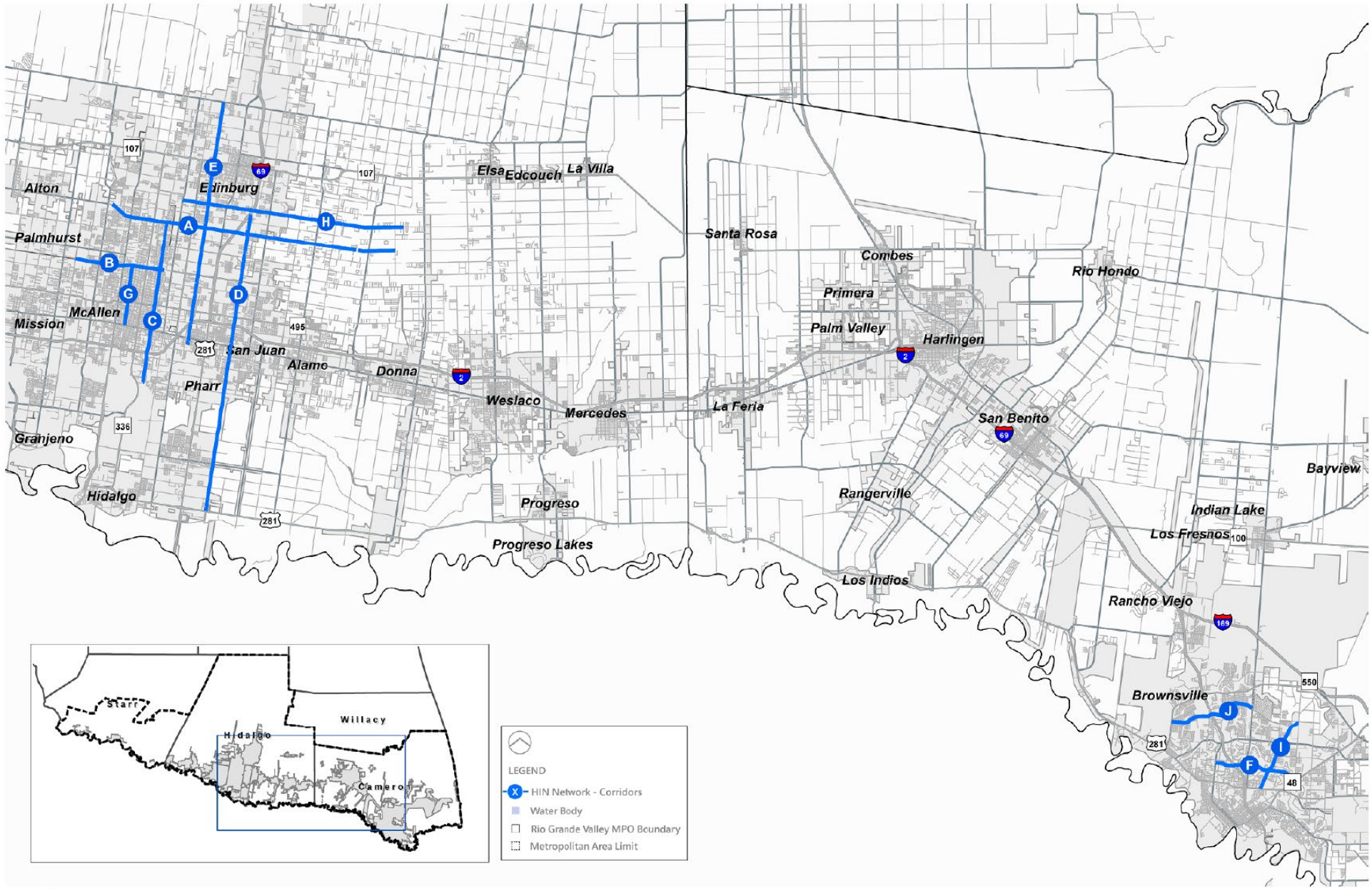




RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION - PEDESTRIAN



RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION - HIN NETWORK - CORRIDORS



RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION - HIN NETWORK - CORRIDORS

			HIN Corridor							
HIN Rank	County Name	Primary Streets	Start Limit	Stop Limit	Total Collisions	Fatal	Major Injury	Minor Injury	Possible Injury	Risk Points
A	Hidalgo	Trenton Rd	FM 676	Dillon Rd	193	1	7	51	134	260
B	Hidalgo	Nolana Ave	N Taylor Rd	N 1st St	152	1	5	40	106	204
C	Hidalgo	Col Rowe Blvd	El Rancho Rd	W Trenton Rd	150	2	8	29	111	199
D	Hidalgo	Veterans Blvd	US Hwy 281	I-69C	132	2	6	36	88	184
E	Hidalgo	Sugar Rd	W Kelly Ave	W Monte Cristo Rd	133	2	6	32	93	181
F	Cameron	Price Rd	Central Blvd	ST Hwy 48 (Padre Island Blvd)	131	3	6	22	100	171
H	Hidalgo	Bicentennial Blvd	US Hwy 83 Bus	N Nolana Ave	86	0	2	27	57	117
I	Hidalgo	Canton Rd	FM 206t A(S McColl Rd)	Bell Vista Dr	82	0	2	26	54	112
G	Cameron	Old Port Isabel Rd	St Hwy 48 (Boca Chica Blvd)	Robindate Rd	93	1	2	12	78	111
J	Cameron	Morrison Rd	CO Rd 3248 (Alfon Gloor Blvd)	FM 1847 (Arroyo Blvd)	73	0	6	24	43	109

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION - HIN NETWORK - INTERSECTIONS

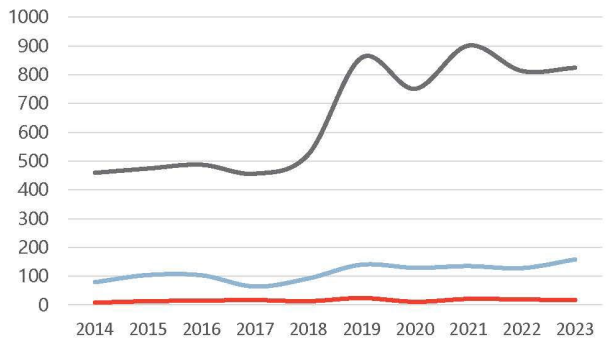


RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION - HIN NETWORK - INTERSECTIONS

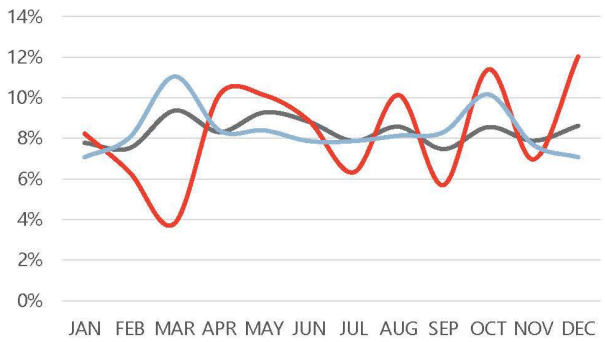
HIN Intersections										
HIN Rank	County Name	City Name	Primary Streets	Secondary Streets	Total Collisions	Fatal	Major Injury	Minor Injury	Possible Injury	Risk Points
1	Hidalgo	Unincorporated	S Mile 2 W	Mile 11 N	72	0	2	32	38	108
2	Hidalgo	McAllen	N Bicentennial Blvd	W Nolana Ave	0	0				0
3	Hidalgo	McAllen	Jackson Ave	S 2nd St & S Col Rowe Blvd	67	0	3	19	45	92
4	Hidalgo	McAllen	N 22nd St	W Nolana Ave	67	0	1	13	53	82
5	Hidalgo	Edinburg	S Sugar Rd	W Wisconsin Rd	61	0	2	13	46	78
6	Hidalgo	McAllen	N 29th St	W Nolana Ave	60	0	3	11	46	77
7	Hidalgo	McAllen	E Dove Ave	N Col Rowe Blvd	55	0	2	18	35	77
8	Hidalgo	McAllen	W Dove Ave	N 17th St	59	0	0	18	41	77
9	Hidalgo	Unincorporated	S Tower Rd	E Alberta Rd	48	0	5	16	27	74
10	Hidalgo	Unincorporated	E Canton Rd	N Tower Rd	47	0	1	17	29	66

CAMERON COUNTY

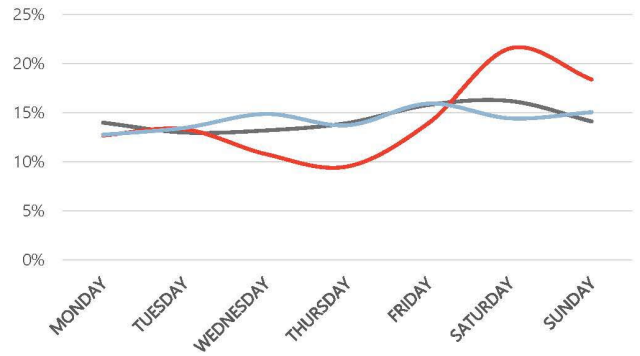
YEARLY TRENDS



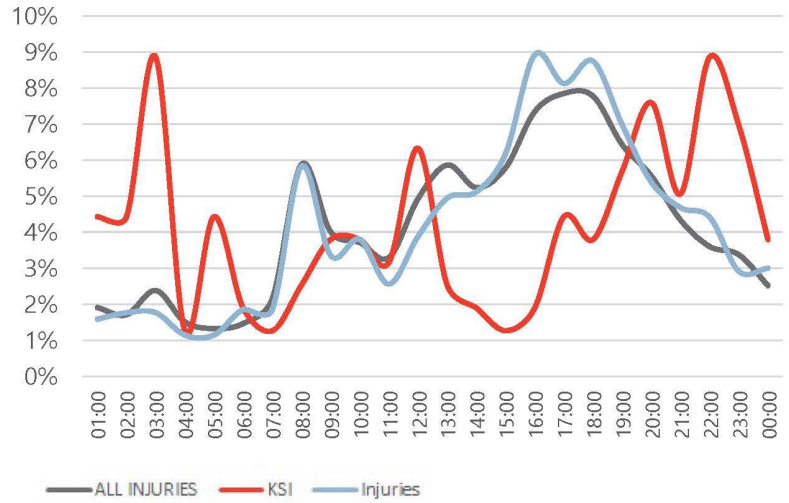
MONTHLY TRENDS



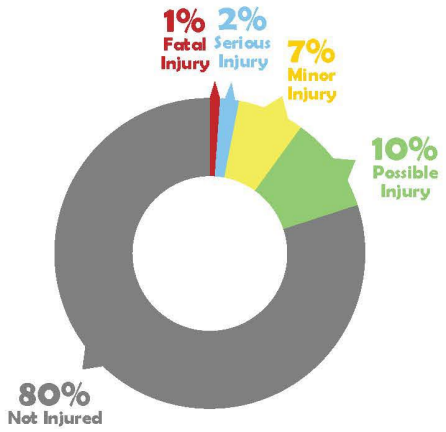
DAILY TRENDS



HOURLY TRENDS



COLLISIONS BY SEVERITY

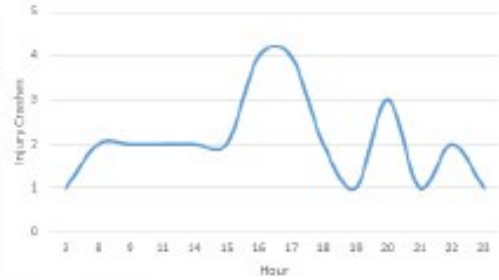


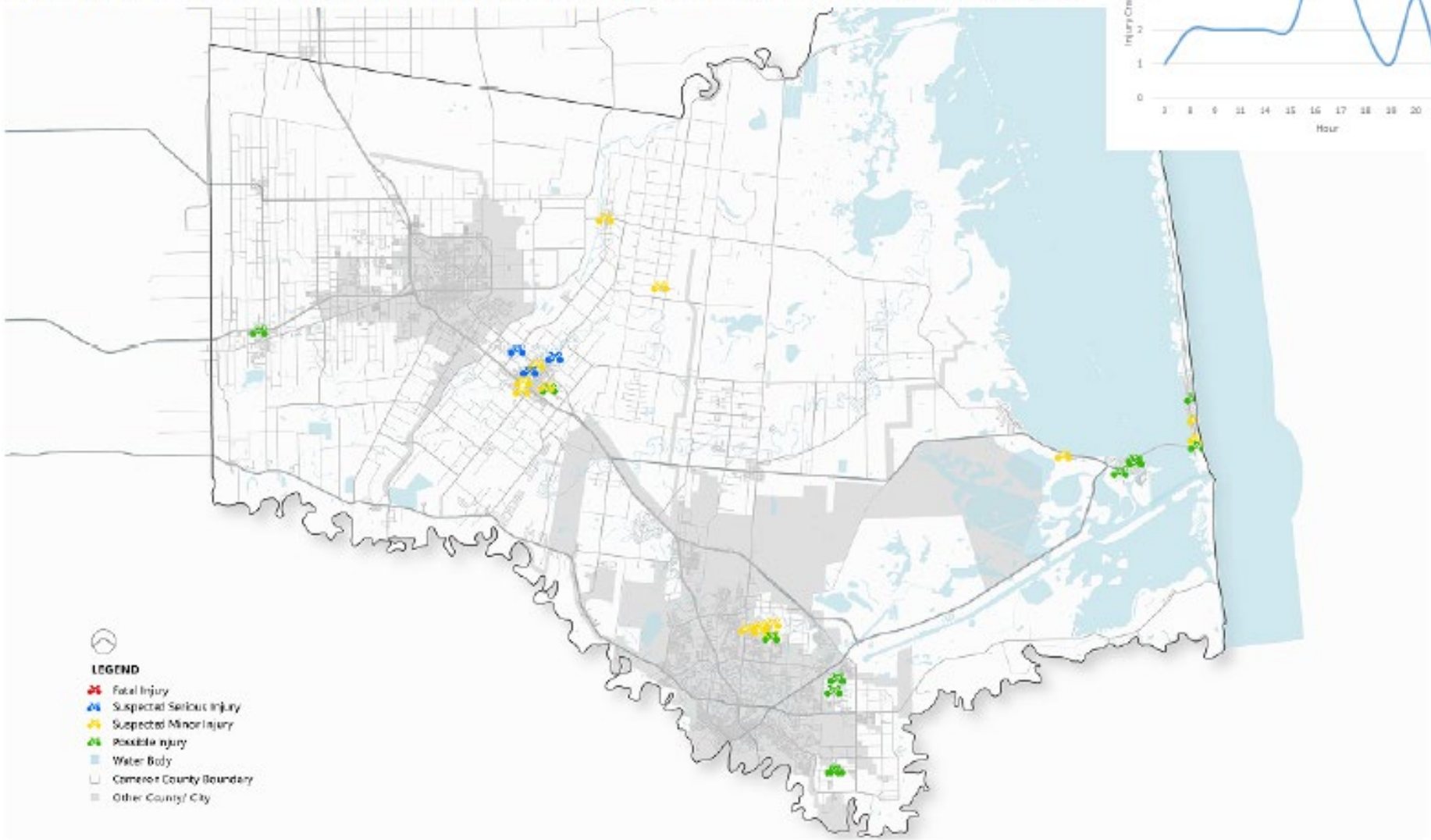
COLLISIONS BY SEVERITY

	COLLISIONS	
FATAL INJURY	21	1%
SERIOUS INJURY	137	2%
MINOR INJURY	472	7%
POSSIBLE INJURY	660	10%
NOT INJURED	5,257	80%
TOTAL	6,547	100%

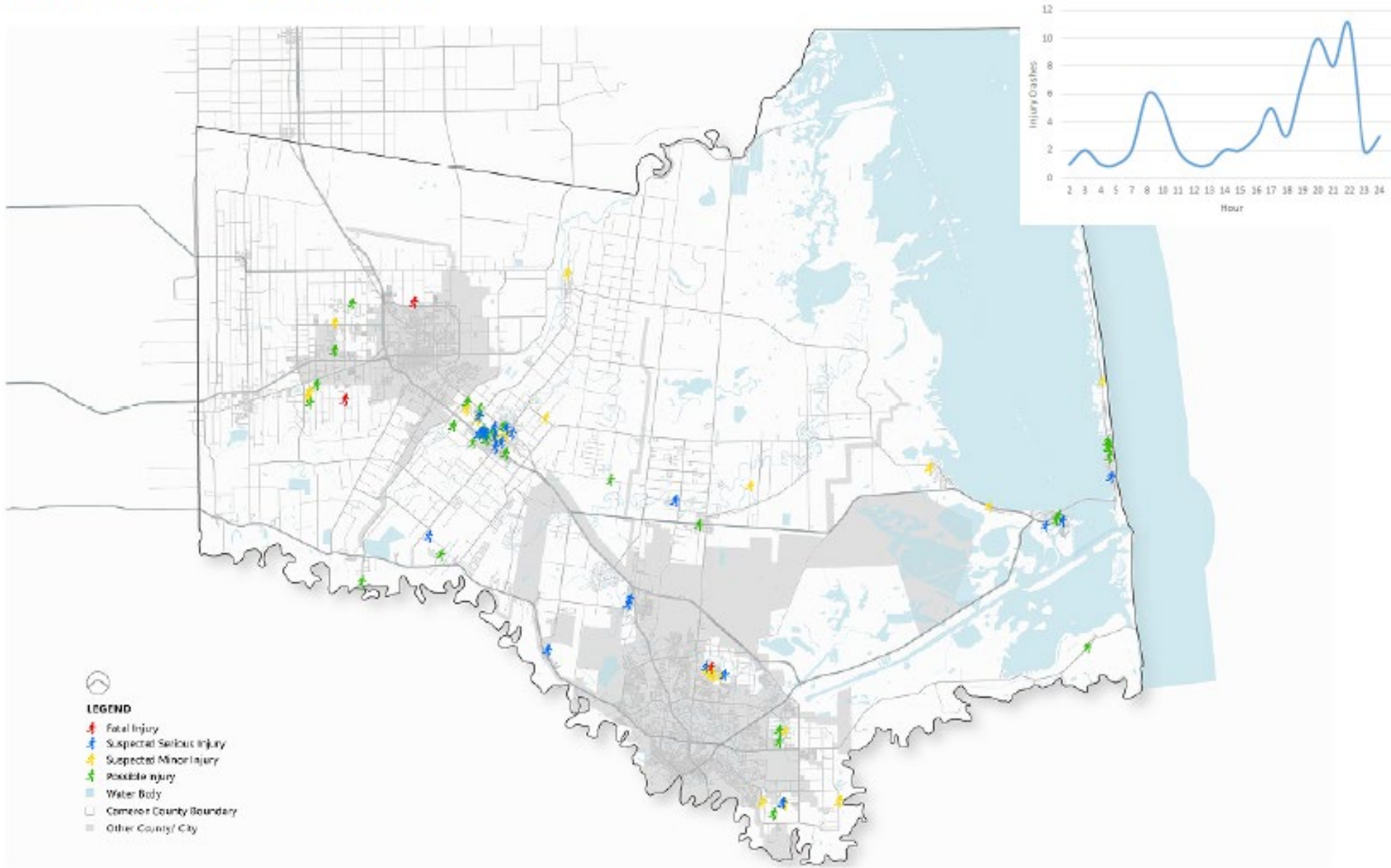
CAMERON COUNTY - BICYCLE

The Cameron County Pedestrian and Bicycle Collision Map shows clusters of collisions, particularly along major road-ways and intersections. From 2014 to 2023, 107 injury collisions were reported involving pedestrians, bicyclists, or both. Of those, 3 collisions resulted in fatalities, and 25 collisions resulted in serious injuries. Approximately 12 percent of pedestrian and bicycle collisions occurred from 7 p.m. to 8 p.m., which is the highest for any one-hour period. The common factors for these pedestrian and bicycle collisions generally include violation of Automobile and Pedestrian Right of way, Unsafe Speed, lack of dedicated pedestrian and bicycle infrastructure, and poor visibility or lighting.

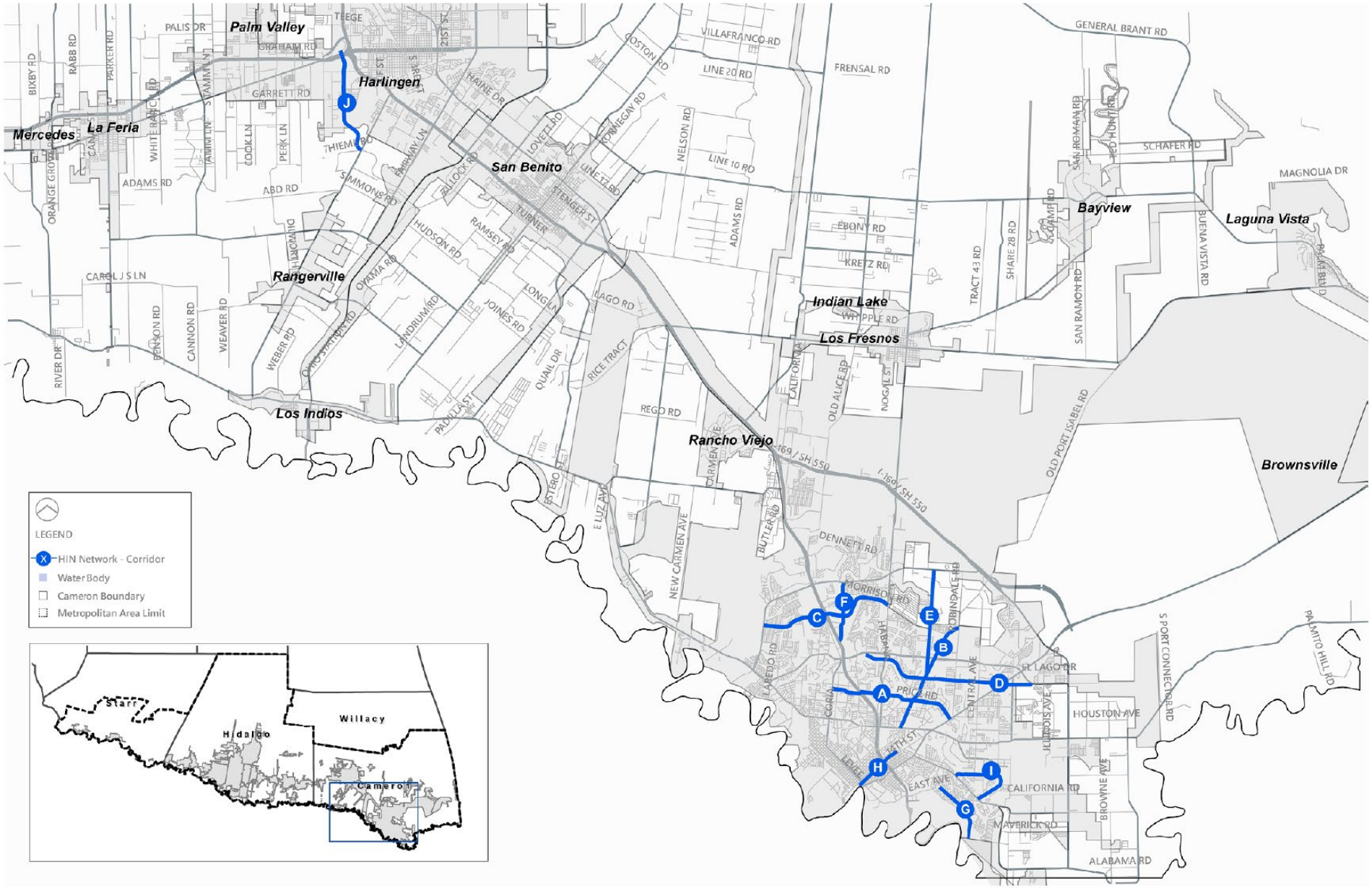




CAMERON COUNTY - PEDESTRIAN



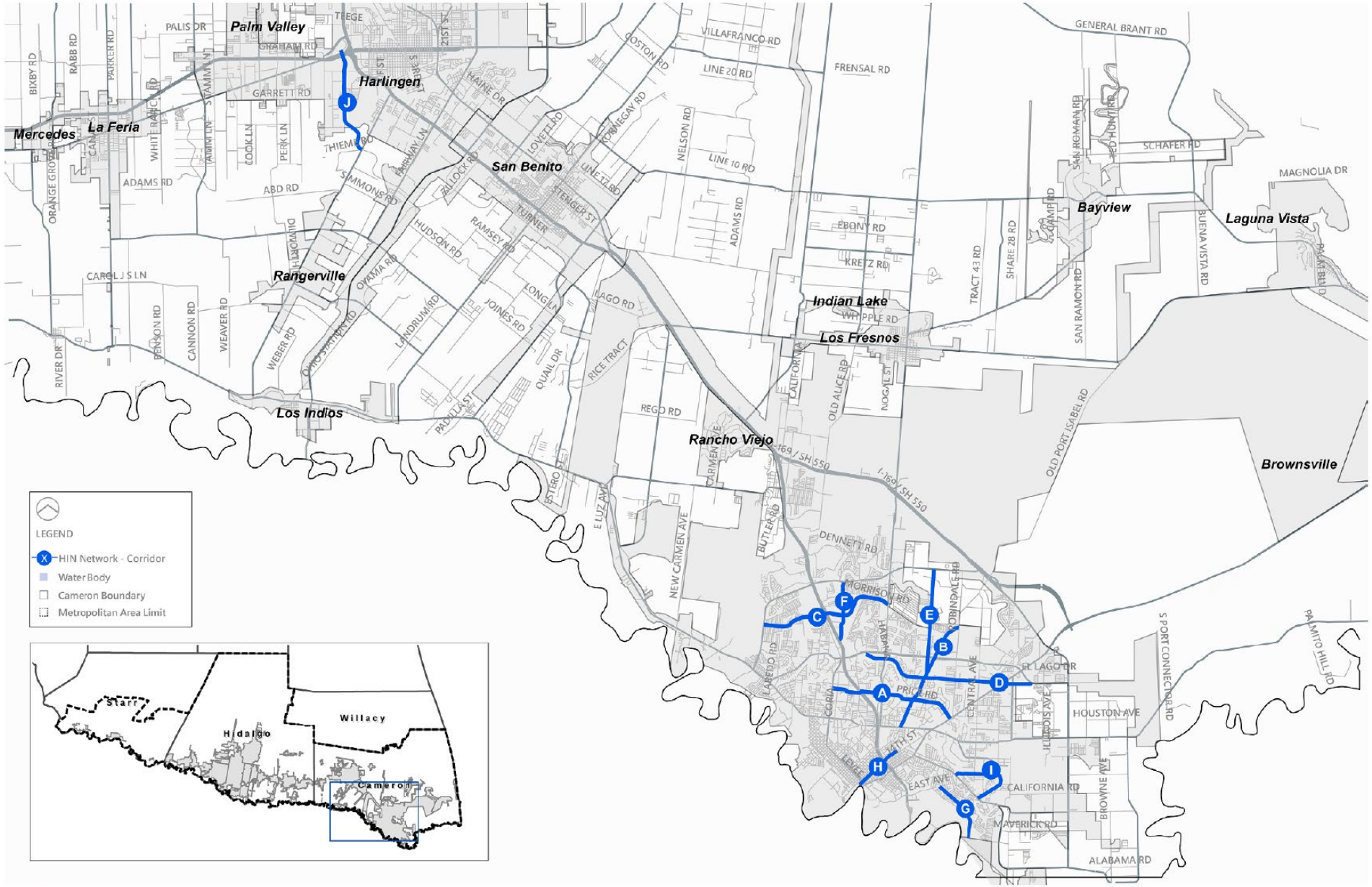
CAMERON COUNTY - HIN NETWORK - CORRIDORS



CAMERON COUNTY - HIN NETWORK - CORRIDORS

			HIN Corridor							
HIN Rank	County Name	Primary Streets	Start Limit	Stop Limit	Total Collisions	Fatal	Major Injury	Minor Injury	Possible Injury	Risk Points
A	Cameron	Price Rd	Central Blvd	ST Hwy 48 (Padre Island Blvd)	131	3	6	22	100	171
B	Cameron	Old Port Isabel Rd	St Hwy 48 (Boca Chica Blvd)	Robindate Rd	93	1	2	12	78	111
C	Cameron	Morrison Rd	CO Rd 3248 (Alton Gloor Blvd)	FM 1847 (Arroyo Blvd)	73	0	6	24	43	109
D	Cameron	Coffeeport Rd	FM 802 (Ruben Torres Sr Blvd)	State Hwy 48 (Padre Island Blvd)	65	0	2	15	48	84
E	Cameron	Dana Ave	Old Port Isabel Rd	CO Rd 3248 (El Jardin Heights Rd)	32	0	3	14	15	52
F	Cameron	Pablo Kisel Blvd	US Hwy 83 (I-69E)	CO Rd 3248 (Alton Gloor Blvd)	34	0	3	6	25	46
G	Cameron	Milpa Varde	Monsees Rd	East Ave	30	1	2	6	21	42
H	Cameron	E 13th St	E Saint Charles St	Roosevelt St	29	1	0	6	22	37
I	Cameron	Morningside Rd	Co Rd 1419 (South Most Rd) North	Co Rd 1419 (South Most Rd) South	22	1	3	7	11	37
J	Cameron	Dixieland Rd	Co Rd 1479 (Rangerville Rd)	Bass Pro Dr	31	0	1	2	28	35

CAMERON COUNTY - HIN NETWORK - INTERSECTIONS

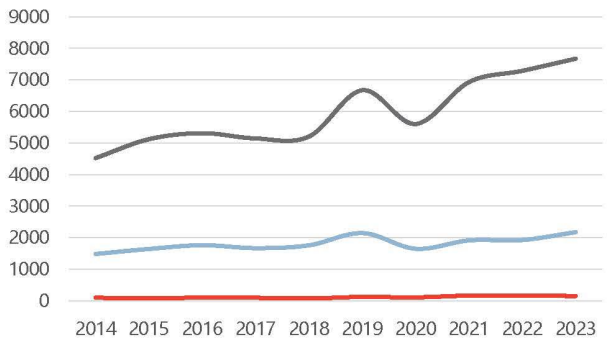


CAMERON COUNTY - HIN NETWORK - INTERSECTIONS

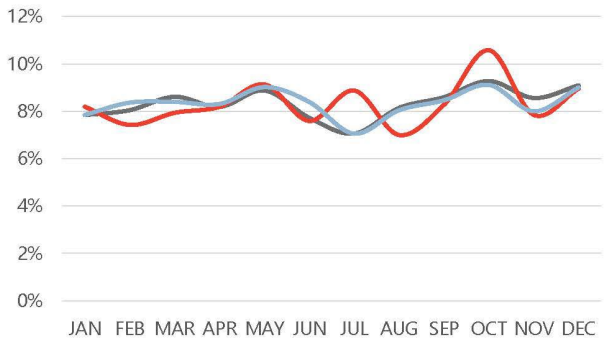
HIN Intersections										
HIN Rank	County Name	City Name	Primary Streets	Secondary Streets	Total Collisions	Fatal	Major Injury	Minor Injury	Possible Injury	Risk Points
1	Cameron	Harlingen	W Lincoln St	Dixieland Rd	55		2	7	46	66
2	Cameron	Brownsville	Eagle Dr	Price Rd	41		1	6	34	49
3	Cameron	Brownsville	N San Marcelo Blvd	Morrison Rd	30		1	11	18	43
4	Cameron	Brownsville	E Price Rd	Old Port Isabel Rd	35		1	5	29	42
5	Cameron	Brownsville	Laredo Dr	Morrison Rd	26		3	8	15	40
6	Cameron	Brownsville	Robindale Rd	Coffeeport Rd & Jaime J Zapata Ave	23		4	6	13	37
7	Cameron	Harlingen	E Taft Ave	S Commerce St	29		1	5	23	36
8	Cameron	Brownsville	Coffeeport Rd	Old Port Isabel Rd	25	1	1	6	17	35
9	Cameron	Brownsville	Morrison Rd	Pablo Kisel Blvd	28		2	2	24	34
10	Cameron	Brownsville	Eastern Blvd	Old Port Isabel Rd	25	1	1	4	19	33

HIDALGO COUNTY

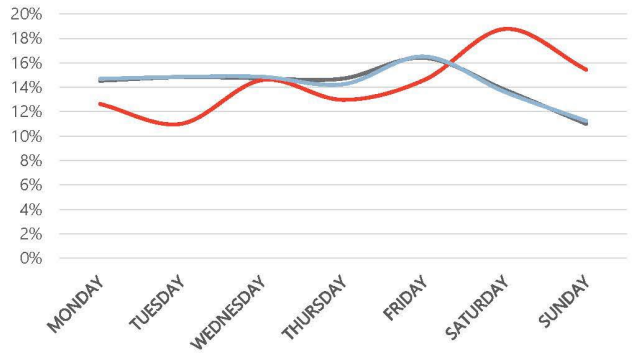
YEARLY TRENDS



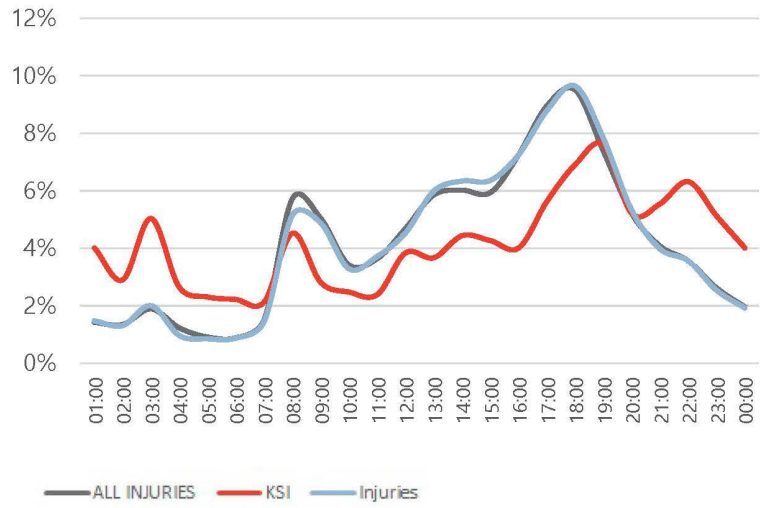
MONTHLY TRENDS



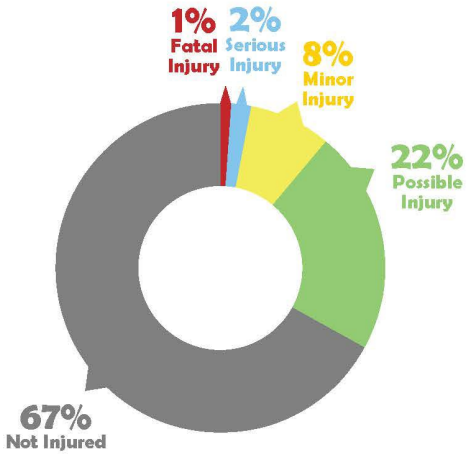
DAILY TRENDS



HOURLY TRENDS



COLLISIONS BY SEVERITY

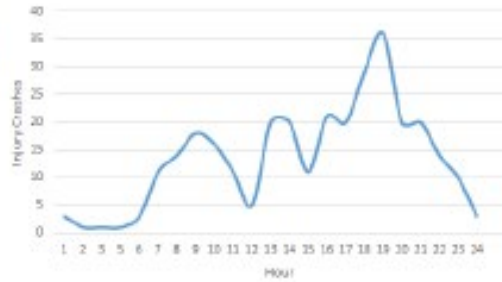


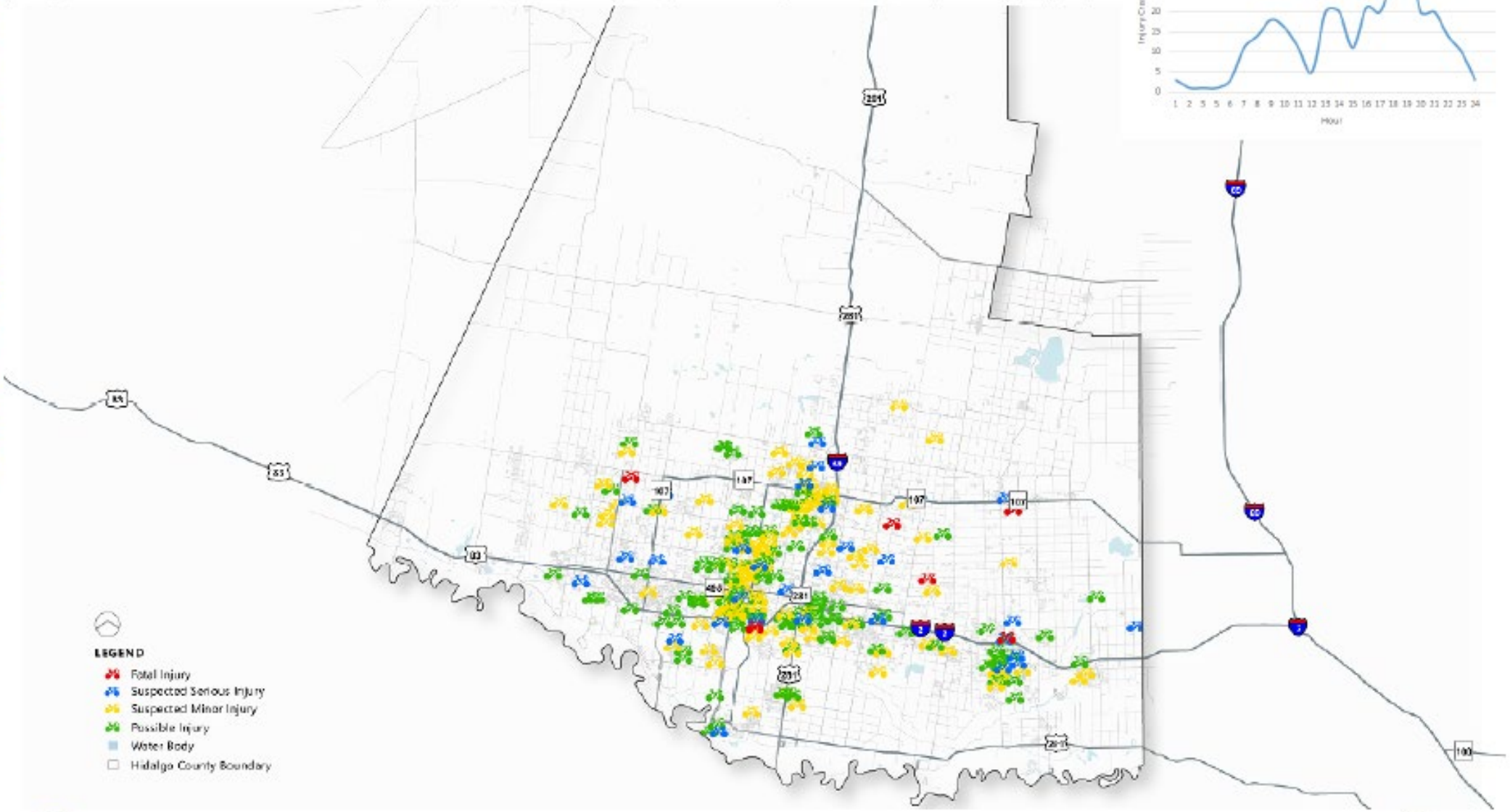
COLLISIONS BY SEVERITY

	COLLISIONS	
FATAL INJURY	191	1%
SERIOUS INJURY	981	2%
MINOR INJURY	5,007	8%
POSSIBLE INJURY	13,121	22%
NOT INJURED	40,149	67%
TOTAL	59,449	100%

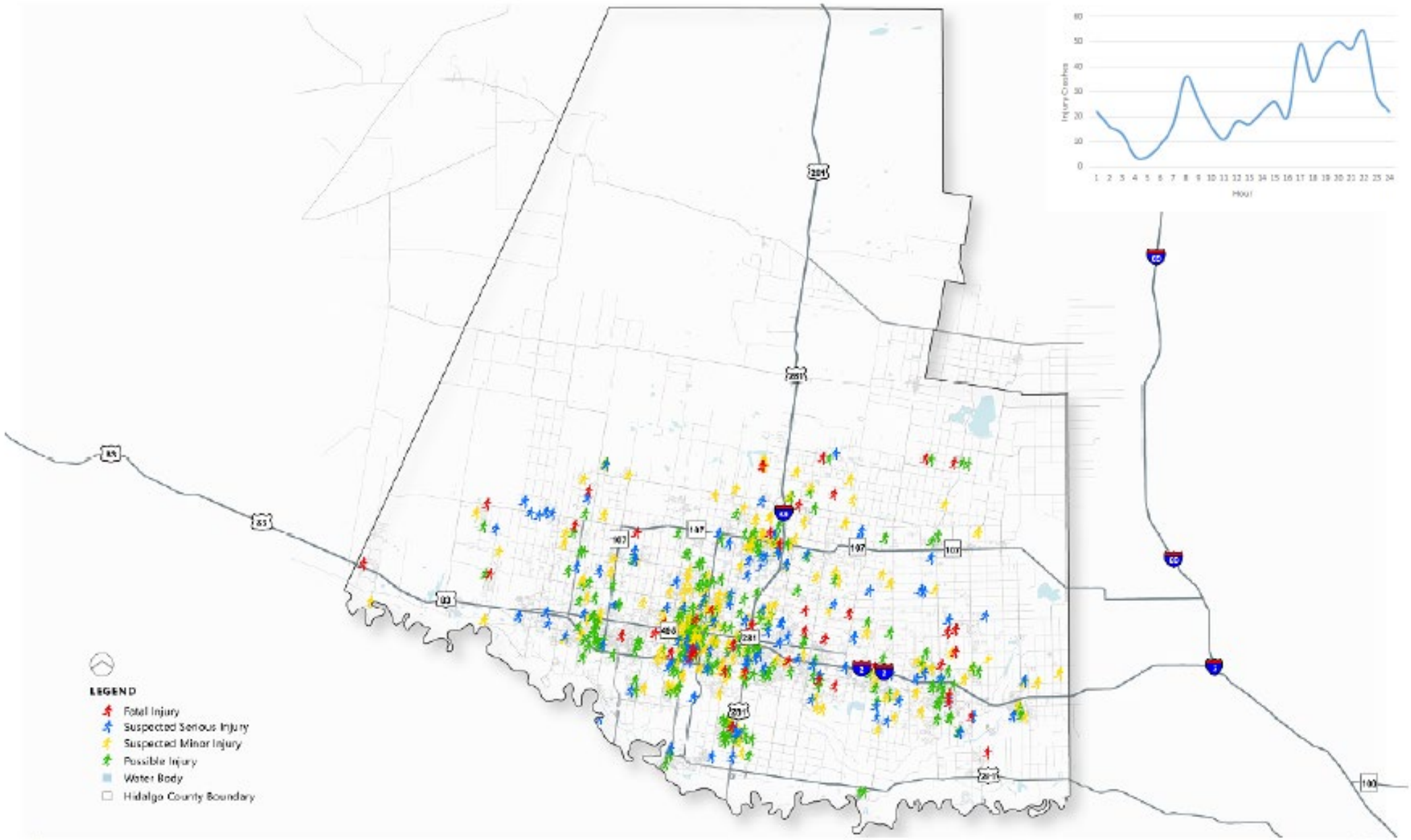
HIDALGO COUNTY - BICYCLE

The Hidalgo County Pedestrian and Bicycle Collision Map shows clusters of collisions, particularly along major road-ways and intersections. From 2014 to 2023, 915 injury collisions were reported involving pedestrians, bicyclists, or both. Of those, 51 collisions resulted in fatalities, and 139 collisions resulted in serious injuries. Approximately 9 percent of pedestrian and bicycle collisions occurred from 6 p.m. to 7 p.m., which is the highest for any one-hour period. The common factors for these pedestrian and bicycle collisions generally include violation of Automobile and Pedestrian Right of way, Unsafe Speed, lack of dedicated pedestrian and bicycle infrastructure, and poor visibility or lighting.

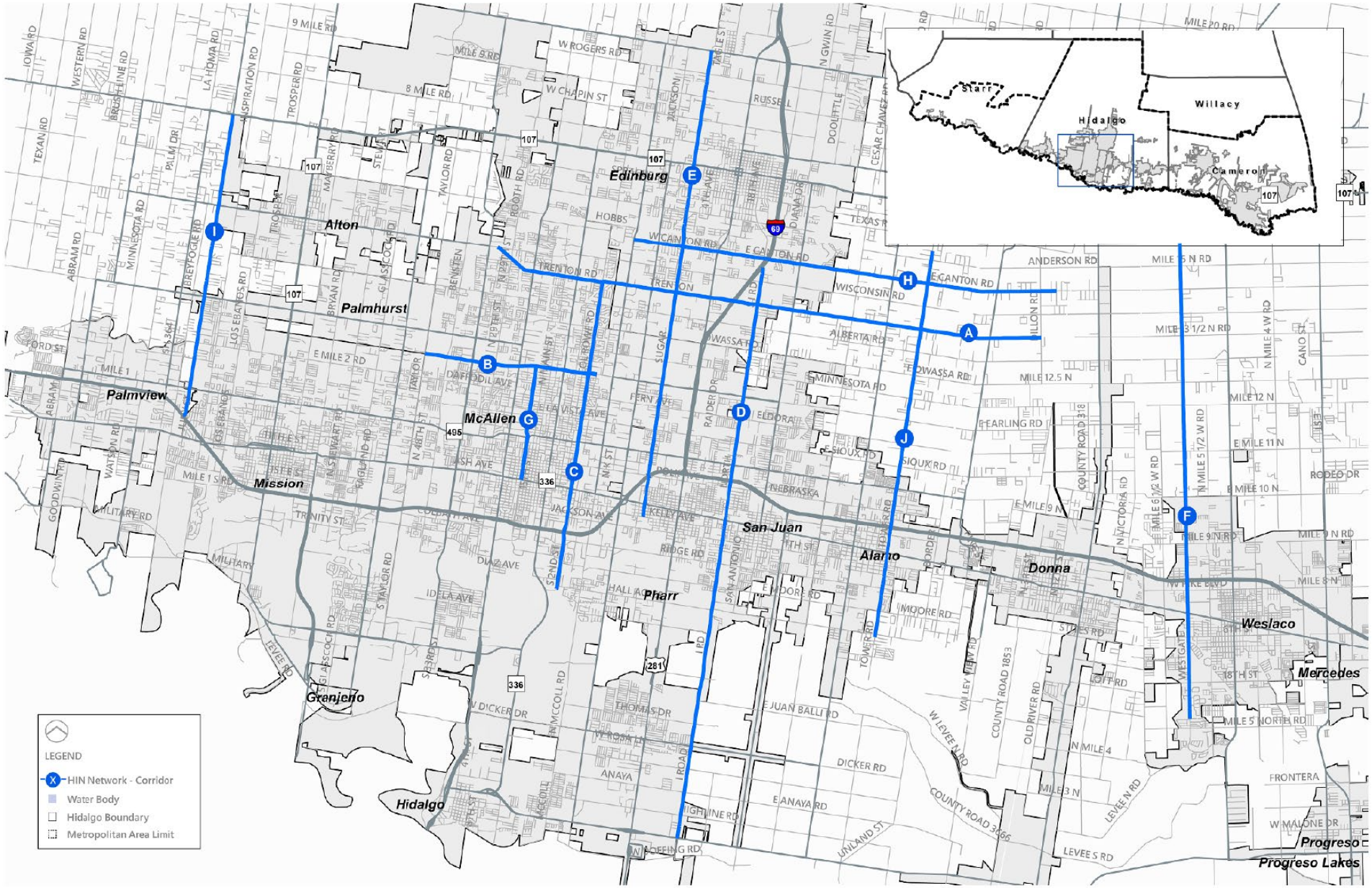




HIDALGO COUNTY - PEDESTRIAN



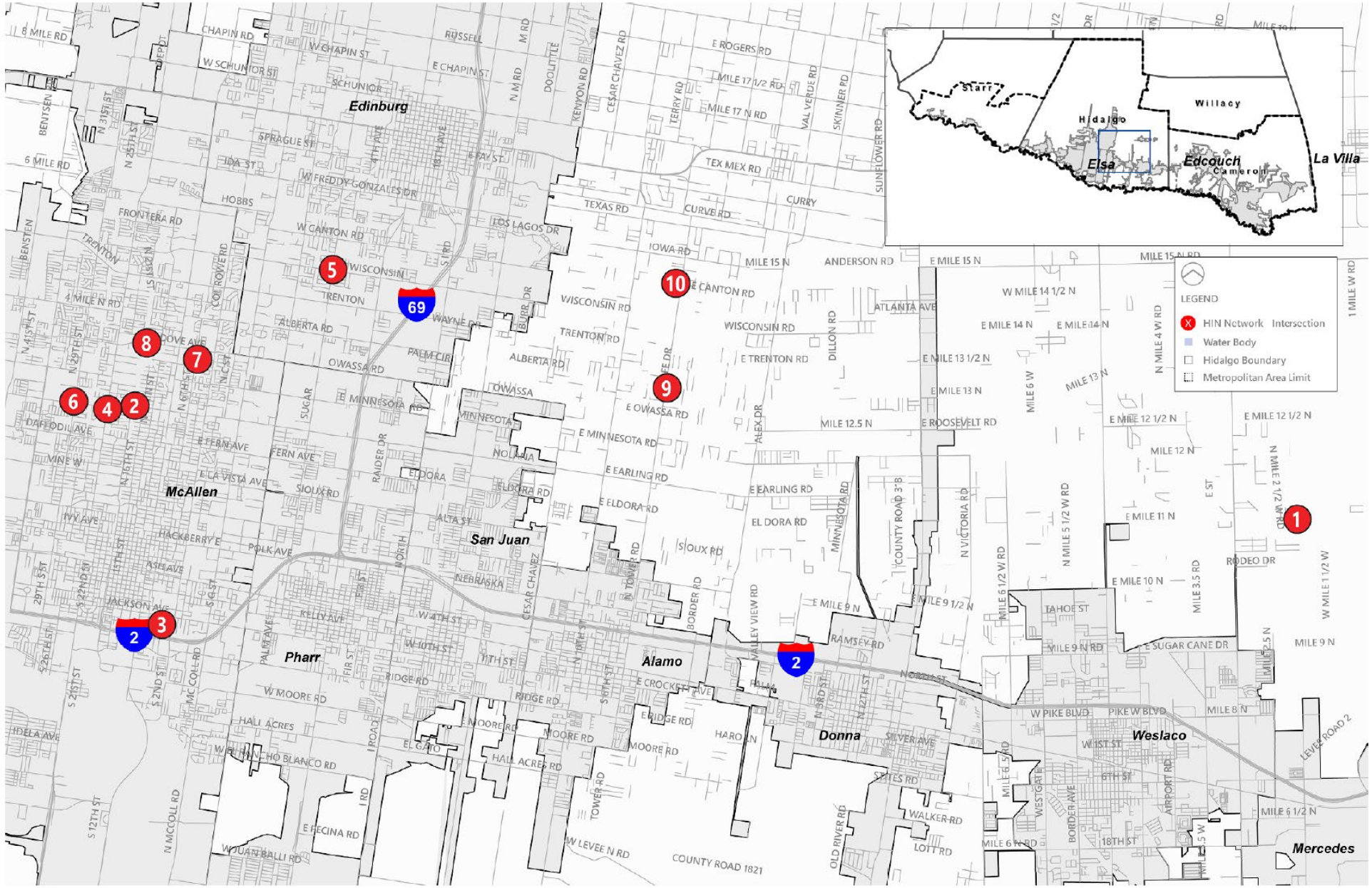
HIDALGO COUNTY - HIN NETWORK - CORRIDORS



HIDALGO COUNTY - HIN NETWORK - CORRIDORS

			HIN Corridor							
HIN Rank	County Name	Primary Streets	Start Limit	Stop Limit	Total Collisions	Fatal	Major Injury	Minor Injury	Possible Injury	Risk Points
A	Hidalgo	Trenton Rd	FM 676	Dillon Rd	193	1	7	51	134	260
B	Hidalgo	Nolana Ave	N Taylor Rd	N 1st St	152	1	5	40	106	204
C	Hidalgo	Col Rowe Blvd	El Rancho Rd	W Trenton Rd	150	2	8	29	111	199
D	Hidalgo	Veterans Blvd	US Hwy 281	I-69C	132	2	6	36	88	184
E	Hidalgo	Sugar Rd	W Kelly Ave	W Monte Cristo Rd	133	2	6	32	93	181
F	Hidalgo	Westgate	Ramos Dr	Rogers Rd	112	1	5	36	70	160
G	Hidalgo	Bicentennial Blvd	US Hwy 83 Bus	N Nolana Ave	86	0	2	27	57	117
H	Hidalgo	Canton Rd	FM 206t A(S McColl Rd)	Bell Vista Dr	82	0	2	26	54	112
I	Hidalgo	N Moorefield Rd	US Hwy 83 (I-2)	FM 492 (W Mile 7 Rd)	60	2	13	18	27	108
J	Hidalgo	Tower Rd	Puma Rd	Curve Rd	70	4	5	18	43	106

HIDALGO COUNTY - HIN NETWORK - INTERSECTIONS

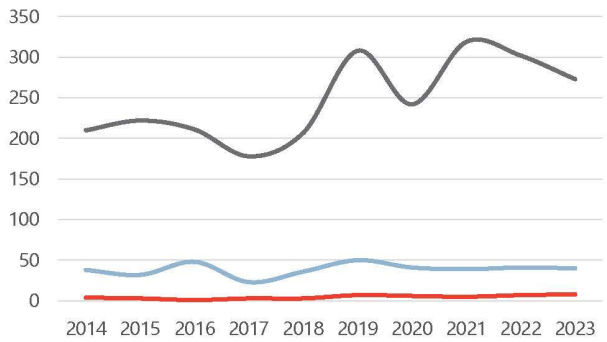


HIDALGO COUNTY - HIN NETWORK - INTERSECTIONS

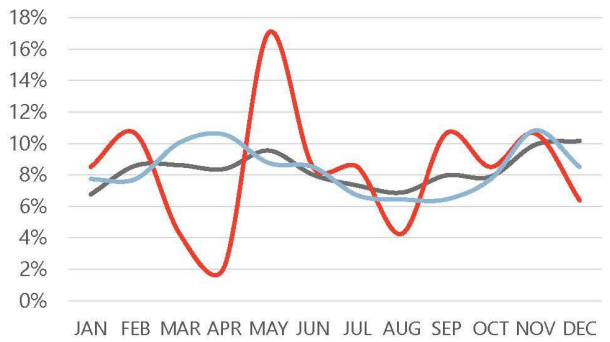
HIN Intersections										
HIN Rank	County Name	City Name	Primary Streets	Secondary Streets	Total Collisions	Fatal	Major Injury	Minor Injury	Possible Injury	Risk Points
1	Hidalgo	Unincorporated	S Mile 2 W	Mile 11 N	72	0	2	32	38	108
2	Hidalgo	McAllen	N Bicentennial Blvd	W Nolana Ave	0	0				0
3	Hidalgo	McAllen	Jackson Ave	S 2nd St & S Col Rowe Blvd	67	0	3	19	45	92
4	Hidalgo	McAllen	N 22nd St	W Nolana Ave	67	0	1	13	53	82
5	Hidalgo	Edinburg	S Sugar Rd	W Wisconsin Rd	61	0	2	13	46	78
6	Hidalgo	McAllen	N 29th St	W Nolana Ave	60	0	3	11	46	77
7	Hidalgo	McAllen	E Dove Ave	N Col Rowe Blvd	55	0	2	18	35	77
8	Hidalgo	McAllen	W Dove Ave	N 17th St	59	0	0	18	41	77
9	Hidalgo	Unincorporated	S Tower Rd	E Alberta Rd	48	0	5	16	27	74
10	Hidalgo	Unincorporated	E Canton Rd	N Tower Rd	47	0	1	17	29	66

STARR COUNTY

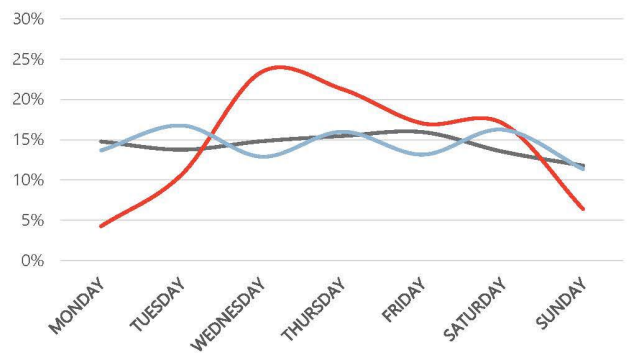
YEARLY TRENDS



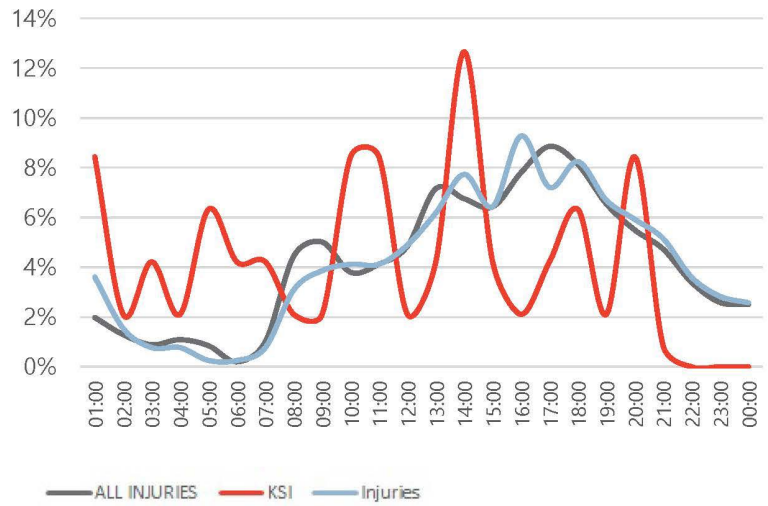
MONTHLY TRENDS



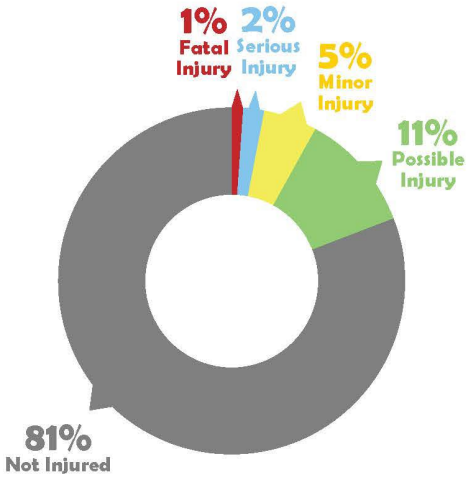
DAILY TRENDS



HOURLY TRENDS



COLLISIONS BY SEVERITY

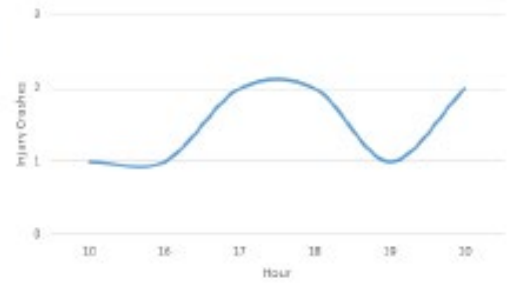


COLLISIONS BY SEVERITY

	COLLISIONS	
FATAL INJURY	7	1%
SERIOUS INJURY	40	2%
MINOR INJURY	128	5%
POSSIBLE INJURY	260	11%
NOT INJURED	2,037	82%
TOTAL	2,472	100%

STARR COUNTY - BICYCLE

The Starr County Pedestrian and Bicycle Collision Map shows clusters of collisions, particularly along major road-ways and intersections. From 2014 to 2023, 20 injury collisions were reported involving pedestrians, bicyclists, or both. Of those, 4 collisions resulted in serious injuries. Approximately 15 percent of pedestrian and bicycle collisions occurred from 5 p.m. to 6 p.m., which is the highest for any one-hour period. The common factors for these pedestrian and bicycle collisions generally include violation of Automobile Right of way, Unsafe Speed, lack of dedicated pedestrian and bicycle infrastructure, and poor visibility or lighting.





TJKM

STARR COUNTY - PEDESTRIAN



STARR COUNTY - HIN NETWORK - CORRIDORS



STARR COUNTY - HIN NETWORK - CORRIDORS

			HIN Corridor							
HIN Rank	County Name	Primary Streets	Start Limit	Stop Limit	Total Collisions	Fatal	Major Injury	Minor Injury	Possible Injury	Risk Points
A	Starr	Doria St	FM 755	Garza Blvd	7		2	5		16
B	Starr	Embassy St	E Sauz St	FM 755	9	1	0	4	4	15
C	Starr	Alvarez Rd	US Hwy 83	Aqua Verde Rd	6			3	3	9
D	Starr	N El Paisano Rd	El Coyote Rd	N La Paloma	3		1	2		7
E	Starr	Guerra Garza Rd	US Hwy 83	Fidel Alvarez St	4			3	1	7
F	Starr	N San Antonio St	W 1st St	W Eisenhower St	4			2	2	6
G	Starr	EBony Ave	US Hwy 83	N Ebony Ave	3	1		1	1	6
H	Starr	County Line Rd	El Pinto Rd	Sevenmile Rd	4			2	2	6
I	Starr	Las Hojas Rd	San Julian Rd	Rancho Rd 649	2	1	1			6
J	Starr	Fairgrounds Rd	Jesse Warren Dr	Ranch Rd 3167	3		1	1	1	6

STARR COUNTY - HIN NETWORK - INTERSECTIONS

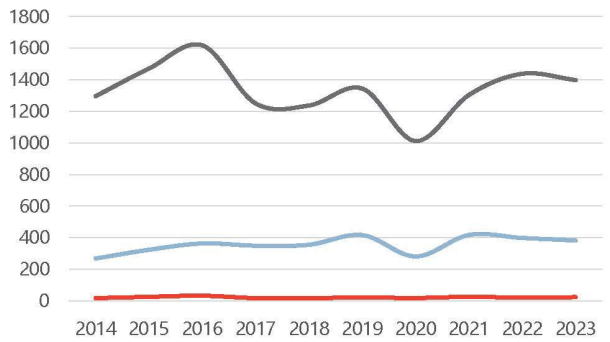


STARR COUNTY - HIN NETWORK - INTERSECTIONS

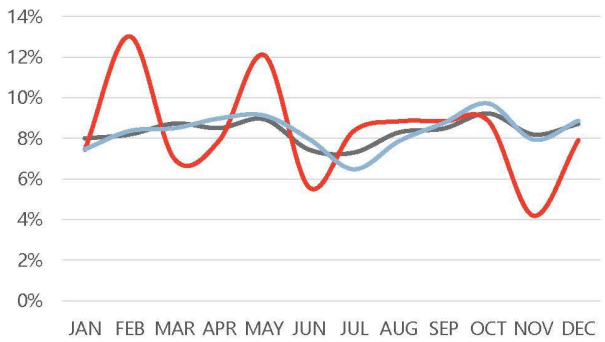
HIN Intersections										
HIN Rank	County Name	City Name	Primary Streets	Secondary Streets	Total Collisions	Fatal	Major Injury	Minor Injury	Possible Injury	Risk Points
1	Starr	Unincorporated	Corrales Rd	Vaquero Rd	3		1	1	1	6
2	Starr	Rio Grande City	N Avasolo St	E San Benito St	4		1		3	6
3	Starr	Unincorporated	Charco Blanco Rd	Eisenhower Rd	3		1		2	5
4	Starr	Rio Grande City	N West St	W 3rd St	3		1		2	5
5	Starr	Unincorporated	N Efren Ramirez Ave	E Victoria St	2		1		1	4
6	Starr	Unincorporated	Dolphin St	N Athens St	2		1		1	4
7	Starr	Rio Grande City	E Sauz St	Reynaldo Gomez Dr	3				3	3
8	Starr	Unincorporated	Hibiscus Rd	Eagle Ave	1		1			3
9	Starr	Unincorporated	Hinojosa St	Embassy St	1		1			3
10	Starr	Unincorporated	Midway Cemetary Ln	Midway Rd	1		1			3

CITY OF BROWNSVILLE

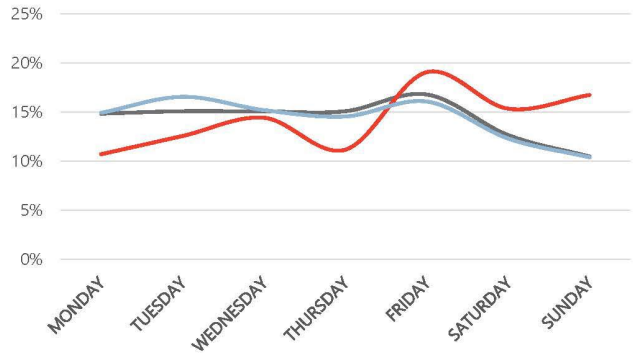
YEARLY TRENDS



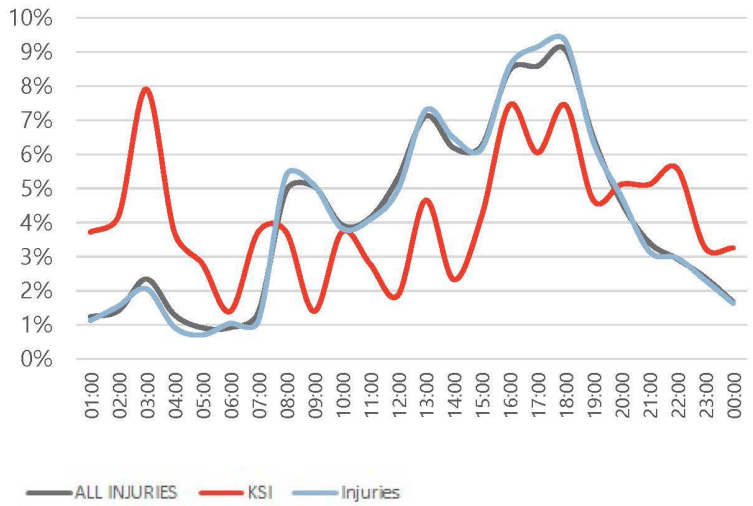
MONTHLY TRENDS



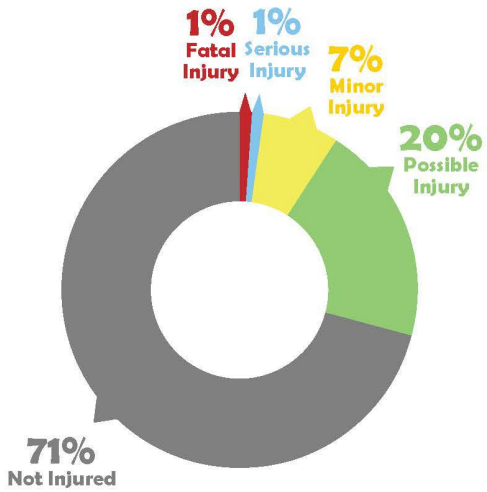
DAILY TRENDS



HOURLY TRENDS



COLLISIONS BY SEVERITY

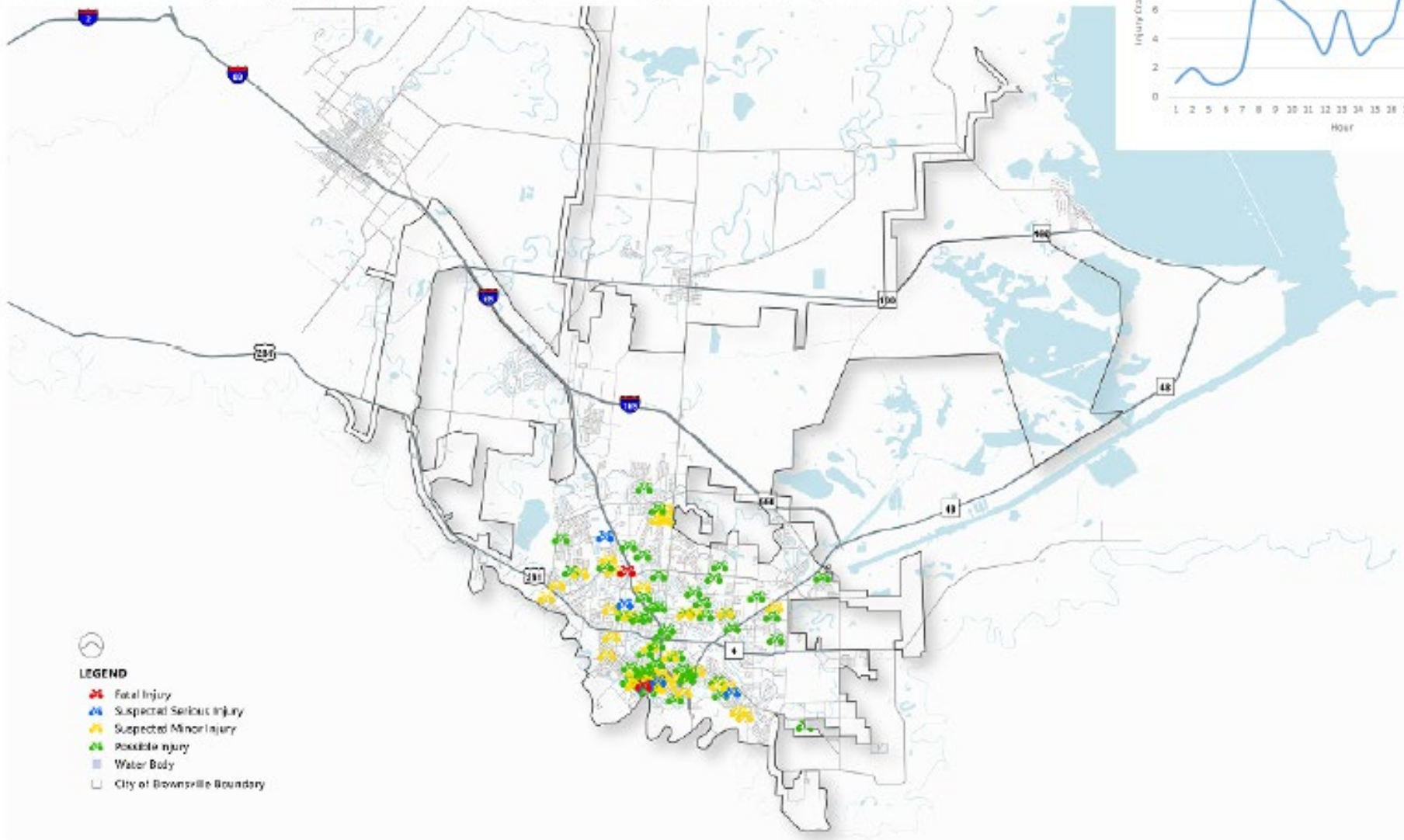


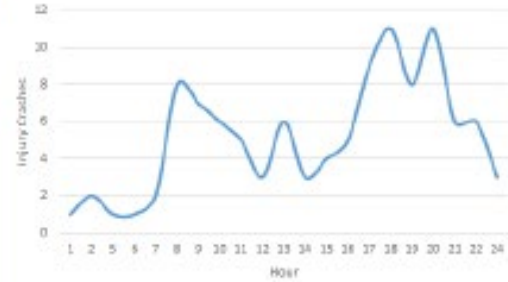
COLLISIONS BY SEVERITY

	COLLISIONS	
FATAL INJURY	24	1%
SERIOUS INJURY	191	1%
MINOR INJURY	922	7%
POSSIBLE INJURY	2,630	20%
NOT INJURED	9,601	72%
TOTAL	13,368	100%

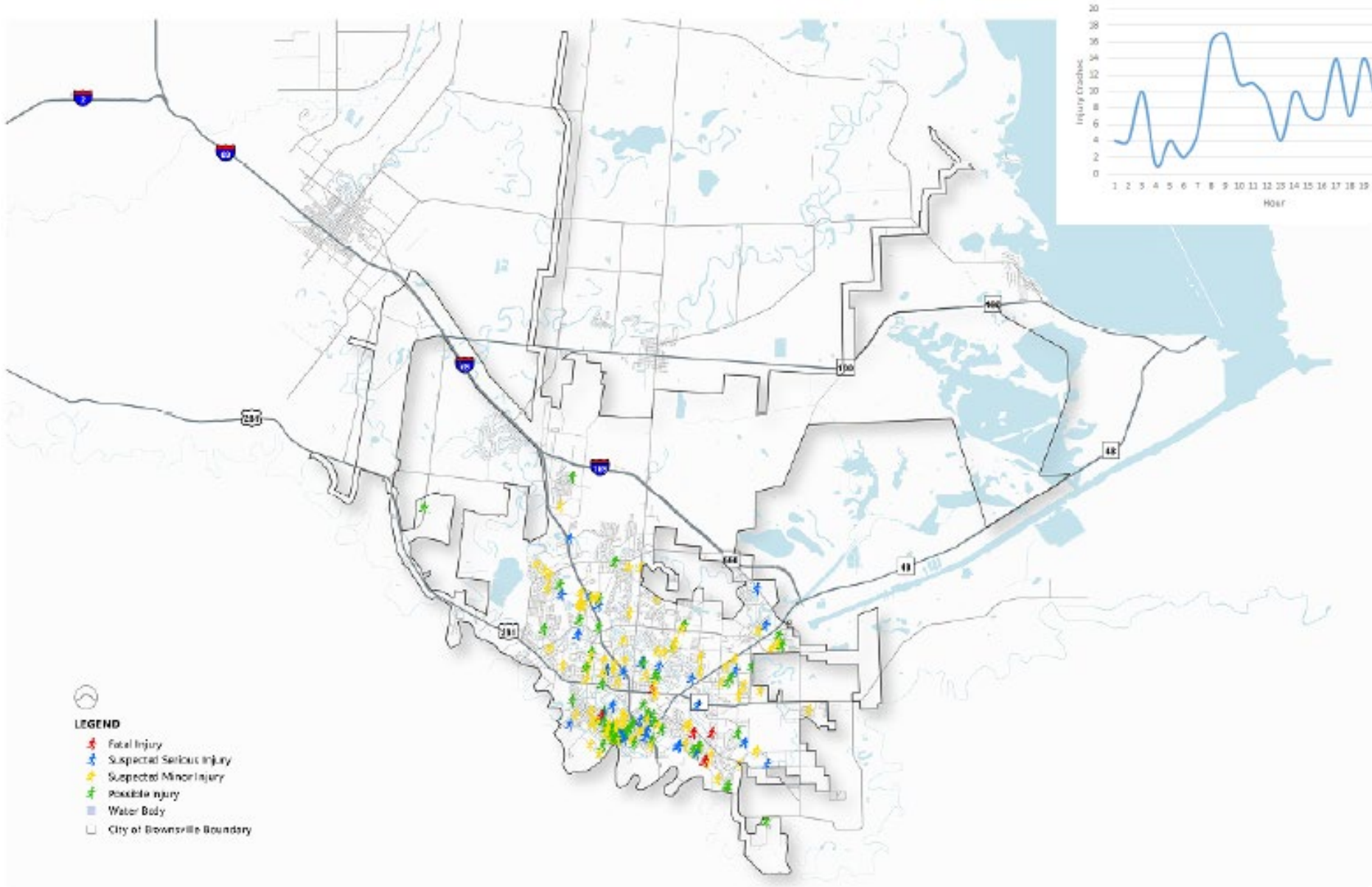
CITY OF BROWNSVILLE - BICYCLE

The City of Brownsville Pedestrian and Bicycle Collision Map shows clusters of collisions, particularly along major road-ways and intersections. From 2014 to 2023, 312 injury collisions were reported involving pedestrians, bicyclists, or both. . Of those, 7 collisions resulted in fatalities, and 39 collisions resulted in serious injuries. Approximately 8 percent of pedestrian and bicycle collisions occurred for both 6 a.m. to 7 a.m. and 7 a.m. to 8 a.m. The common factors for these pedestrian and bicycle collisions generally include violation of Automobile and Pedestrian Right of way, Improper turning, lack of dedicated pedestrian and bicycle infrastructure, and poor visibility or lighting.

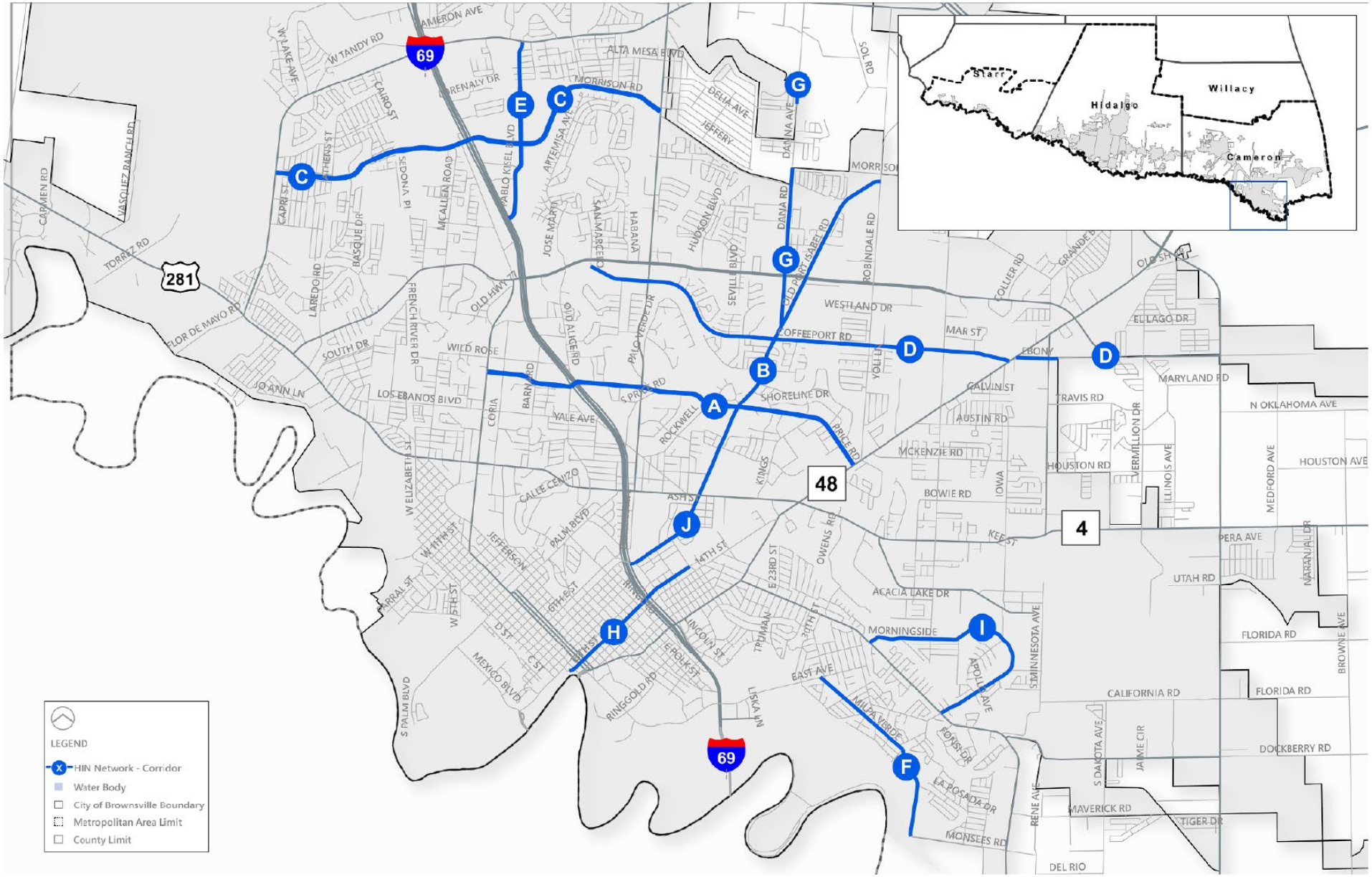




CITY OF BROWNSVILLE - PEDESTRIAN



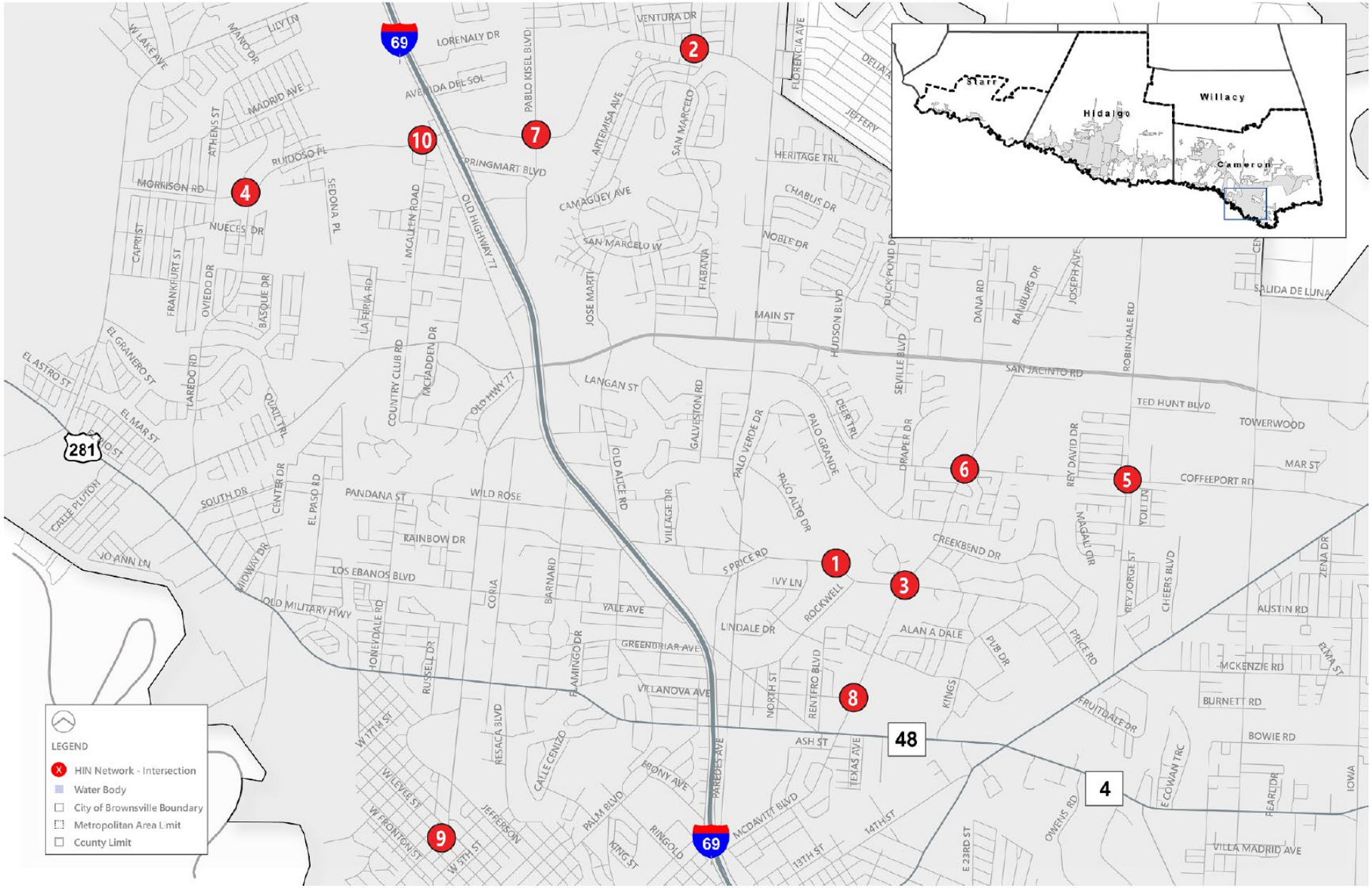
CITY OF BROWNSVILLE - HIN NETWORK - CORRIDORS



CITY OF BROWNSVILLE - HIN NETWORK - CORRIDORS

HIN Corridor										
HIN Rank	County Name	Primary Streets	Start Limit	Stop Limit	Total Collisions	Fatal	Major Injury	Minor Injury	Possible Injury	Risk Points
A	Cameron	Price Rd	Central Blvd	ST Hwy 48 (Padre Island Blvd)	131	3	6	22	100	171
B	Cameron	Old Port Isabel Rd	St Hwy 48 (Boca Chica Blvd)	Robindate Rd	93	1	2	12	78	111
C	Cameron	Morrison Rd	CO Rd 3248 (Alton Gloor Blvd)	FM 1847 (Arroyo Blvd)	73	0	6	24	43	109
D	Cameron	Coffeeport Rd	FM 802 (Ruben Torres Sr Blvd)	State Hwy 48 (Padre Island Blvd)	65	0	2	15	48	84
E	Cameron	Pablo Kisel Blvd	US Hwy 83 (I-69E)	CO Rd 3248 (Alton Gloor Blvd)	34	0	3	6	25	46
F	Cameron	Milpa Varde	Monsees Rd	East Ave	30	1	2	6	21	42
G	Cameron	Dana Ave	Old Port Isabel Rd	CO Rd 3248 (El Jardin Heights Rd)	24	0	2	10	12	38
H	Cameron	E 13th St	E Saint Charles St	Roosevelt St	29	1	0	6	22	37
I	Cameron	Morningside Rd	Co Rd 1419 (South Most Rd) North	Co Rd 1419 (South Most Rd) South	22	1	3	7	11	37
J	Cameron	Dixieland Rd	Co Rd 1479 (Rangerville Rd)	Bass Pro Dr	31	0	1	2	28	35

CITY OF BROWNSVILLE - HIN NETWORK - INTERSECTIONS

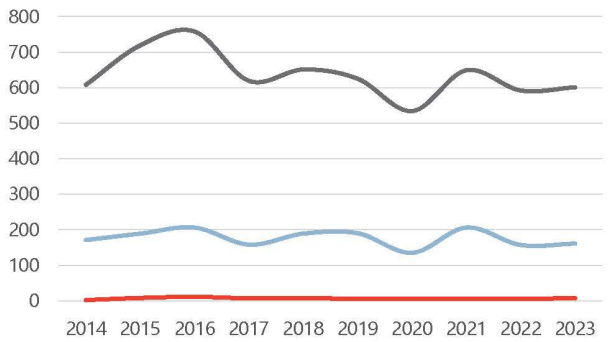


CITY OF BROWNSVILLE - HIN NETWORK - INTERSECTIONS

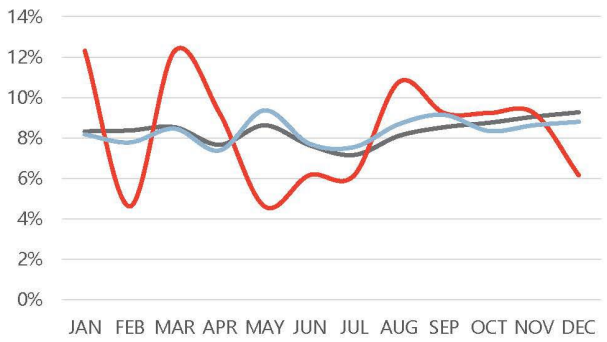
HIN Intersections										
HIN Rank	County Name	City Name	Primary Streets	Secondary Streets	Total Collisions	Fatal	Major Injury	Minor Injury	Possible Injury	Risk Points
1	Cameron	Brownsville	Eagle Dr	Price Rd	41		1	6	34	49
2	Cameron	Brownsville	N San Marcelo Blvd	Morrison Rd	30		1	11	18	43
3	Cameron	Brownsville	E Price Rd	Old Port Isabel Rd	35		1	5	29	42
4	Cameron	Brownsville	Laredo Dr	Morrison Rd	26		3	8	15	40
5	Cameron	Brownsville	Robindale Rd	Coffeeport Rd & Jaime J Zapata Ave	23		4	6	13	37
6	Cameron	Brownsville	Coffeeport Rd	Old Port Isabel Rd	25	1	1	6	17	35
7	Cameron	Brownsville	Morrison Rd	Pablo Kisel Blvd	28		2	2	24	34
8	Cameron	Brownsville	Eastern Blvd	Old Port Isabel Rd	25	1	1	4	19	33
9	Cameron	Brownsville	W Levee St	W 8th St	19			4	15	23
10	Cameron	Brownsville	McAllen Rd	Morrison Rd	17		2	1	14	22

CITY OF HARLINGEN

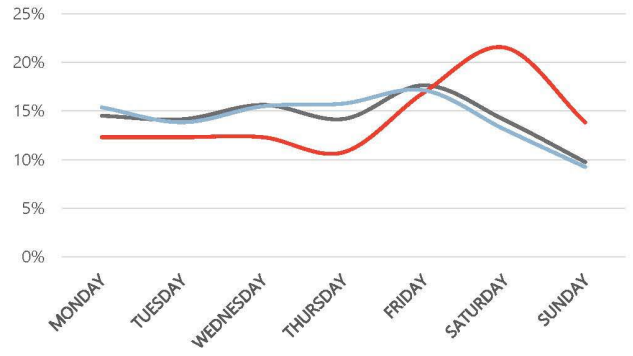
YEARLY TRENDS



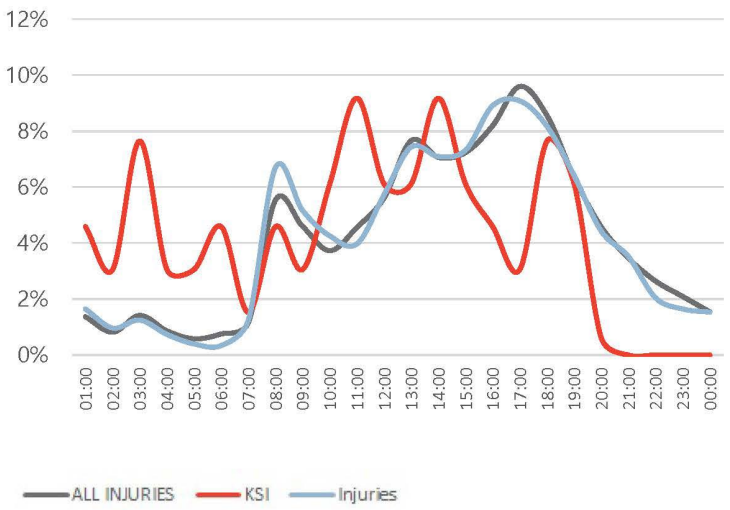
MONTHLY TRENDS



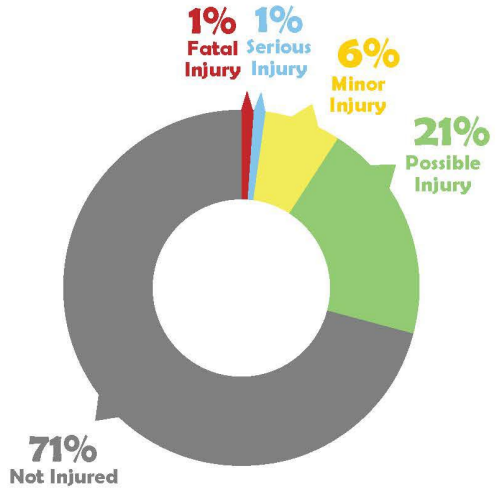
DAILY TRENDS



HOURLY TRENDS



COLLISIONS BY SEVERITY

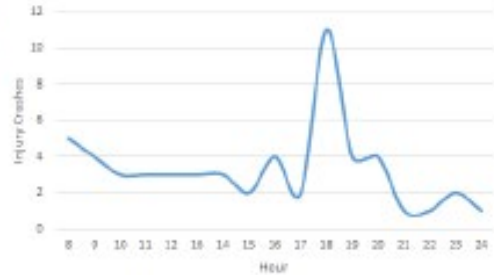


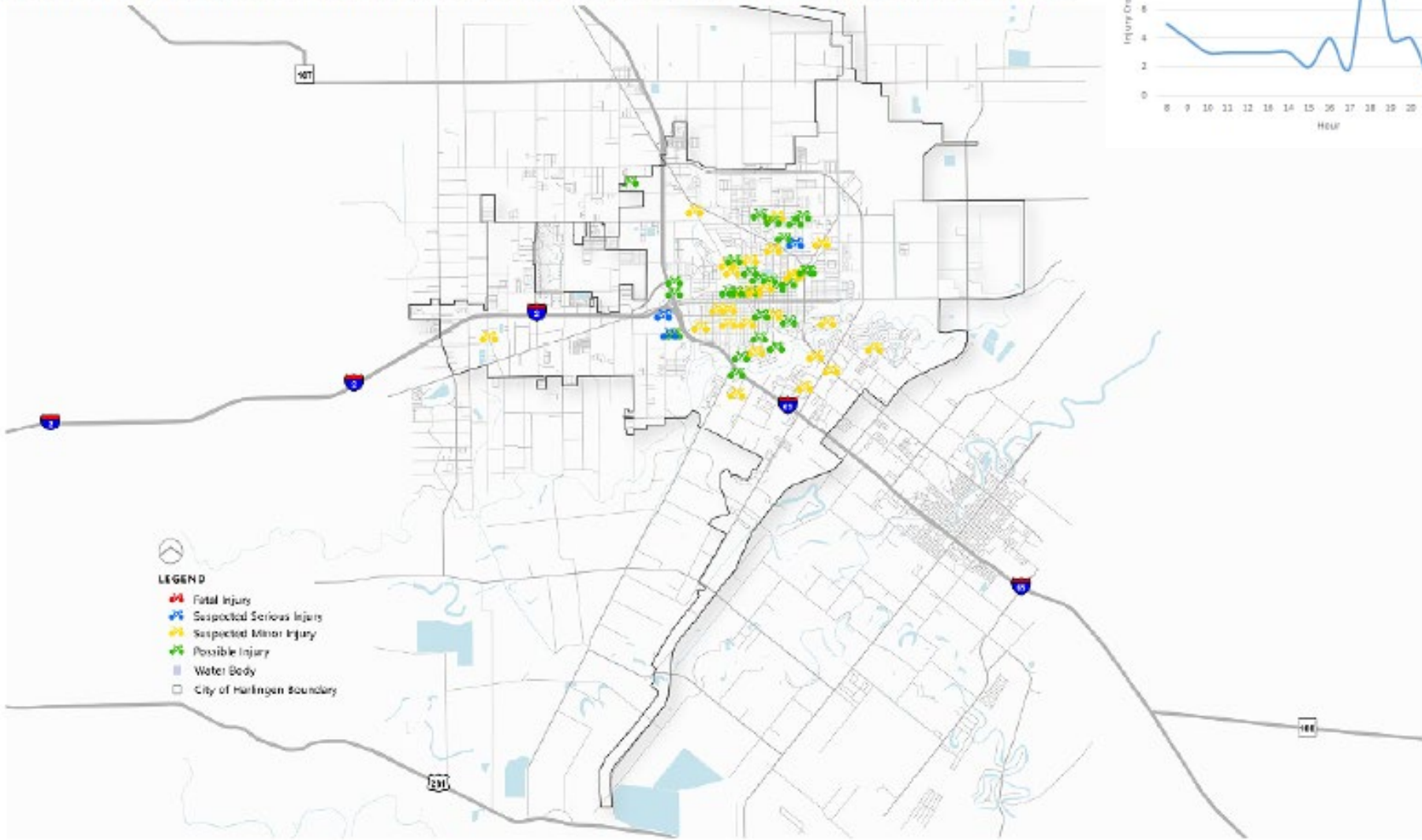
COLLISIONS BY SEVERITY

	COLLISIONS	
FATAL INJURY	10	1%
SERIOUS INJURY	55	1%
MINOR INJURY	406	6%
POSSIBLE INJURY	1,356	21%
NOT INJURED	4,529	71%
TOTAL	6,356	100%

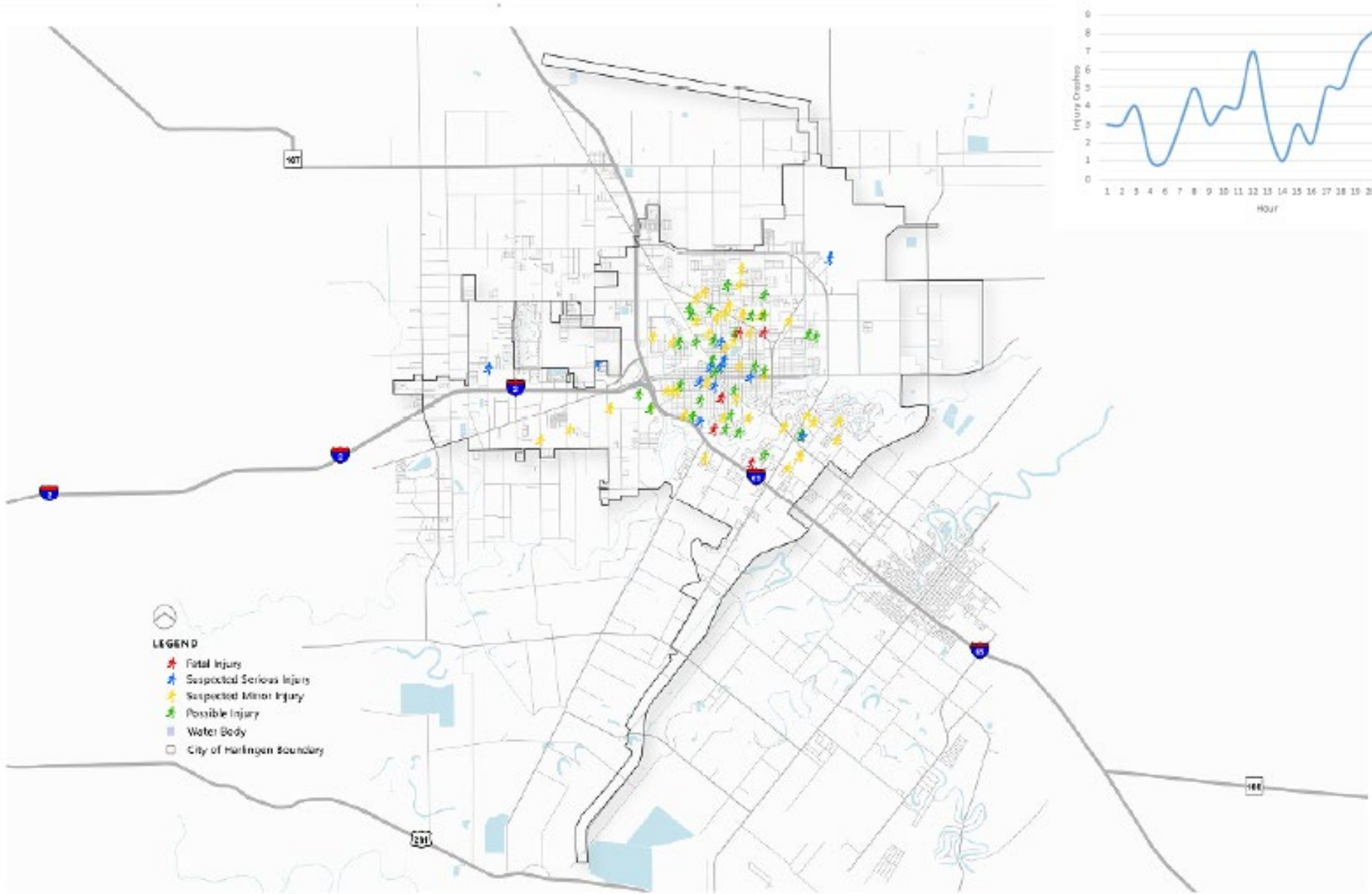
CITY OF HARLINGEN - BICYCLE

The City of Harlingen Pedestrian and Bicycle Collision Map shows clusters of collisions, particularly along major road-ways and intersections. From 2014 to 2023, 145 injury collisions were reported involving pedestrians, bicyclists, or both. . Of those, 5 collisions resulted in fatalities, and 15 collisions resulted in serious injuries. Approximately 11 percent of pedestrian and bicycle collisions occurred from 5 p.m. to 6 p.m., which is the highest for any one-hour period. The common factors for these pedestrian and bicycle collisions generally include violation of Automobile and Pedestrian Right of way, Unsafe Speed, lack of dedicated pedestrian and bicycle infrastructure, and poor visibility or lighting.

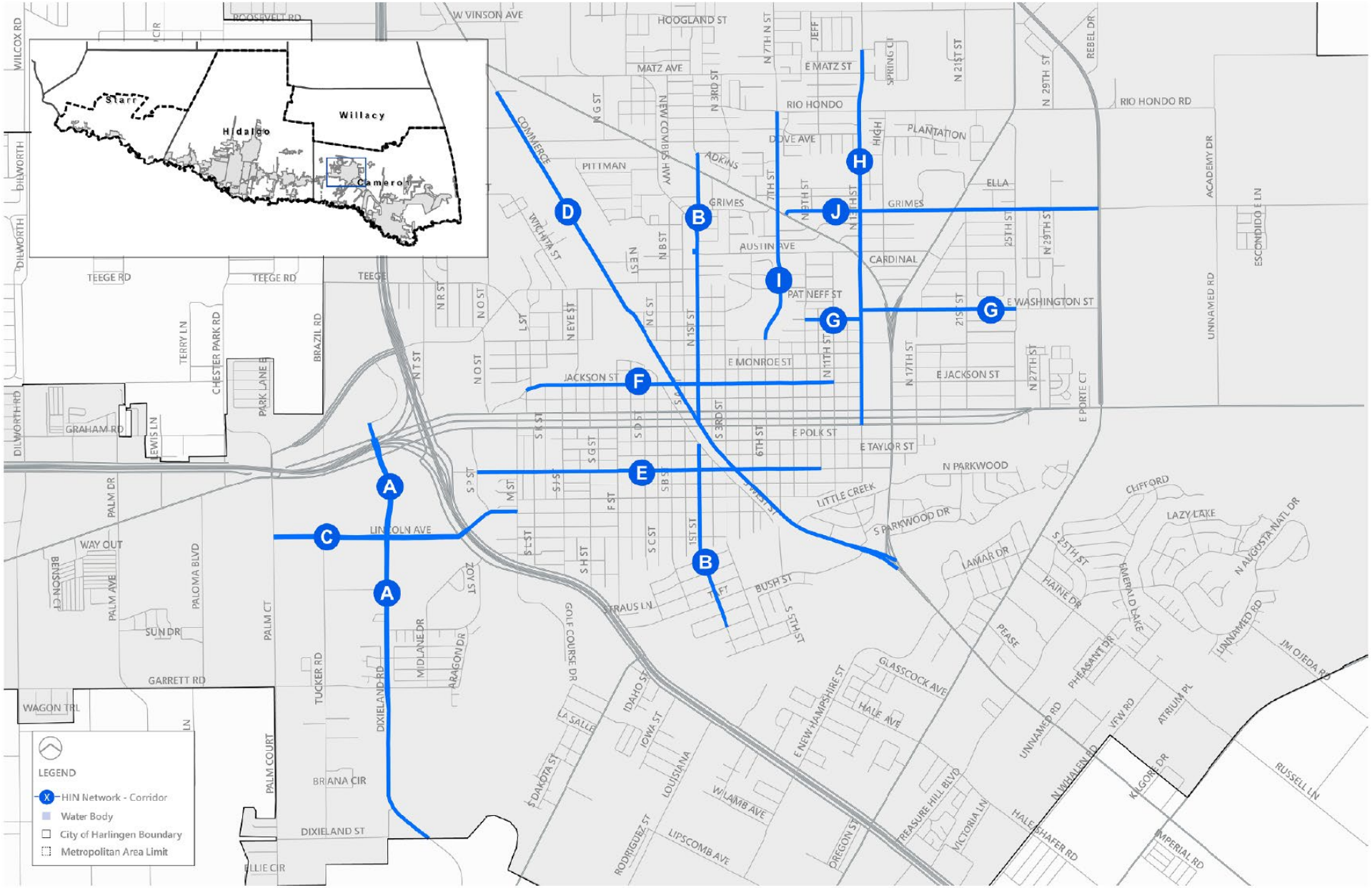




CITY OF HARLINGEN - PEDESTRIAN



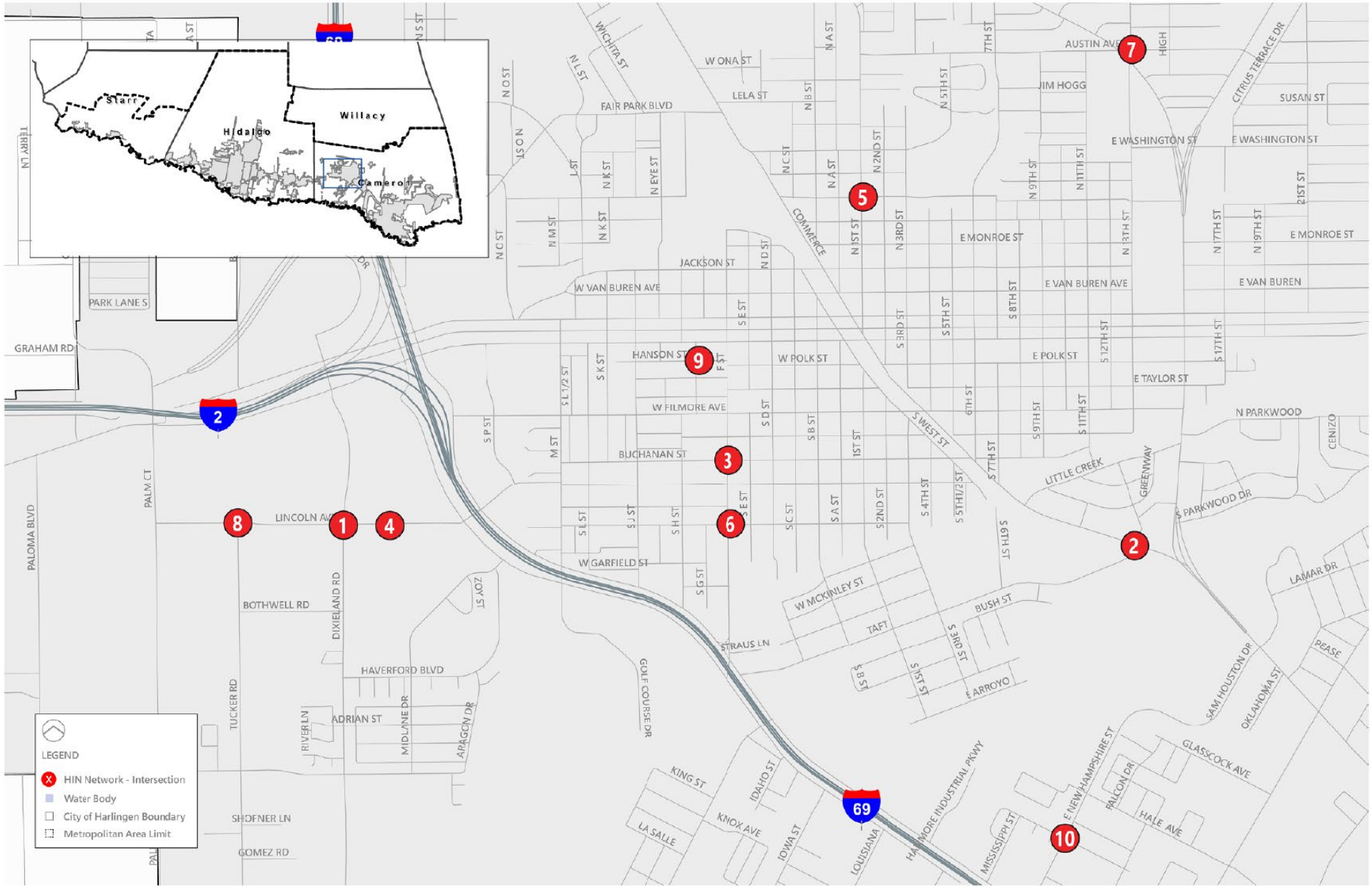
CITY OF HARLINGEN - HIN NETWORK - CORRIDORS



CITY OF HARLINGEN - HIN NETWORK - CORRIDORS

HIN Corridor										
HIN Rank	City Name	Primary Streets	Start Limit	Stop Limit	Total Collisions	Fatal	Major Injury	Minor Injury	Possible Injury	Risk Points
A	Harlingen	Dixieland St	Co Rd 1479 (Rangerville Rd)	Bass Pro Dr	30		1	2	27	34
B	Harlingen	1st St	E Harding Ave	McGregor St	20	1	1	7	11	31
C	Harlingen	Lincoln St	S Palm Court Dr	S M St	25			4	21	29
D	Harlingen	Commerce St	US Hwy 77 Bus	Marjory Ave	19		1	3	15	24
E	Harlingen	Filmore Ave	S P St	S 10th St	14			4	10	18
F	Harlingen	Jackson Ave	S L St	N 11th St	9		1	2	6	13
G	Harlingen	E Washington Ave	N 9th St	N 25th St	9			3	6	12
H	Harlingen	13th St	E Tyler Ave	Summerfield Ln	10			2	8	12
I	Harlingen	N 7th St	W Jefferson Ave	E Davis St	6		1	4	1	12
J	Harlingen	E Grimes St	US Hwy 77 Bus	S Loop 499 (N Ed Carey Dr)	7	1		2	4	11

CITY OF HARLINGEN - HIN NETWORK - INTERSECTIONS



CITY OF HARLINGEN - HIN NETWORK - INTERSECTIONS

HIN Intersections										
HIN Rank	County Name	City Name	Primary Streets	Secondary Streets	Total Collisions	Fatal	Major Injury	Minor Injury	Possible Injury	Risk Points
1	Cameron	Harlingen	W Lincoln St	Dixieland Rd	55		2	7	46	66
2	Cameron	Harlingen	E Taft Ave	S Commerce St	29		1	5	23	36
3	Cameron	Harlingen	W Buchanan St	S F St	26		1	3	22	31
4	Cameron	Harlingen	W Lincoln St	IHOP Exit	21		1	5	15	28
5	Cameron	Harlingen	E Jefferson Ave	N 1st St	21			7	14	28
6	Cameron	Harlingen	W Grant Ave	S F St	17			6	11	23
7	Cameron	Harlingen	E Austin Ave	N 13th St	15	1		2	12	19
8	Cameron	Harlingen	Tucker Rd	W Lincoln St	12		1	3	8	17
9	Cameron	Harlingen	W Hanson St	S G St	15			2	13	17
10	Cameron	Harlingen	Arroyo Vista Ct	E New Hampshire St	11			5	6	16

Questions?

Other Items……

- TAC Final Update

  March 2025

Thank You.

V. Presentation & Reports

E. Announcement State Transportation Alternatives Project Call

☐ **Action** ☑ **Information**

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

Summary: This informational item brings to the TAC's attention the upcoming workshops hosted by TxDOT (Texas Department of Transportation) regarding their project call process. These workshops aim to inform local governments (LGs) about project call requirements and answer any questions they may have.

• Workshops: TxDOT is offering both in-person and virtual workshops to provide guidance on the project call process.
• In-Person Workshop:
- January 23, 2025 (9:00 AM - 12:00 PM)
-TxDOT Pharr District Office Conference Center, 600 W. US 83 Expressway, Pharr, TX 78577
• Virtual Workshop:
-January 6, 2025 (1:00 PM - 4:00 PM)

TxDOT 2025 TA Project Sponsor Workshops

On January 3, 2025 TxDOT will announce its 2025 Transportation Alternatives (TA) Call for Projects. This Call for Projects provides funding for a variety of alternative transportation projects, including:

1. Bicycle infrastructure improvements
2. Shared use paths
3. Sidewalk improvements
4. Infrastructure-related projects to improve safety for non-motorized transportation
5. Construction or installation projects to enhance bicycle and pedestrian infrastructure requiring little or no design
6. Development of Active Transportation Planning Documents

Please join Texas Department of Transportation (TxDOT) for a project sponsor workshop on the upcoming 2025 TA Call for Projects. Information will be provided on how local governments or other eligible project sponsors can utilize this opportunity to seek funding for pedestrian and bicycle infrastructure improvements, and planning. Attached is a sample workshop agenda.

This Call for Projects features a two-step application process: **Step 1** – a preliminary application with high-level proposed project information to determine eligibility and identify potential project development issues and **Step 2** – a detailed application with more comprehensive project information. The table below summarizes the project categories and funding available. TxDOT's 2025 TA Call for Projects program guide, preliminary application, and preliminary application instructions will be available by January 3, 2025 at https://www.txdot.gov/business/grants-and-funding/bicycle-pedestrian-local-federal-funding-programs.html. The detailed application and detailed application instructions will be available on TxDOT's website prior to Step 2.

Project Category	Eligible Activities	Eligible Population Areas	Local Match[1]	Project Funding
Community-Based	Preliminary Engineering & Construction	Outside of TMA & <200k *or* Inside of TMA & <=50k in population[2]	20%	$250,000 to $5 million per project
Large Scale	Preliminary Engineering & Construction	Any Population Areas	20%	$5 to $25 million per project
Network Enhancements	Construction/installation projects to enhance bike/ped infrastructure with limited or no design and no ROW acquisition			$250,000 minimum for cities <200,000; $1M min otherwise
Non-Infrastructure	Non-motorized planning documents (e.g., Pedestrian or Bike Safety Action Plans)			$100,000 minimum

[1] *Some project sponsors may be eligible for a reduction in local match. See TxDOT 2023 TA Program Guide.*

[2] *Community-Based Infrastructure Project Category projects must be located outside the smoothed 2020 U.S. Census Urbanized Area boundaries 200,000 or greater, identified as Transportation Management Areas (TMAs) or if the project is inside of a TMA be located in a community of 50,000 or less.*

TxDOT 2025 TA Project Sponsor Workshops

Target Audience	Local governments and other project sponsors eligible to apply for funding through TxDOT's 2025 TA Call for Projects.
Registration	No registration required for in-person meetings. Virtual meetings will require online registration. For in-person meetings a courtesy call/email to the District TA Coordinator at the location you wish to attend will allow us to plan accordingly.
Accessible Accommodations	Persons interested in attending a meeting who have special communication or accommodation needs or need an interpreter are encouraged to contact the TxDOT District TA Coordinator at the location you plan to attend (see below). Special communication requests should be made at least 10 business days prior to the meeting. Every reasonable effort will be made to accommodate these needs.
Questions	For questions or additional information, please contact your local TxDOT District TA Coordinator.

Workshop Schedule

Workshops will be hosted throughout the state to provide information and guidance on TxDOT's 2023 TA Call for Projects. Potential project sponsors, consultants, and others interested in the program are invited to attend any scheduled workshop listed below.

January 6, 2025 (1:00PM – 4:00PM)
Virtual Workshop
Click Here to Register
Coordinator: Noah Heath (316) 876-7184

January 10, 2025 (1:00PM – 4:00PM)
TxDOT Tyler District Office
Assembly Room
2709 W Front St.
Coordinator: Gary Rushing (903) 510-9107

January 14, 2025 (9:00AM – 12:00PM)
North Central Texas Council of Governments
Transportation Council Room
616 Six Flags Dr., Centerpoint Two
Arlington, TX 76011
Coordinators: FTW Iftekhar Ali (817) 370-3565
DAL Rachael Twiggs, P.E. (214) 320-6669

January 17, 2025 (9:00AM – 12:00PM)
TxDOT Lubbock District Office,
Mesquite Room
135 E Slaton Hwy.
Lubbock, Texas 79404
Coordinator: Logan Atwood (915) 790-4221

January 21, 2025 (9:00AM – 12:00PM)
TxDOT Austin District Office
Building 7 Auditorium
7901 N Interstate Hwy 35,
Austin, TX 78753
Coordinator: Michelle Meaux (512) 832-7049

January 23, 2025 (9:00AM – 12:00PM)
TxDOT Pharr District Office,
Conference Center
600 W. US 83 Expressway
Pharr, TX 78577
Coordinator: Agustin Ramirez (956) 702-6306

January 24, 2025 (9:00AM – 12:00PM)
Virtual Workshop
Click Here to Register
Coordinator: Noah Heath (316) 876-7184

Texas Department of Transportation

2025 Transportation Alternatives
Call for Projects Workshop
SAMPLE Agenda

DAY, DATE
TxDOT XXXXX District Office (OR OTHER LOCATION)
ROOM/BUILDING
ADDRESS
CITY, TX ZIP
TIME

9:00 a.m. – 9:05 a.m. **Introductions** **TxDOT-DISTRICT**

9:05 a.m. – 9:50 a.m. **TxDOT TA Call for Projects Overview** **TxDOT-PTN**

- TA funding project categories descriptions
- Eligible project activities and sponsors
- Two-step application process (Preliminary and Detailed Applications)
- Call for Projects timeline
- Project evaluation and selection criteria
- Local Match and TDCs

9:50 a.m. – 10:00 a.m. **Break**

10:00 a.m. – 10:45 a.m. **Local Government Projects** **TxDOT-LGP**

- Federal and state requirements
- Advanced Funding Agreement – roles and responsibilities
- Local Government Project Procedures including Risk Assessment
- Professional services procurement and management
- Environmental phase
- Right-of-way and utility relocation phase
- Detailed design phase
- Construction letting phase (local government vs TxDOT)
- Construction and project closeout phase (local government vs TxDOT)

10:45 a.m. – 11:30 a.m. **Best Practices for Project Applications** **TxDOT-DISTRICT/PTN**

- Design details
- Maps, exhibits, and photographs
- Planning and public support
- Budget considerations
- Project readiness

11:30 a.m. – 12:00 p.m. **Question and Answer** **TxDOT STAFF**

SAMPLE

V. Presentation & Reports

F. TxDOT Letting Report

☐ Action ☑ Information

Presenter: TxDOT Pharr District TP&D Staff

January 9, 2024

TxDOT Monthly Letting Update

(Projects within Rio Grande Valley MPO Area)

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	$1,619,082 / $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

PROJECTS TO BE LET IN May 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – West Rail Trail - Amenities *0921-06-350*	CAM	Palm Blvd to IH-69E SB Frontage Rd W of Old Alice Rd.	Purchase/Installation of Amenities @ Former Rail line	$1,276,360 / $0.00	CAT 3 & 9
LL – Freddy Gonzalez Hike & Bike Trail *0921-02-497*	HID	Freddy Gonzalez Dr and Closner Blvd to 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 *0921-06-351*	CAM	SH 100 & Roy St to Arturo Galvan Coast Park Entrance	Construct and Extend Trail, ADA Ramps & Bus Stop Improvements	$756,662 / $0.00	CAT 3 & 9
Old Alice Rd *0921-06-290*	CAM	Sport Park Blvd to SH 100	Widen from 2 Lane to 4 Lane Urban Roadway	$33,331,939 / $0.00	CAT 3 & 7

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

January 9, 2024

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 *0921-06-370*	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 *0528-01-118*	HID	SH 495 to FM 1924	Widen from 4 Lane to 6 Lane with Raised Median	$36,807,789 / $0.00	CAT 2
SL 195 (Phase I) *3632-01-001*	STR	New Location, FM 3167 to FM 755	Construct Rio Grande City/Roma Relief Route	$75,583,489 / $0.00	CAT 2, 4, 11 & 12
PR 100 *0331-04-074*	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 *0921-06-289*	CAM	La Posada Dr to Alamada Dr/Monsees Rd	Construct Bike Lane/Sharrow with Improved Sidewalks	$936,994 / $0.00	CAT 3 & 10

PROJECTS TO BE LET IN October 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
FM 676 *1064-01-027*	HID	SH 107 to Taylor Rd	Widen from 2 Lane to 4 Lane with left turn lane	$33,906,232 / $0.00	CAT 2 & 10

NO PROJECT TO BE LET IN November & December 2025

PROJECTS TO BE LET IN January 2026

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
US 281 *0220-04-050*	CAM	FM 732 to .5 Miles West of FM 1577	Widen from 2 to 4 Lane Rural	$23,457,807 / $0.00	CAT 2 & 10
Various *0921-06-334*	CAM	220 ft N of Alvarez St, along canal to 56 ft S of Huisache St	Construct Hike and Bike (Los Fresnos Hike and Bike Trail)	$3,087,642 / $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)

V. Presentation & Reports

G. Hidalgo County RMA Project Status Report

☐ Action ☑ Information

Presenter: Ramon Navarro, Hidalgo County RMA Chief Construction Engineer

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD OF DIRECTORS MEETING
DECEMBER 2024



HCRMA Board of Directors

Robert L. Lozano, Chairman

Ezequiel Reyna, Jr., Vice Chairman

Juan Carlos Del Angel, Secretary / Treasurer

Sergio Saenz, Director

Francisco "Frank" Pardo, Director

Michael J. Williamson, Director

HCRMA Administrative Staff

Pilar Rodriguez, PE, Executive Director

Ramon Navarro IV, PE, CFM, Chief Constr. Eng.

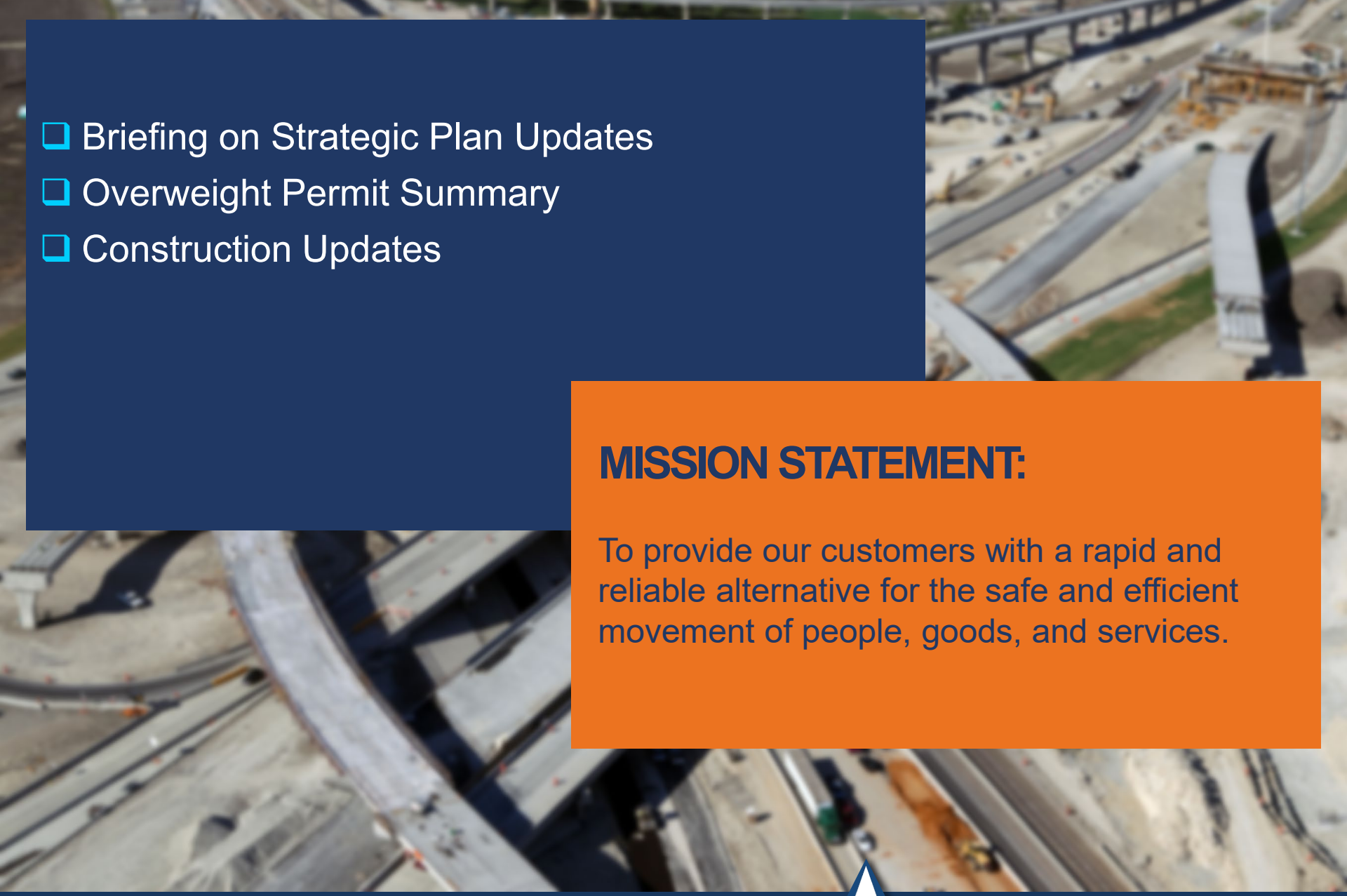
Ruben Alfaro, PE, Development Eng.

Celia Gaona, CIA, Chief Auditor/Compliance Off.

Jose Castillo, Chief Financial Off.

General Engineering Consultant

HDR Engineering, INC.



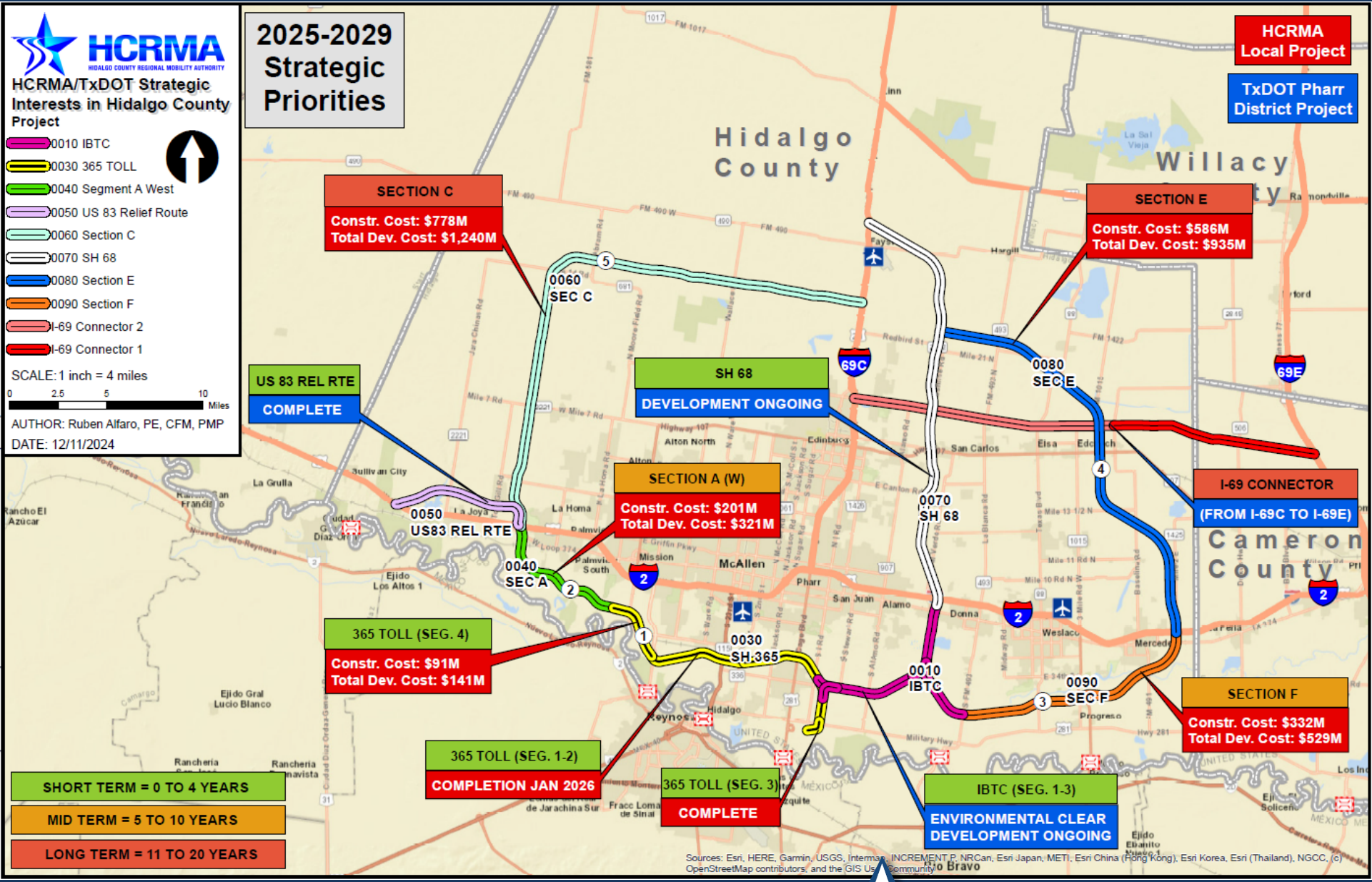
- Briefing on Strategic Plan Updates
- Overweight Permit Summary
- Construction Updates

MISSION STATEMENT:

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

Strategic Plan Updates

- Strategic Plan Workshop (10-22-24)
  - Define Priorities
- Strategic Plan Refinement (10-22-24 to 11-19-24)
  - Implement boards input
  - Include backup data for priorities
  - Include development milestones
  - Include estimated letting dates
- Strategic plan Workshop (11-19-24)
  - Implement boards input
- Strategic Plan Adoption (December board meeting)



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IBTC UPDATES

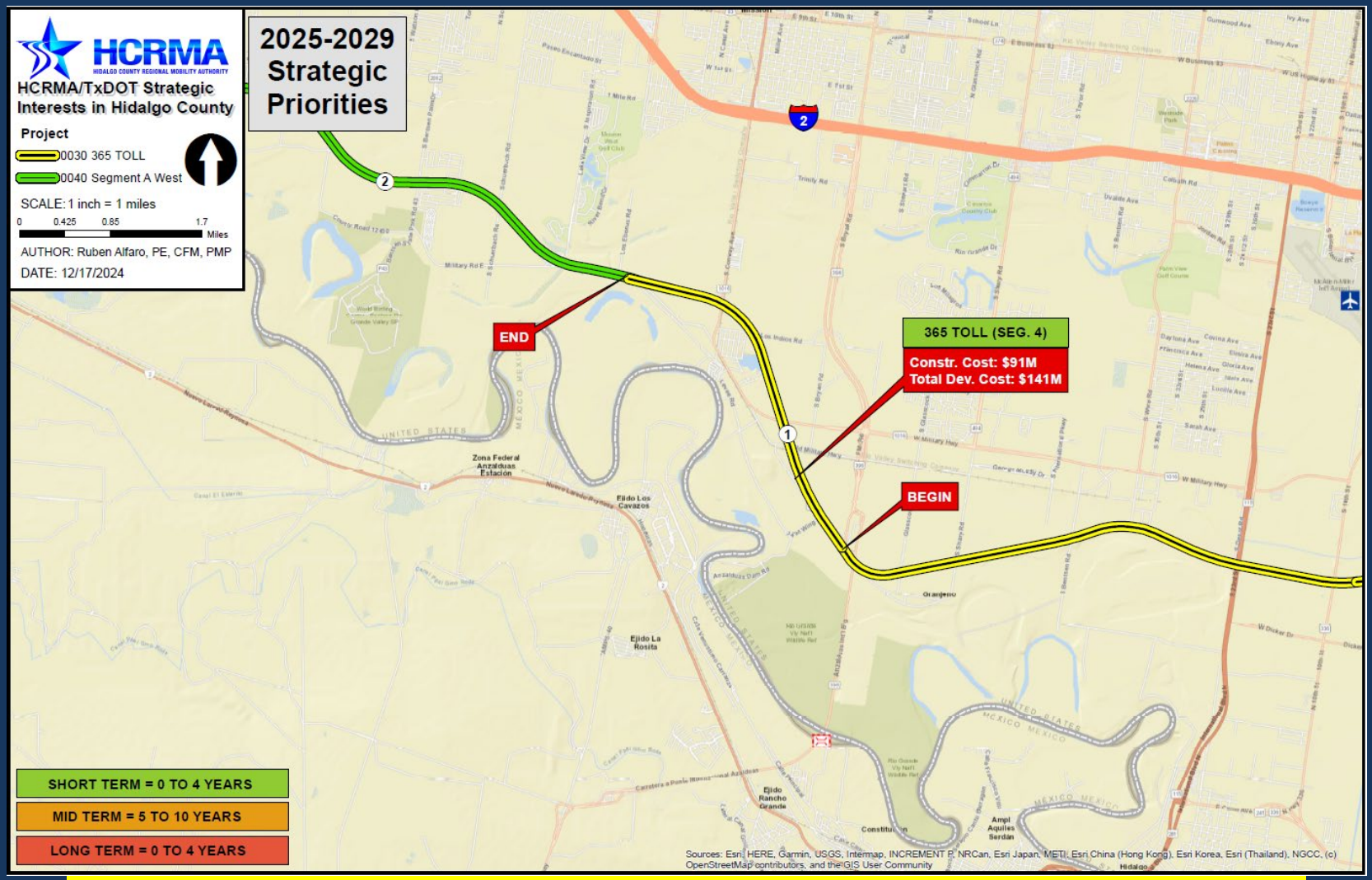
- Environmental Clearance achieved
- Schematic Approved
- Successfully transitioned project to TxDOT
- Fully funded for construction by TxDOT
- PS&E Contract to be executed December 2024

I-69 CONNECTOR UPDATES

- TxDOT Public Scoping meeting tentatively scheduled for January 2025.
- TxDOT funded schematic in progress.
- TxDOT funded environmental phase in progress.

SH 68 UPDATES

- TxDOT is in the final stages of environmental phase. Expected to be environmentally clear by summer 2025 (ROD).
- Schematic design in progress by TxDOT (95% complete).



365 TOLL SEGMENT 4

365 TOLL SEGMENT 4

PROJECT LIMITS:

FROM: FM 1016/CONWAY AVE.

TO: FM 396/ANZALDUAS HIGHWAY

LENGTH: 3.47 MILES

ESTIMATED COST: $140,681,600.00

PROPOSED LETTING DATE: FY 2029

NEXT STEPS:

- ENVIRONMENTAL REFRESHER
- ROW ACQUISITION
- PS&E DEVELOPMENT

CHALLENGES:

- FUNDING TBD

COST BREAKDOWN:

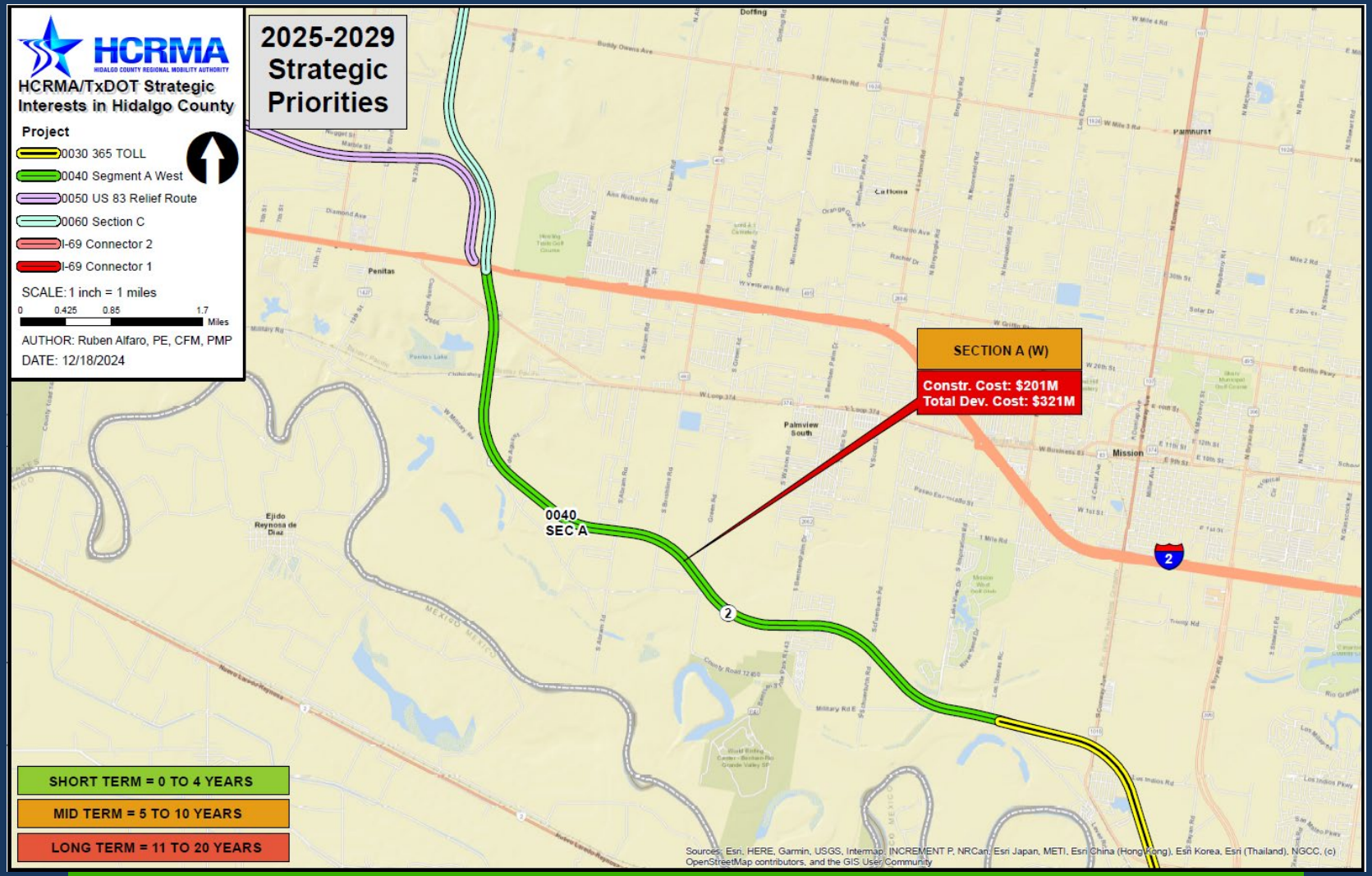
MANAGEMENT SUPPORT	$1,353,300.00
PRELIMINARY ENGINEERING	$1,353,300.00
FINAL DESIGN	$6,315,400.00
ROW ACQUISITION	$25,200,000.00
UTILITY RELOCATION	$4,511,000.00
CONSTRUCTION	$94,731,000.00
CONSTRUCTION MANAGEMENT	$7,217,600.00
TOTAL DEVELOPMENT COST	$140,681,600.00

PROPOSED FUNDING:

- TOLL REVENUE BONDS

PRIORITY

1



SECTION A (WEST)

SECTION A (WEST)

PROJECT LIMITS:

FROM: I-2, 0.8 MILES WEST OF SHOWERS RD.

TO: FM 1016/CONWAY AVE.

LENGTH: 7.73 MILES

ESTIMATED COST: $320,538,700.00

PROPOSED LETTING DATE: FY 2033

NEXT STEPS:

- EXECUTE ENVIRONMENTAL CLEARANCE CONTRACT AND BEGIN PROCESS
- DEFINE FINAL ROUTE AS PART OF PROCESS

CHALLENGES:

- CURRENT ROUTE PRESENTS SEVERAL RESIDENTIAL DISPLACEMENTS
- CURRENT ROUTE TRAVERSES FEDERALLY PROTECTED LAND

COST BREAKDOWN:

MANAGEMENT SUPPORT	$3,014,700.00
PRELIMINARY ENGINEERING	$10,049,000.00
FINAL DESIGN	$14,068,600.00
ROW ACQUISITION	$56,250,000.00
UTILITY RELOCATION	$10,049,000.00
CONSTRUCTION	$211,029,000.00
CONSTRUCTION MANAGEMENT	$16,078,400.00
TOTAL DEVELOPMENT COST	$320,538,700.00

PROPOSED FUNDING:

- TOLL REVENUE BONDS

PRIORITY

2

Specialized Overweight Permits

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

Permit Information

The Hidalgo County Regional Mobility Authority (HCRMA) administers the overweight permit corridor system for the Hidalgo County. Overweight permits issued through the HCRMA are only valid for destinations originating from the following points of entry:

- Anzalduas Bridge
- Pharr-Reynosa Bridge
- Donna-Rio Bravo Bridge
- Progresso Bridge

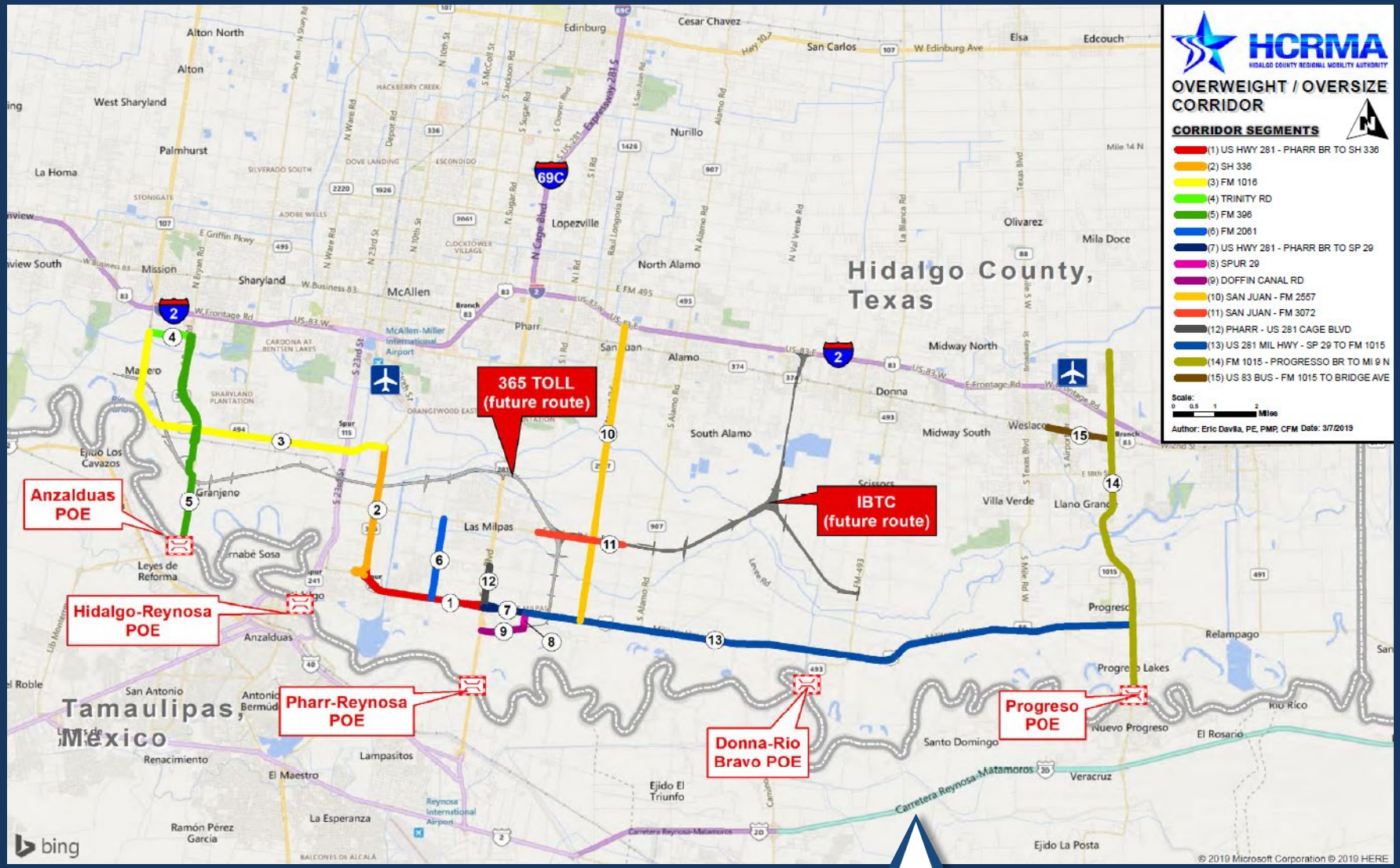
Or for movement on the following roads:

- (1) U.S. Highway 281 between its intersection with Pharr-Reynosa International Bridge and its intersection with State Highway 336.
- (2) State Highway 336 between its intersection with U.S. Highway 281 and its intersection with Farm-to-Market Road 1016.
- (3) Farm-to-Market Road 1016 between its intersection with State Highway 336 and its intersection with Trinity Road.
- (4) Trinity Road between its intersection with Farm-to-Market Road 1016 and its intersection with Farm-to-Market Road 396.
- (5) Farm-to-Market Road 396 between its intersection with Trinity Road and its intersection with the Anzalduas International Bridge.
- (6) Farm-to-Market Road 2061 between its intersection with Farm-to-Market Road 3072 and its intersection with U.S. Highway 281.
- (7) U.S. Highway 281 between its intersection with the Pharr-Reynosa International Bridge and its intersection with Spur 29.
- (8) Spur 29 between its intersection with U.S.Highway 281 and its intersection with Doffin Canal Road.
- (9) Doffin Canal Road between its intersection with the Pharr-Reynosa International Bridge and its intersection with Spur 29.
- (10) FM 2557 (Stewart Road) from US 281/Military Highway to Interstate 2 (US 83).
- (11) FM 3072 (Dicker Road) from Veterans Boulevard ('I' Road) to Cesar Chavez Road.
- (12) US 281 (Cage Boulevard) from US 281/Military Highway to Anaya Road.
- (13) US 281/Military Highway from Spur 29 to FM 1015.
- (14) Farm to Market 1015 - Progresso International Bridge to Mile 9 North.
- (15) US 83 Business - Farm to Market 1015 to South Bridge Avenue.
- (16) Doffing Road from the BSIF Exit at Spur 29 south and then east a distance of 0.8 miles.

The gross weight of cargo and equipment shall not exceed the allowable permittable axle load, the Mexican Legal Weight Limit or 125,000 lbs, whichever is less, and the dimensions of the load and vehicle shall not exceed 12ft wide, 16ft high, or 110ft long.

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OVERWEIGHT / OVERSIZE CORRIDOR SEGMENTS MAP



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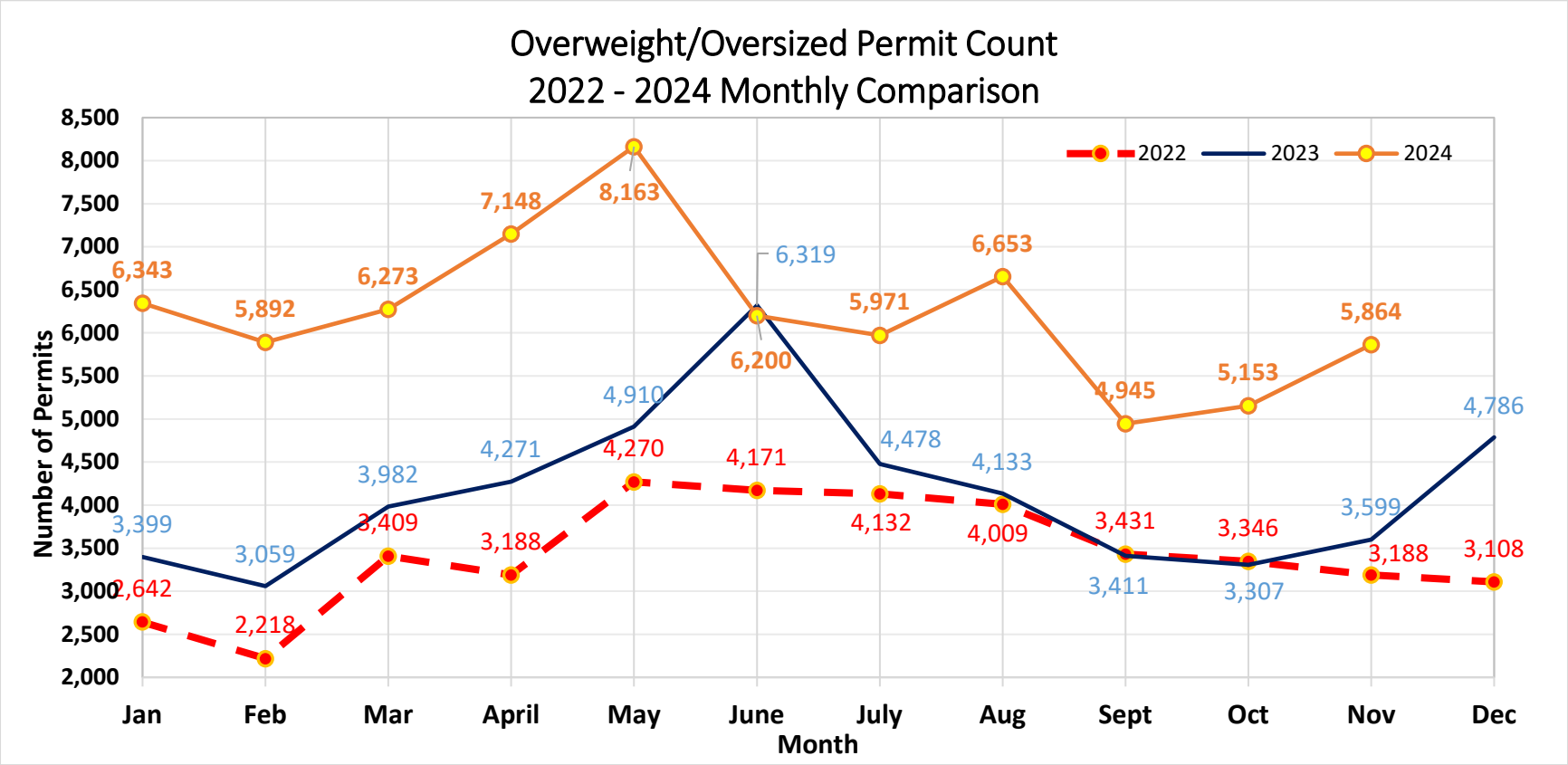
Monthly Overweight Report: November 1, 2024 – November 30, 2024

Total Permits Issued:		**5,864**
Total Amount Collected:	**$**	**1,200,736**
■ **Convenience Fees:**	**$**	**27,936**
■ **Total Permit Fees:**	**$**	**1,172,800**
– Pro Miles:	$	17,592
– TxDOT (On system):	$	983,100
– Local (Off system):	$	13,780
– HCRMA:	$	158,328

*Effective November 13, 2017, permit fee increased from $80 to $200

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Latest 3-Years monthly permit Comparison



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YEARLY OVERWEIGHT REPORT:
January 1, 2024 – November 30, 2024

Total Permits Issued:		**68,605**
Total Amount Collected:	**$**	**14,022,614**
■ **Convenience Fees:**	**$**	**301,614**
■ **Total Permit Fees:**	**$**	**13,721,000**
– Pro Miles:	$	205,815
– TxDOT (On system):	$	11,630,794
– Local (Off system):	$	32,056
– HCRMA:	$	1,852,335

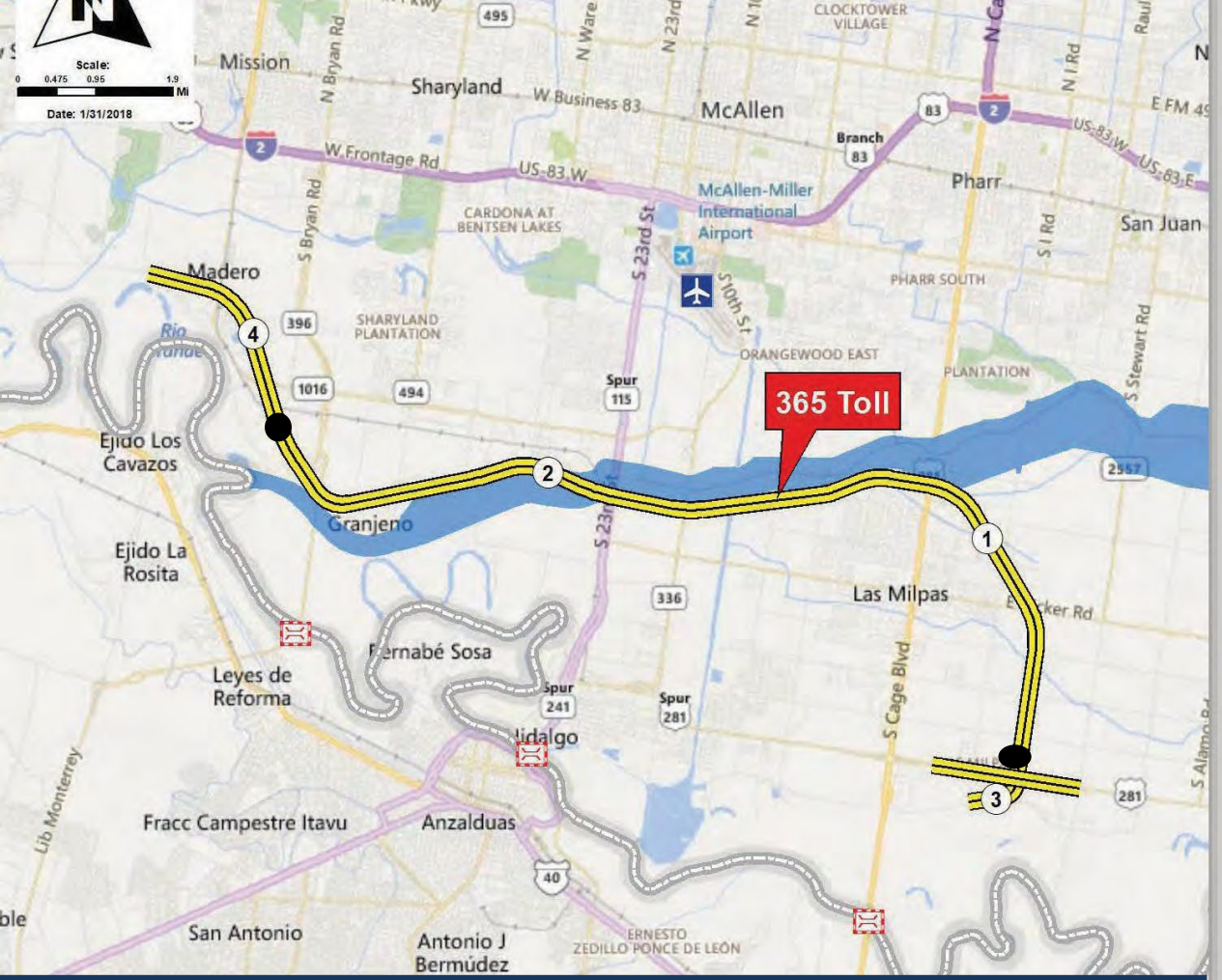
*Effective November 13, 2017, permit fee increased from $80 to $200

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Accumulated Overweight Report: January 1, 2014 – November 30, 2024

Total Permits Issued:		**383,313**
Total Amount Collected:	**$**	**68,234,560.00**
■ **Convenience Fees:**	**$**	**1,355,760.00**
■ **Total Permit Fees:**	**$**	**66,878,800.00**
– Pro Miles:	$	1,140,639.00
– TxDOT (On system):	$	56,814,924.00
– Local (Off system):	$	32,056.35
– HCRMA:	$	8,891,181.00

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

365 TOLL

HCRMA

MAJOR MILESTONES:

NEPA CLEARANCE
07/03/2015

PH 1: 365 SEG. 3

LET: 08/2015
COMPLETED

PH 2: 365 TOLL SEGS. 1 & 2

LET: 11/2021

OPEN: 01/2026

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INDEX DATA
SHEET ON PAGE 2

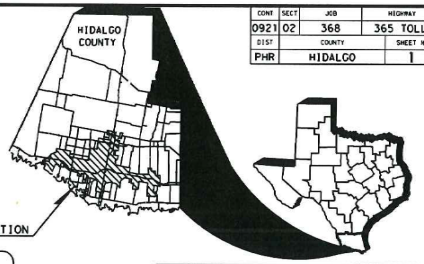
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

PLANS OF PROPOSED ROADWAY IMPROVEMENT

FEDERAL AID PROJECT NO. DMO 2013 (420)

365 TOLL

CONT	SECT	JOB	HIGHWAY
0921	02	368	365 TOLL
DIST	COUNTY		SHEET NO.
PHR	HIDALGO		1



LEVEE RELOCATION:
12,232.62 FT = 2.32 Mi.

PROJECT LENGTH:
ROADWAY: 58,504.54 FT = 11.08 Mi.
BRIDGE: 6,042.00 FT = 1.14 Mi.
TOTAL: 64,546.54 FT = 12.22 Mi.

LIMITS:
FROM: FM 396 (ANZALDUAS HWY) & GSA CONNECTOR
TO: US 281 (MILITARY HIGHWAY)

CONSTRUCTION OF

A NEW ROADWAY CONSISTING OF GRADING, FLEXIBLE BASE, LIME TREATED SUBGRADE, ASPHALTIC CONCRETE PAVEMENT, CRCP, RETAINING WALLS, CULVERTS, IRRIGATION STRUCTURES, BRIDGE STRUCTURES, TRAFFIC SIGNALS, ILLUMINATION, SIGNING, PAVEMENT MARKINGS, TOLL GANTRIES, TOLL EQUIPMENT, FIBER OPTIC NETWORK, CCTV CAMERAS, VEHICLE DETECTION SYSTEM, BLUETOOTH, DYNAMIC MESSAGE SIGNS, WIRELESS ANTENNAS, ITS POLES, ITS CABINETS, GROUND BOXES, CONDUITS, AND LEVEE RELOCATION



SCALE: 1"=2 MI.

FINAL PLAN DATA :

FINAL CONTRACT PRICE: _____
CONTRACTORS NAME: _____
CONTRACTORS ADDRESS: _____
LETTING DATE: _____
DATE WORK BEGAN: _____
DATE WORK COMPLETED: _____
DATE OF ACCEPTANCE: _____

CHANGE ORDERS & SUPP. AGREEMENTS :

ALL CONSTRUCTION WORK WAS PERFORMED IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS AND CONTRACT. ALL PROPOSED CONSTRUCTION WAS COMPLETED UNLESS OTHERWISE NOTED.

	ROADWAY OF INCIDENTAL CONSTRUCTION	BEGIN INCIDENTAL CONSTRUCTION	END INCIDENTAL CONSTRUCTION
1	365 TOLL EB FRTG RD	STA 20639+85.55	STA 20650+06.81
2	GSA CONNECTOR	STA 105+59	STA 120+62
3	FM 494 (SHARY RD)	STA 139+25	STA 153+43
4	SP 115 (23rd ST)	STA 226+30	STA 236+22.93
5	McCOLL ROAD	STA 29+50	STA 51+50
6	FM 2061 (JACKSON RD)	STA 12+00	STA 22+72
7	US 281 (CAGE RD)	STA 12+00	STA 21+32
8	FM 3072 (DICKER RD)	STA 12+60	STA 29+86
9	ANAYA ROAD	STA 17+80	STA 27+40
10	HI-LINE ROAD	STA 27+40	STA 17+80
11	US 281 (MILITARY RD)	STA 10100+00	STA 10227+00
12	BSIF CONNECTOR	STA 1302+18	STA 1338+00

LOCAL ENTITIES

HIDALGO COUNTY — CONCURRENCE : — DATE : — NAME — TITLE
HIDALGO COUNTY DRAINAGE DISTRICT NO. 1 — CONCURRENCE : — DATE : — NAME — TITLE
CITY OF MISSION — CONCURRENCE : — DATE : — NAME — TITLE
CITY OF GRANJENO — CONCURRENCE : — DATE : — NAME — TITLE
CITY OF MCALLEN — CONCURRENCE : — DATE : — NAME — TITLE
CITY OF PHARR — CONCURRENCE : — DATE : — NAME — TITLE
CITY OF SAN JUAN — CONCURRENCE : — DATE : — NAME — TITLE
I.B.W.C. — CONCURRENCE : — DATE : — NAME — TITLE
HCID NO. 2 IRRIGATION DISTRICT — CONCURRENCE : — DATE : — NAME — TITLE
HCID NO. 19 IRRIGATION DISTRICT — CONCURRENCE : — DATE : — NAME — TITLE
H.C.W.C. & I. D. No. 3 — CONCURRENCE : — DATE : — NAME — TITLE

APPROVED FOR LETTING : — HCRMA, CHAIRMAN
APPROVED FOR LETTING : 6-20-17 — HCRMA, EXECUTIVE DIRECTOR
APPROVED FOR LETTING : 6/20/17 — HCRMA, CHIEF CONSTRUCTION ENGINEER
APPROVED FOR LETTING : 6/20/17 — HCRMA, CHIEF DEVELOPMENT ENGINEER
APPROVED FOR LETTING : — TxDOT, DISTRICT ENGINEER
SUBMITTED FOR LETTING : 6/14/17 — DANNENBAUM ENGINEERING, PROGRAM MANAGER
SUBMITTED FOR LETTING : 6/14/17 — L&G ENGINEERING, PROJECT MANAGER
SUBMITTED FOR LETTING : 6/15/17 — S&B INFRASTRUCTURE, PROJECT MANAGER
SUBMITTED FOR LETTING : 6/14/17 — TEDSI INFRASTRUCTURE GROUP, PROJECT MANAGER

HCRMA
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PROGRAM MANAGEMENT CONSULTANT
DANNENBAUM ENGINEERING CORPORATION
T.B.P.E. FIRM REGISTRATION #392
1199 NOLANA LOOP, STE 208 MCALLEN, TX 78504 (956) 682-3677

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

S&B INFRASTRUCTURE, LTD.
TEXAS BOARD OF PROFESSIONAL ENGINEERS #: F-1592

TEDSI INFRASTRUCTURE GROUP
Consulting Engineers
TBPE F-266

PROJECT DATA

DESIGN SPEED:

MAINLANES	- 70 MPH
FRONTAGE ROADS	- 50 MPH
RAMPS	- 50 MPH
GSA CONNECTOR	- 45 MPH
GLASSCOCK ROAD	- 30 MPH
FM 494 (SHARY RD)	- 55 MPH
WARE ROAD	- 30 MPH
SP 115 (23RD ST)	- 55 MPH
SH 336 (10TH ST)	- 60 MPH
McCOLL ROAD	- 50 MPH
FM 2061 (JACKSON RD)	- 55 MPH
US 281 (CAGE BLVD)	- 55 MPH
FM 3072 (DICKER RD)	- 55 MPH
ANAYA ROAD	- 30 MPH
Hi-line	- 45 MPH

RAILROAD CROSSINGS: NONE

EQUATIONS:
STA 1080+25.77 BK =
STA 1080+00.00 AH

EXCEPTIONS: NONE

FUNCTION CLASS:
PRINCIPAL ARTERIAL (FREEWAY)

BRIDGE:
TOTAL = 23 BRIDGES
(SEE INDEX SHEET FOR DETAILS)

TDLR INSPECTION SHALL NOT BE REQUIRED

REGISTERED ACCESSIBILITY SPECIALIST (RAS) INSPECTION REQUIRED.

TDLR No. EABPRJ _____

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION ON NOVEMBER 1, 2014 AND SPECIFICATION ITEMS LISTED AND DATED AS FOLLOWS SHALL GOVERN ON THIS PROJECT. REQUIRED CONTRACT PROVISIONS FOR FEDERAL-AID CONSTRUCTION CONTRACTS (FORM FHWA 1273, MARCH 2012) .

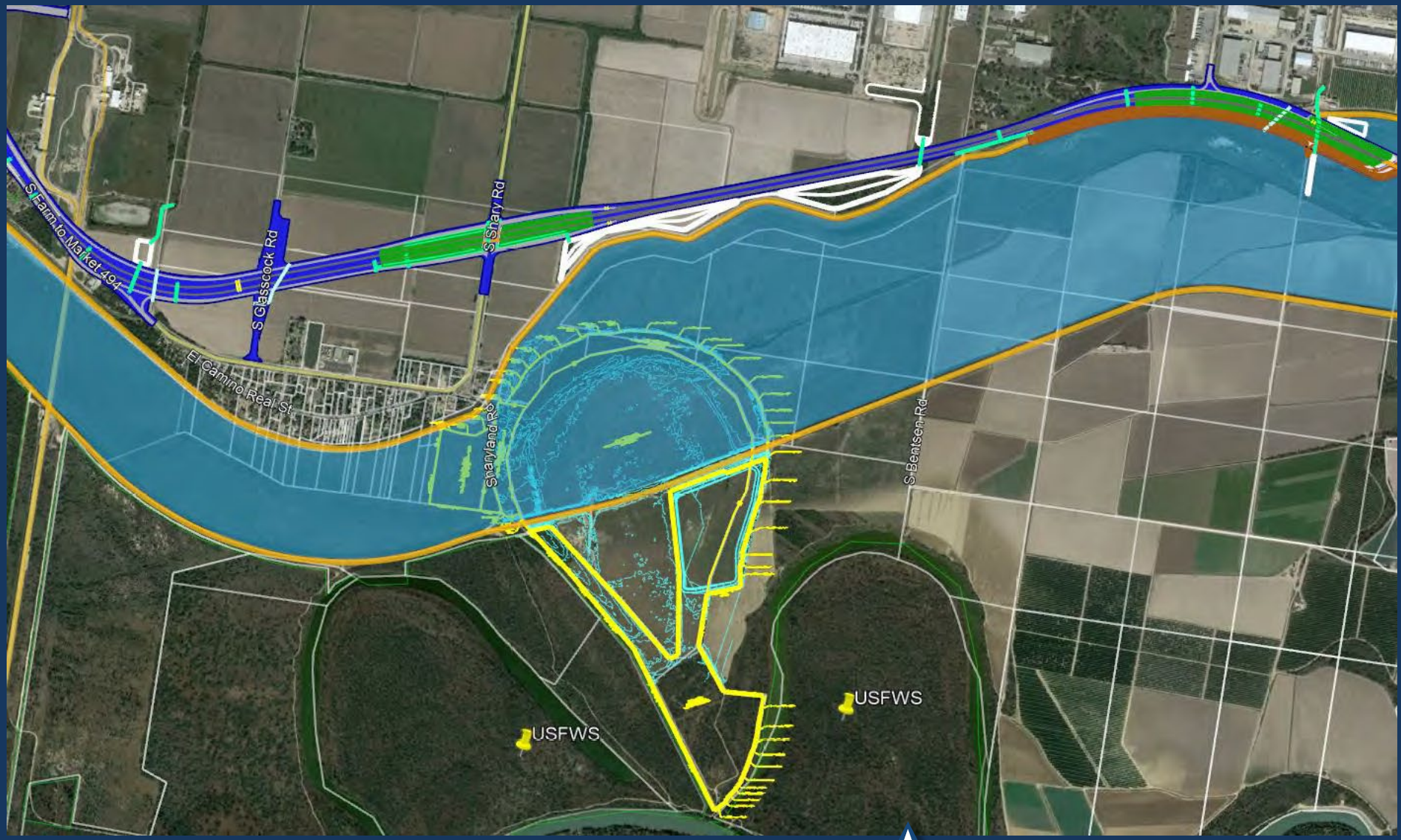
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COUNTY HIDALGO PROJ. NO.
HWY. NO. 365 TOLL LETTING DATE
DATE ACCEPTED

365 TOLL

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WETLAND MITIGATION SITE



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Memo

Date:	Monday, September 09, 2024
Project:	Granjeno Wetland Mitigation Project
To:	Eric S. Anderson, MitRes Services, LLC
CC:	Ramon Navarro, Pilar Rodriguez, Eric Slusser
From:	Samuel Saldivar, Jr., P.E., GEC Project Manager
Subject:	Construction Notice-to-Proceed

This memo serves as MitRes Services, LLC's (Contractor) formal notice-to-proceed with the construction of the proposed Granjeno Wetland Mitigation site improvements (Project) in Granjeno, Texas pursuant to the Agreement executed on August 13, 2024 by the Hidalgo County Regional Mobility Authority, as amended. The Project's work is subject to and shall be in compliance with USACE Individual Permit No. SWG=2013-00175.

The work under this contract shall be substantially completed within one hundred and fifty calendar days January 15, 2025 and commence within thirty days of this notice-to-proceed. After Substantial Completion, **Contractor** will be allowed up to an additional thirty days for Final Acceptance. All Improvements must be final accepted by February 14, 2025. Working days will be charged Sunday through Saturday, including all holidays [with exception of: New Year's Day (January 1st); Independence Day (July 4th); Labor Day (1st Monday in the month of September); Thanksgiving Day and day after (4th Thursday and Friday in the month of November); and Christmas Eve and Day (December 24th and 25th)], regardless of weather conditions, material availability, or other conditions not under the control of the Contractor, except as expressly provided for in the Contract. If Contractor fails to complete the work on or before the contract time, **Contractor** agrees to pay the Authority $1,000 per day as liquidated damages to cover losses, expenses, and damages of the Authority for every Calendar Day which the Contractor fails to achieve Substantial Completion of the Project.

Contractor shall provide proper security for the Project and shall take reasonable precautions and provide protection to prevent damage, injury, or loss to the work, materials, and equipment to be incorporated therein, as well as all other property at or on the site, whether owned by the Contractor, the Authority, or any other person. Contractor, at no additional cost to Authority, shall maintain, repair, rebuild, restore, or replace all work, documents, deliverables, materials, equipment, or supplies which are created, purchased, or acquired as part of the Project or for use during construction that is injured or damaged prior to Substantial Completion. Thereafter, **Contractor** shall assume responsibility for defective work during the one-year correction period as specified under General Conditions paragraph15.08.

We look forward to the successful completion of this Project.

Exhibit 5.01B – Prices Stated in Contractor's Bid Section 00 41 13

Item No.	Description	$
A-1	Mobilization and Demobilization	$ 497,611.09
A-2	Well and Pump - 550GPM Capacity (including site pad, grading, building, new power connection, instrumentation, controls, and integration)	$ 977,100.65
A-3	Planting (procurement, storage, delivery, installation, protection, maintenance)	$ 102,974.50
A-4	Storm Water Pollution Prevention Plan (permitting, installation, maintenance, removal)	$ 63,453.98
Total of All Lump Sum Bid Items		$ 1,641,140.23

Item No.	Description	Unit	Estimated Quantity	Bid Unit Price	Bid Amount
B-1	6-inch PVC Waterline	LF	2,700	$ 311.92	$ 810,686.59
B-2	Excavation	CY	178,000	$ 5.90	$ 1,050,223.19
B-3	Embankment (Planting Soil)	CY	73,000	$ 1.41	$ 102,940.98
B-4	Embankment (Clay Liner)	CY	87,000	$ 0.68	$ 58,746.18
B-5	Embankment (Subbase)	CY	110,000	$ 14.79	$ 1,626,428.57
B-6	Clearing / Grubbing	AC	25	$ 3,476.45	$ 86,911.16
B-7	Grate Inlet	EA	1	$ 31,500.00	$ 31,500.00
B-8	18-inch RCP	LF	100	$ 2,461.42	$ 246,141.64
B-9	15-foot wide Access Road	SY	7,000	$ 28.04	$ 196,275.33
Total of All Unit Price Bid Items					$ 4,209,853.64

Total Bid Price (Total of all Lump Sum and Unit Price Bids)	$ 5,850,993.87

Note: Subject to Change in the event a Project Revision is agreed.

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Bi-Weekly Status Report

HCRMA – Granjeño Mitigation Wetland Project, Hidalgo County, Texas	
12/9/2024	Submittal of Bi-weekly report.
12/5/2024	Email received from Mr. Ramon Navarro of HCRMA with contact information (requested by MitRez) of Mr. Juan Loera of IBWC. Weekly Granjeño Construction meeting cancelled. Email forwarded to HCRMA and HDR inquiring into the results of B2Z soil sampling. Received email from Bryce Fuller of MitRez explaining the results of the soil sampling by B2Z.
11/28/2024	Weekly Granjeño Construction meeting cancelled for Thanksgiving holiday.
11/27/2024	Email received from Mr. Ramon Navarro of HCRMA with results of B2Z soil sampling.
11/25/2024	Call between Mr. Adam Lethco of MitRez and Clay Fischer of ICF discussing Adam's plan to acquire wetland shrubs (button bush etc.) for the project. Additionally Mr. Mike Heep is travelling throughout Hidalgo and Cameron Counties, Texas to obtain seed and live sprouts for culture in his greenhouse of retama, Borrichia, and other native wetland shrubs. Adam asked if there were any other better options to obtain the plants necessary to meet project criteria. An email response was forwarded to Adam from Clay Fischer indicating that based upon available stocks at local and more distant nurseries, Mr. Lethco's plan appeared to offer the best chance for success.

Employee and Contact Information

Doug Hagemeier (Project Manager) (737) 272-6781

Jill Noel (Deputy Project Manager/Biologist) (512) 468-9874

Clay V. Fischer (Deputy Project Manager/Biologist) (512) 592-8591

5 Lakeway Centre Court, Suite 200, Austin, TX 78734 USA +512.264.1095 icf.com

Bi-Weekly Project Report

Overall Status: In-Progress

Project Name: HCRMA Granjeno Wetland

11/19/2024

Work accomplished in the last two weeks:	- MitRes has excavated roughly 64,000 yards of material into a stockpile - J&S Water Wells has completed drilling up to 16-inches in diameter down to 250ft - MitRes continued stripping and stockpiling planting soil from the wetland area - MitRes completed clearing and burning on the East side of the wetland for the access road - MitRes has been in contact with B2Z Engineering regarding soil samples - MitRes met with AEP on-site with the AEP designer regarding power to the well site and the levee access road clearance concerns
Projected work to be accomplished over the next two weeks:	- MitRes will finish stockpiling all available planting soil - MitRes will begin clay and filler material excavation and storage - MitRes will begin the clay embankment in the northeast area - J&S will continue drilling and plans to have drilling completed - MitRes will continue working with AEP to receive power to the well and realign the powerlines/poles on the Northeast area of the property - B2Z Engineering will collect six soil samples for Atterberg tests
Vendors On-Site	- Delta Fuel, Southern Transport, Doggett Machinery, Big John Site Service, L4 Security Services, Skyco LLC., Dumpster, J&S, Movac, & B2Z Engineering
Issues:	-
Update on any previously reported issues:	- MitRes received the updated plans
MitRes Responsibilities:	- MitRes owes HCRMA the Driller Materials Submittal, Plumber Materials Submittal & Electrician Submittal
HCRMA Responsibilities:	- Deliver MitRes the number of proctor samples available

MITRES SERVICES



Photo-Point 2: Above the planting soil pile looking Northeast



Photo-Point 3: Above the planting soil pile looking East

MITRES SERVICES



Photo-Point 12: View of planting soil stockpile looking Southeast



Photo-Point 13: View of planting soil stockpile looking North

MITRES SERVICES



365 TOLLWAY COLLECTION SYSTEM INSTALLATION, INTEGRATION & MAINTENANCE PROJECT

SEPTEMBER 8, 2022	**- Request for Proposals was released**
OCTOBER 3, 2022	**- Mandatory Pre-Bid meeting conducted with in-Person or Virtual Attendance option**
DECEMBER 9, 2022	**- Five Proposals received for the 365 Toll Collection System, Integration, and Maintenance Project**
DECEMBER 16, 2022	**- Compliance reviews conducted on all electronic bids**
FEBRUARY 6, 2023	**- Evaluation committee (HCRMA staff and HDR [GEC]) thoroughly reviewed proposals and conducted oral presentation, in accordance with RFP's two-step scoring process**
FEBRUARY 14, 2023	**- Proposal bid prices opened, evaluated, scored by evaluation committee**
FEBRUARY 28, 2023	**- First Executive Briefing**
MARCH 13, 2023	**- Second Executive Briefing**
MARCH 14, 2023	**- Negotiation of contract terms, condition, & BAFO**
MARCH 28, 2023	**- Award of contract to SICE, Inc. for $13,980,669 with a score of 905**
OCTOBER 28, 2023	**- Single Gantry amendment**
MARCH 26, 2024	**- CO#1 $645,170 for Single Gantry Implementation**

Payment Item	Schedule	Milestone	Payment Amount Description	Total Amount (Includes all individual payments made on each item)	To date	% completion
1	N/A	Contract Signature and Payment & Performance Bond submission	8% of the delivery cost excluding the Project Management Fee	$553,973.04	$553,973.04	100%
2	A	Submission of documents in "Schedule A - Implementation"	46% of items 1 through 35 milestones in Schedule A upon SICE's submission of each milestone	$534,639.60	$327,714.12	61%
3	A	Approval of documents in "Schedule A - Implementation"	46% of items 1 through 35 milestones in Schedule A upon HCRMA's approval of each milestone	$534,639.60	$266,329.42	50%
4	A	Approval of other items in "Schedule A - Implementation"	92% of items 36 through 63 milestones in Schedule A upon proof of completion submitted to HCRMA	$237,614.84	$0.00	0%
5	A	Project Management Monthly Fee	100% of the montly fee every month ($38,742.00 each month)	$1,162,260.00	$619,872.00	53%
6	B	Approval of shop drawings of each site in "Schedule B - Hardware" items 1 to 9	25% for items 1 through 9 in Schedule B - Hardware upon approval of the tolling equipment shop drawings. Procurement	$846,602.25	$0.00	0%
7	B	FAT for RSE in "Schedule B - Hardware" items 1 to 9	11% for items 1 through 9 in Schedule B - Hardware upon Commencement of FAT for RSE	$372,504.99	$0.00	0%
8	B	FAT for RSE in "Schedule B - Hardware" items 1 to 9	11% for items 1 through 9 in Schedule B - Hardware upon approval of FAT for RSE	$372,504.99	$0.00	0%
9	B	Beginning of the Installation Work for each site in "Schedule B - Hardware" items 1 to 9	15% for items 1 through 9 in Schedule B - Hardware upon beginning of the works	$507,961.35	$0.00	0%
10	B	Completion of Installation Work for each site in "Schedule B - Hardware" items 1 to 9	15% for items 1 through 9 in Schedule B - Hardware upon completion of the installation of each site	$507,961.35	$0.00	0%
11	B	SAT for each site in "Schedule B - Hardware" items 1 to 9	10% for items 1 through 9 in Schedule B - Hardware upon SAT of each site is approved	$338,640.90	$0.00	0%
12	B	Final Acceptance for each site in "Schedule B - Hardware" items 1 to 9	5% for items 1 through 9 in Schedule B - Hardware upon Final Acceptance of each site	$169,320.45	$0.00	0%
13	B	Mobilization on site for each site in "Schedule B - Hardware" items 10 to 18	50% for items 10 through 18 in Schedule B - Hardware upon beginning of the works	$498,685.00	$0.00	0%
14	B	Completion of Installation Work for each site in "Schedule B - Hardware" items 10 to 18	42% for items 10 through 18 in Schedule B - Hardware upon completion of the civil works of each site	$418,895.40	$0.00	0%
15	B	Shop drawings for each site in "Schedule B - Hardware" items 19 & 20	35% for items 19 & 20 in Schedule B - Hardware upon approval of the servers shop drawings. Procurement	$137,833.85	$0.00	0%
16	B	Installation on site for each site in "Schedule B - Hardware" items 19 & 20	32% for items 19 & 20 in Schedule B - Hardware upon physical installation of servers on site	$126,019.52	$0.00	0%
17	B	Completion of the works for each site in "Schedule B - Hardware" items 19 & 20	25% for items 19 & 20 in Schedule B - Hardware upon completion of the installation works on site (ready for SAT)	$98,452.75	$0.00	0%
18	C	FAT for each system in "Schedule C - Software" items 1 & 7	10% for items 1 through 7 in Schedule C - Software upon Commencement of PHS FAT	$72,653.60	$0.00	0%
19	C	FAT for each system in "Schedule C - Software" items 1 & 7	10% for items 1 through 7 in Schedule C - Software upon approval of PHS FAT	$72,653.60	$0.00	0%
20	C	SIT for each system in "Schedule C - Software" items 1 & 7	10% for items 1 through 7 in Schedule C - Software upon Commencement of PHS-RSE integration Test	$72,653.60	$0.00	0%
21	C	SIT for each system in "Schedule C - Software" items 1 & 7	10% for items 1 through 7 in Schedule C - Software upon approval of PHS-RSE integration Test	$72,653.60	$0.00	0%
22	C	SAT for each system in "Schedule C - Software" items 1 & 7	25% for items 1 through 7 in Schedule C - Software upon Commencement of PHS SAT	$181,634.00	$0.00	0%
23	C	Final Acceptance for each system in "Schedule C - Software" items 1 & 7	27% for items 1 through 7 in Schedule C - Software upon approval of PHS SAT	$196,164.72	$0.00	0%
24	D	One monthly instalment every month from go-live	100% of the monthly fee of the applicable year	$5,751,746.00	$0.00	0%
25	E	Delivery of the Payment and Performance bond	100% of the items 1 & 2 in the Schedule E - Bonds upon hand over of the Bonds	$142,000.00	$142,000.00	100%
26	N/A	Material on hand	Material on Hand (MOH): HCRMA will pay to SICE the actual cost of all material procured for the Project, which have been marked for the Project and stored in a secured location. MOH will be handled following the TxDOT specs item 9.6.	N/A		
				$13,980,669.00	$1,909,888.58	14%

Payment Item	CO	Milestone	Payment Amount Description	Total Amount (Includes all individual payments made on each item)	To date	% completion
	1	Change order approval	25% of items 1 through 3 milestones in Change CO-001 Monogantry design	$92,862.79	$92,862.79	100%
	1	Completion of Installation Work for each site in "Schedule B - Hardware" items 1 to 9	60% of items 1 through 3 milestones in Change CO-001 Monogantry design	$222,870.70	$0.00	0%
	1	SAT for each system in "Schedule C - Software" items 1 & 7	15% of items 1 through 3 milestones in Change CO-001 Monogantry design	$55,717.68	$0.00	0%
	1	Change order approval	25% of items 1 milestones in Change CO-001:Large Truck classification	$68,430.00	$68,430.00	100%
	1	FAT for RSE in "Schedule B - Hardware" items 1 to 9	40% of items 1 milestones in Change CO-001:Large Truck classification	$109,488.00	$0.00	0%
	1	SAT for each system in "Schedule C - Software" items 1 & 7	20% of items 1 milestones in Change CO-001:Large Truck classification	$54,744.00	$0.00	0%
	1	Two months after go-live	15% of items 1 milestones in Change CO-001:Large Truck classification	$41,058.00	$0.00	0%
				$645,171.17	$161,292.79	25%
				$14,625,840.17	$2,071,181.37	14.16

EXECUTIVE SUMMARY

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

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

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

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

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

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

HCRMA 365 TOLL PROJECT CSJ#0921-02-368: CHANGE ORDER SUMMARY

HCRMA 365 TOLL PROJECT CSJ#0921-02-368: CHANGE ORDER SUMMARY
Thirteen (13) approved Changes Order(s): [$9,147,296.76] +0 days

CO#1	11/11/2021	entering VECP process	+000 days	$000,000,000.00	.0%
CO#2	12/21/2021	VECP Plan Revisions	+000 days	$(14,208,622.30)	(4.80%)
CO#3	04/26/2022	VECP Contractor Risk	+000 days	$000,000,000.00	(0%)
CO#4	01/24/2023	Drill Shafts	+000 days	$171,516.59	0.06%
CO#5	06/24/2023	VECP True Realized Savings	+000 days	$4, 257,969.18	1.44%
CO#6	07/09/2024	Depot Road remove cul-de-sac	+000 days	(-$30,843.33)	(0.01%)
CO#7	07/09/2024	Mission waterline conflict	+000 days	$13,075.83)	0.004%
CO#8	07/09/2024	drill shaft casing conflict	+000 days	$29,932.00	0.01%
CO#9	07/09/2024	irrigation PVC / LHPP	+000 days	(-$1,782.00)	(0%)
CO#10	07/09/2024	TCP amendments	+000 days	$249,919.32	0.08%
CO#11	07/09/2024	add McColl driveway	+000 days	$23,450.97	0.008%
CO#12	07/09/2024	City of Pharr waterline	+000 days	$135,487.78	0.005%
CO#13	07/09/2024	Traffic signal/cntrl cabinets	+000 days	$212,599.20	0.717%

Change Order No.1 Summary: November 10, 2021, Resolution 2021-54

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

Change Order No. 2 Summary: December 20, 2021, Resolution 2021-78

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

VECP calculations for Contract Price of	$281,723,797.95	
VECP Gross Savings	$38,010,382.63	
Less est. Total Design Cost	$1,943,648.45	(Schematics + Final Design)
Less Est. Owner's Fees	$545,178.43	(GEC, Environmental, T&R Costs)
VECP Net Savings	$35,521,555.75	
60% Contractor Saving:	$21,312,933.45	Paid as Progress Payments
40% Contractor Saving:	$14,208,622.30	Reduced from original Project

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Change Order No. 3 Summary: April 26, 2022, Resolution 2022-36

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

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

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

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

Change Order No. 4 Summary: January 24, 2023, Resolution 2023-05

Change Order No. 4 removes 1,524LF of Item 416-6005 Drill Shaft (42") introduces 48" drill shafts to incorporate detailed, finalized quantities and unit costs, and establishes State/Federal participation on modified unit costs, assuring compliance with the standard specifications included within the contract.

Change Order No. 4 introducing 1,585LF of Item 416-6006 Drill Shaft (48 IN) at a unit cost of $308.39/LF for a net cost of $171,516.59 to be fully paid by HCRMA [Owner].



Change Order No. 5 Summary: July 24, 2023, Resolution 2023-30

In lieu of $38,010,382.63 savings, Contractor only can truly account for $30,565,888. Contractor is claiming that of the $7,444,494.63 shortfall, only $3,186,525.45 is from Contractor's 60% at risk pool; additional $4,257,969.18 are contributable to busts in original plans, design errors, and quantity mistakes and are to be attributed to HCRMA contingency [$ 5,000,000.00 >>$570,514.23].

- As provided for Contract Amendment #1 and Change Order No. 2, the Contractor's share of the net savings includes the "Contractor Risk" that the actual cost of implementing the approved VECP concepts in Change Order No. 2 may not result in the saving approved by the parties. To the extent, total actual costs exceed total amount approved, all overage due to errors, oversights, omissions, additions, or corrections to final units, final quantities, or final unit prices or costs increases, shall be deducted from Contractor 60% portion of the net savings**. The unrealized savings presented are $2,367,208.20.**

    - To the extent actual costs exceed the amounts presented in Exhibit A, contractor agrees that such overages due to errors, oversight, omission additions, or corrections to the final units, quantities or unit pricing shall be deducted from contractor's 60% portion of the net savings (the "Contractor Risk"), **revised shall be $18,945,725.25.**

    - Contractor VECP Savings Payments **are amended, as such:**

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

Construction Progress	Proposed Savings Payment	Paid Date
**20% Completion	$4,262,586.69	12/22/22
40% Completion	~~$4,262,586.69~~$3,670,784.64	
60% Completion	~~$4,262,586.69~~$3,670,784.64	
80% Completion	~~$4,262,586.69~~$3,670,784.64	
Final Acceptance	~~$4,262,586.69~~$3,670,784.64	
	~~$21,312,933.45~~$18,945,725.25	

**[$18,945,725.25 - $4,262,586.69 = $14,683,138.56 / 4 = $3,670,784.64]

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Change Order No. 6 - 13 Summary: July 9, 2024, Resolution 2024-27

The sum of change orders proves a net cost increase of $ 622,839.77 to be fully paid by the HCRMA [Owner]. Establishing a new revised contract price of $286,843,285.09 with no additionall time; and incorporates detailed, finalized quantities and unit costs; and establishes State/Federal participation on modified unit costs, assuring compliance with the standard specifications included within the contract. These are compilations of various Field Changes:

Change Order No. 6 Summary: (-$30,843.33)

The scope of this change is to compensate for the changes related to Depot Road (southbound frontage road for SP115) which will remain in place at the directive of TxDOT. The existing SB frontage road (Depot) will be left in place in lieu of obliteration and cul-de-sac. As a result, the proposed levee will be reduced, guard rail and rail Ty T80PP will be added to protect columns. In addition, the TCP is revised to allow for the phased additional work.

Change Order No. 7 Summary: $13,075.83

This change resolves an unanticipated utility conflict between the city of Mission 16” waterline casing and proposed drainage line at station 649+00. In lieu of the proposed 5' x 5', an 8’x8’ Conflict Manhole must be installed to accommodate construction.

Change Order No. 8 Summary: $20,932.00

The 60" drill shafts from FM 494 Bent 2 conflict with placed 24" water line casing. The existing 24” RCP CL V water line casing would need to be removed and relayed using the same pipe. Estimated damaged pipe would need to be new RCP.

Change Order No. 9 Summary: (-$1,782.00)

Due to existing field conditions, the irrigation line from station 752+36.15 to 760+66.11 increased from 18” Pressure Irrigation PVC pipe to 36” LHPP. CO#5 instrumented replacement to 36” LHPP. However, due to immediate material need and unavailability, a 30" LHPP was placed in lieu of 36".

Change Order No. 10 Summary: $249,919.32

Pertinent plan sheets depicted traffic control plan implementing portable concrete traffic barriers and crash cushion appurtenances for safety of traveling public; however, items were not in included in estimate.

Change Order No. 11 Summary: $23, 450.97

This change adjusts items per driveway revisions on McColl Rd. The proposed NW driveways were revised to provide better access for the local businesses and to add end treatment components for safety purposes at driveway intersections.

Change Order No. 12 Summary: $135,487.78

The scope of this change is to add and adjust items related to the 18” waterline relocation. Items were accounted in plans but not placed on estimate.

Change Order No. 13 Summary: $212,599.20

TS pole mounted cabinets (TY 2 CONF 2) to be installed, attached to the vertical mast of existing and proposed traffic signal poles. Installing ITS cabinets on traffic signal poles is not per TxDOT standard. Cabinets are to be installed as ground mounted to specifications.

PROJECT PRODUCTION

- CAPTURING VECP PACKETS
  - 02/08/23 VECP Team met, exchanged concepts, formats
  - 03/08/23 VECP meeting formal report submitted
  - 04/20/23 VECP concepts completed and negotiations underway
  - 07/07/23 New revised baseline schedule
  - 07/10/23 CO#5 terms and conditions
  - 02/23/24 CO#6 conditions and negotiations
  - 07/09/24 CO#6 - 13 various
- FORMAL SUBMITTALS, REVIEW OF DOCUMENTS
  - RFIs 221
  - SUBMITTALS 214
- TESTING [Soils/Concrete]
  - Levees / embankment / select fill
  - Drill Shafts / Bents / Slab
  - Roadway: limed subgrade / cement treated base / CRCP
  - MSE Backfill
  - Irrigation Structures
- ENVIRONMENTAL JUSTICES [SW3Ps] Archeological Sites
- EMBANKMENT: Shary / SH336 / SP115 / Highline / McColl / Anaya / Cage
- UNDERGROUND WORK: Storm Sewer / Irrigation structures / Tolling Conduit
- LEVEE Work: Ware / Jackson / US281
- Bridge Substructure FM494 / Floodway / SP115 / SH336/ ~~McColl~~ / Ditch Bridge / Highline
  - BEAMS SET: McColl / Canal Bridge / Floodway / FM494
- RETAINING WALLS Highline / Anaya / SP115 / SH336 / Jackson

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West End of project silo and mixing plant




GOMACO
IOC
Pave with Pride

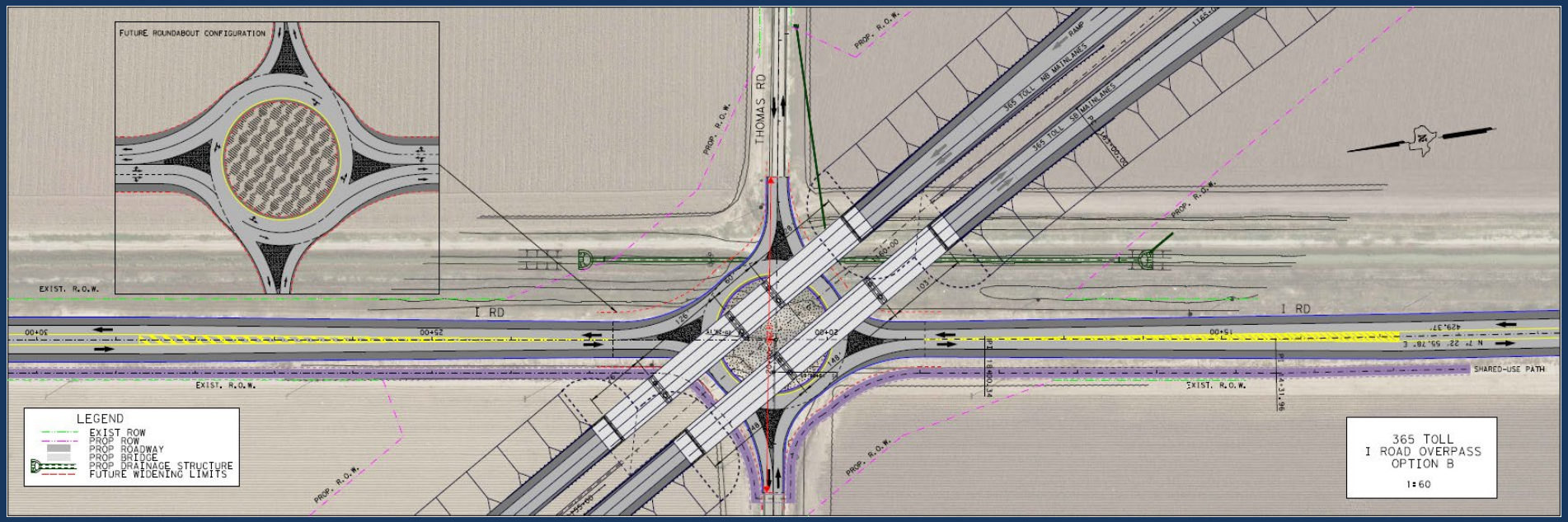




I Rd (Veterans) @Thomas Road Closure







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Set beams at Anaya Bridge



Anaya Intersection looking South



Business:	**HCRMA**
Project Name:	**365 TOLL PROJECT CSJ:0921-02-368**
Project Description:	**GREENFIELD PROJECT, PRINCIPAL ARTERIAL, CONTROLLED ACCESS HIGHWAY, TOLL IMPROVEMENT, CSJ: 0921-02-368**
Prime Contractor:	**PULICE CONSTRUCTION, INC.**
Notice to Proceed Date:	**2/15/2022**
Construction Start Date:	**3/17/2022**
Awarded Project Amount:	**$ 295,932,420.30**
Net Change by Change Orders:	**$ (30,174,437.02)**
Authorized Project Amount:	**$ 265,757,983.20**
% Complete Paid Authorized Amount:	**53.017**

Payment History:

Payment Number	Pay Period Start	Pay Period End	Payment Amount	Payment To Date	Payment Status	Monthly Production %	Cummulative %
32	**10/16/2024**	**11/30/2024**	**$8,822,222.41**	**$149,720,268.39**	**Pending**	**3.32**	**56.34**
31	9/16/2024	10/15/2024	$3,169,850.18	$140,898,045.98	Paid	1.19	53.02
30	8/16/2024	9/15/2024	$3,999,289.82	$137,728,195.80	Paid	1.50	51.82
29	7/16/2024	8/15/2024	$5,786,638.29	$133,728,905.98	Paid	2.18	50.32
28	6/16/2024	7/15/2024	$2,006,402.82	$127,942,267.69	Paid	0.75	48.14
27	5/16/2024	6/15/2024	$3,637,006.93	$125,935,864.87	Paid	1.37	47.39
26	4/16/2024	5/15/2024	$2,271,351.76	$122,298,857.94	Paid	0.85	46.02
25	3/16/2024	4/15/2024	$5,798,909.13	$120,027,506.18	Paid	2.18	45.16
24	2/16/2024	3/15/2024	$2,969,884.58	$114,228,597.05	Paid	1.12	42.98
23	1/16/2024	2/15/2024	$4,352,674.67	$111,258,712.47	Paid	1.64	41.86
22	12/16/2023	1/15/2024	$3,798,704.58	$106,906,037.80	Paid	1.43	40.23
21	11/16/2023	12/15/2023	$7,678,808.97	$103,107,333.22	Paid	2.89	38.80
20	10/16/2023	11/15/2023	$6,172,155.46	$95,428,524.25	Paid	2.32	35.91
19	9/16/2023	10/15/2023	$5,115,697.33	$89,256,368.79	Paid	1.92	33.59
18	8/16/2023	9/15/2023	$7,157,089.08	$84,140,671.46	Paid	2.69	31.66
17	7/16/2023	8/15/2023	$5,532,158.94	$76,983,582.38	Paid	2.08	28.97
16	6/16/2023	7/15/2023	$2,803,225.26	$71,451,423.44	Paid	1.05	26.89
15	5/16/2023	6/15/2023	$2,402,150.75	$68,648,198.18	Paid	0.90	25.83
14	4/16/2023	5/15/2023	$1,672,812.23	$66,246,047.43	Paid	0.63	24.93
13	3/16/2023	4/15/2023	$2,302,505.87	$64,573,235.20	Paid	0.87	24.30
12	2/16/2023	3/15/2023	$1,571,621.63	$62,270,729.33	Paid	0.59	23.43
11	1/16/2023	2/15/2023	$1,519,297.77	$60,699,107.70	Paid	0.57	22.84
10	12/16/2022	1/15/2023	$943,705.68	$59,179,809.93	Paid	0.36	22.27
9	11/15/2022	12/15/2022	$8,892,613.75	$58,236,104.25	Paid	3.35	21.91
8	10/15/2022	11/14/2022	$4,085,602.35	$49,343,490.50	Paid	1.54	18.57
7	9/16/2022	10/14/2022	$1,427,873.36	$45,257,888.15	Paid	0.54	17.03
6	8/19/2022	9/15/2022	$657,136.92	$43,830,014.79	Paid	0.25	16.49
5	7/20/2022	8/18/2022	$378,458.17	$43,172,877.87	Paid	0.14	16.25
4	6/21/2022	7/19/2022	$2,793,575.17	$42,794,419.70	Paid	1.05	16.10
3	6/1/2022	6/20/2022	$2,336,832.39	$40,000,844.53	Paid	0.88	15.05
2	5/1/2022	5/31/2022	$14,029,200.82	$37,664,012.14	Paid	5.28	14.17
1	2/15/2022	4/30/2022	$23,634,811.32	$23,634,811.32	Paid	8.89	8.89
Total:			**$149,720,268.39**				

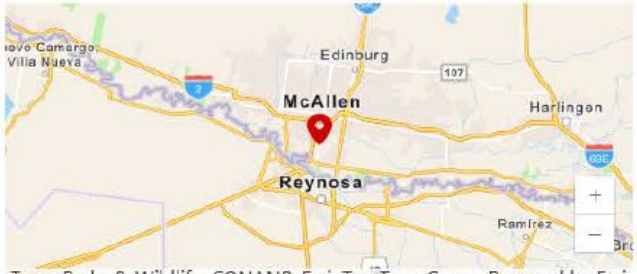
	PAID	RECOVERED	REMAINING
MOH	$ 39,845,342.32	$ 18,665,860.83	$ 21,179,481.49

General Information

Project

Work Type
Heavy Highway

Location



Coordinates
26.14052384945899, -98.24062242016183

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

Management

Prime Contractor
PULICE CONSTRUCTION, INC.

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

Managing Office
HCRMA Construction Department

Created By
Sergio Mandujano

Awarded Amount	Authorized Amount	Approved Changes
$295,932,420.25	$265,757,983.23	-$30,174,437.02

Description

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

Amount Paid

Amount paid so far
$140,898,045.98

48% of your Awarded $295,932,420.25

53% of your Authorized $265,757,983.23

100% of your Approved Payments $140,898,045.98

Important Dates

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

Progress

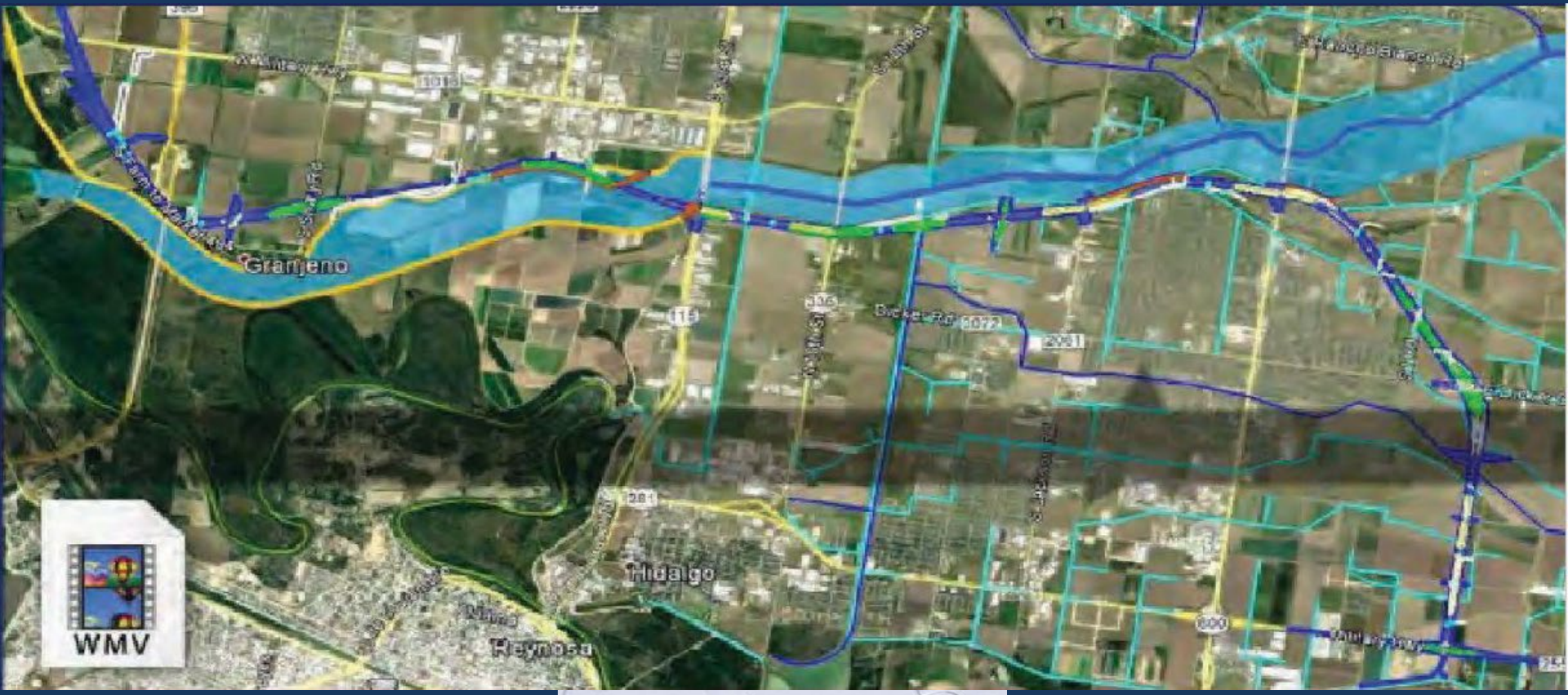
Time Complete: 1001 Days — Time Remaining: 263 Days

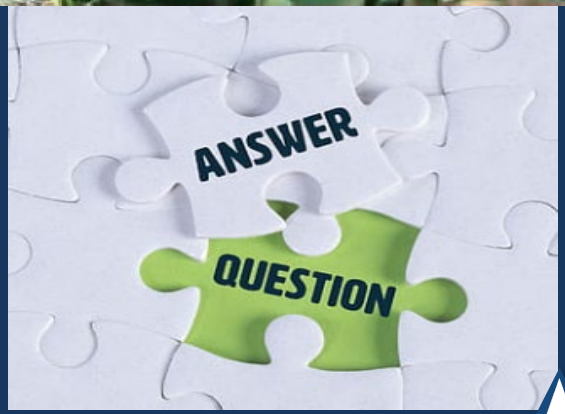
Amount Posted: $128,704,107.90 — Awarded Amount: $295,932,420.25

Amount Posted: $128,704,107.90 — Authorized Amount: $265,757,983.23

Total Retainage	Retainage Released	Liquidated Damages
$0.00	$0.00	$0.00

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY





HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

V. Presentation & Reports

H. Cameron County RMA Project Status Report

☐ Action ☑ Information

Presenter: Eric Davila, Cameron County RMA Chief Development Engineer

Cameron County Regional Mobility Authority
Technical Advisory Committee – Monthly Report
January 08, 2025



RMA
CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY

Delivering "More than Roads" in Cameron County and the Rio Grande Valley

RMA
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MOBILITY AUTHORITY

14 INTERNATIONAL BRIDGES
(INCLUDES CAMERON, HIDALGO, AND STARR COUNTIES)

1. Veterans International Bridge at Los Tomates (Brownsville, TX – Matamoros, Tamaulipas)
2. Gateway International Bridge (Brownsville, TX – Matamoros, Tamaulipas)
3. B&M Bridge (Brownsville, TX – Matamoros, Tamaulipas)
4. West Rail International Bridge (Brownsville, TX – Matamoros, Tamaulipas)
5. Free Trade Bridge (Los Indios, TX – Lucio Blanco, Tamaulipas)
6. Weslaco – Progreso International Bridge (Progreso, TX – Nuevo Progreso, Tamaulipas)
7. Donna International Bridge (Donna, TX – Rio Bravo, Tamaulipas)
8. Pharr-Reynosa International Bridge (Pharr, TX – Reynosa, Tamaulipas)
9. McAllen – Hidalgo International Bridge (Hidalgo, TX – Reynosa, Tamaulipas)
10. Anzalduas International Bridge (Mission, TX – Reynosa, Tamaulipas)
11. Los Ebanos Ferry (Los Ebanos, TX – Gustavo Diaz Ordaz, Tamaulipas)
12. Rio Grande City-Camargo Bridge (Rio Grande City, TX – Camargo, Tamaulipas)
13. Roma-Ciudad Miguel Aleman Bridge (Roma, TX – Ciudad Miguel Aleman, Tamaulipas)
14. Lake Falcon Dam Crossing (Falcon Heights, TX – Ciudad Guerrero, Tamaulipas)

4 INTERSTATES

1. Interstate 2
2. Interstate 69E
3. Interstate 69C
4. Interstate 169

PIPELINES TRANSPORTATION

1. Brownsville to Matamoros
2. Matamoros to Brownsville

6 MODES OF TRANSPORTATION

- PIPELINES TRANSPORTATION
- ROADWAY TRANSPORTATION
- RAILWAYS TRANSPORTATION
- AIRPORTS
- SEAPORTS
- SPACE TRAVEL

6 AIRPORTS (PLUS REYNOSA AND MATAMOROS AIRPORTS)

1. Valley International Airport (Harlingen, TX)
2. Brownsville-South Padre Island Airport (Brownsville, TX)
3. McAllen-Miller International Airport (McAllen, TX)
4. Port Isabel-Cameron County Airport (Los Fresnos, TX)
5. South Texas International Airport (Edinburg, TX)
6. Mid Valley Airport (Weslaco, TX)
7. General Lucio Blanco International Airport (Reynosa, Tamaulipas)
8. Matamoros International Airport (Matamoros, Tamaulipas)

3 SEAPORTS

1. Port of Brownsville (Brownsville, TX)
2. Port of Harlingen (Harlingen)
3. Port or Port Isabel (Port Isabel, TX)

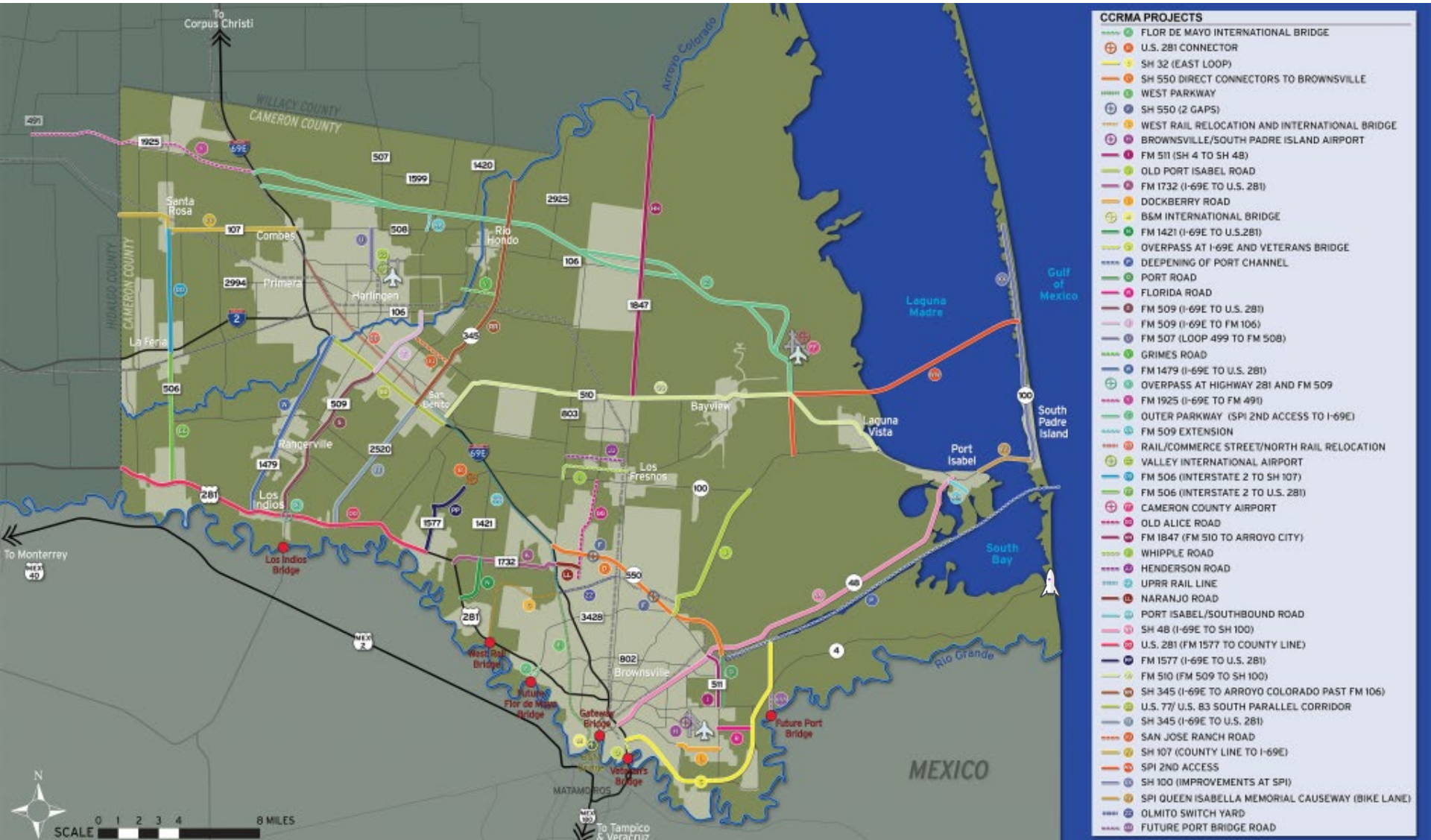
SPACE PORT

- Space X

RAILWAYS TRANSPORTATION

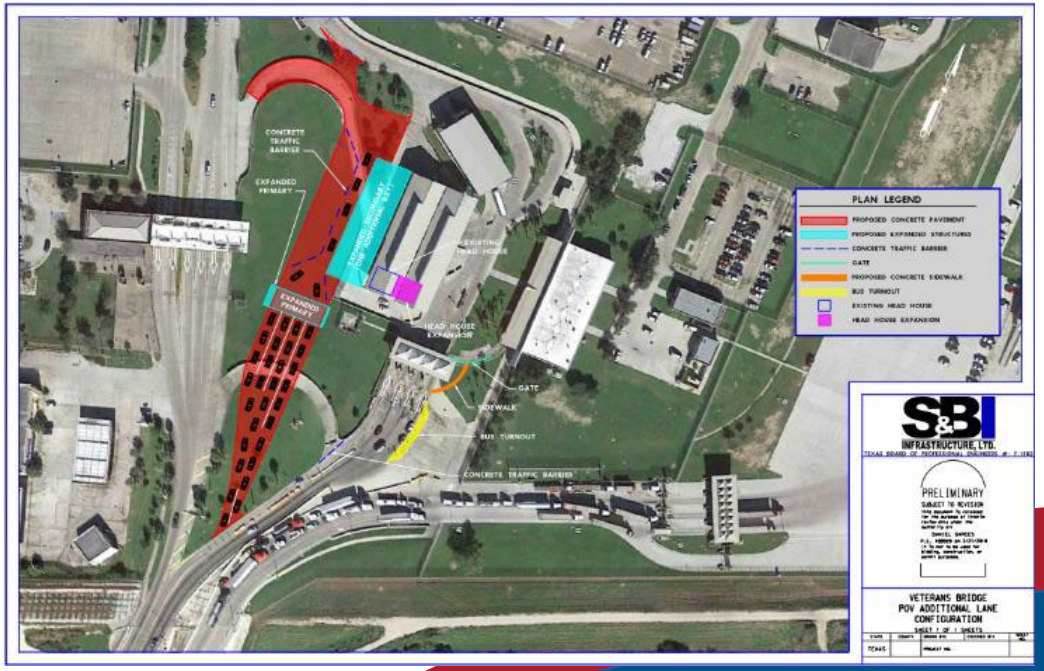
1. B&M Rail Bridge

The Result: Cameron County System of Projects



VETERANS POV EXPANSION
CSJ: 0921-06-313

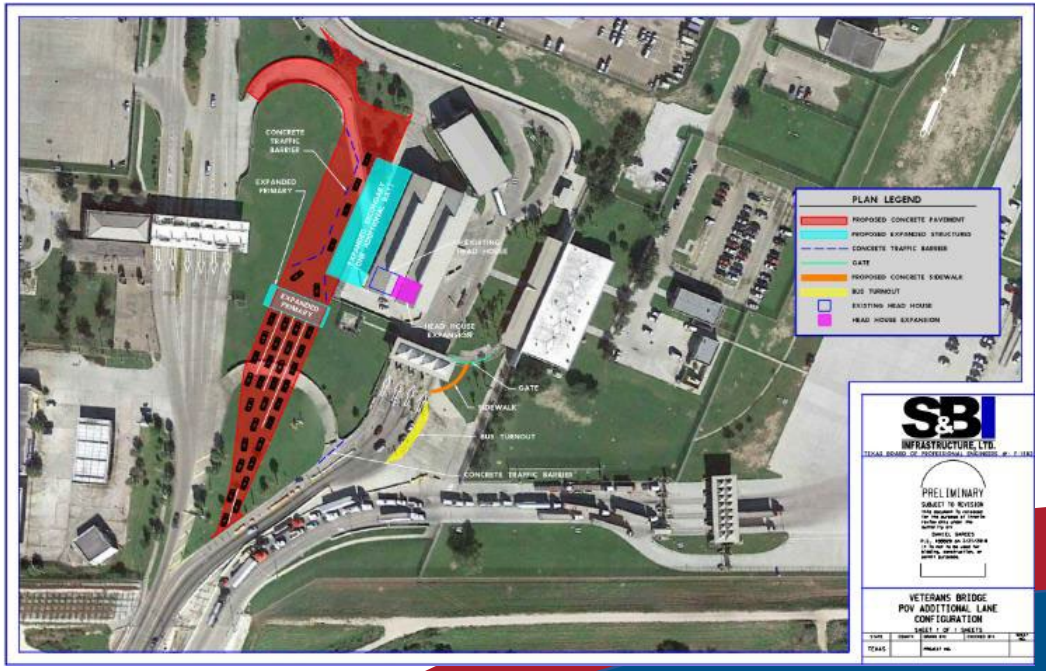
The Veterans International Bridge at Los Tomates Donation Acceptance Program Project, which was completed through a formal partnership between U.S. Customs and Border Protection (CBP), the General Services Administration (GSA), Cameron County and the Cameron County Regional Mobility Authority (CCRMA). The construction of four new lanes and new infrastructure, this project will decrease wait times at the Veterans Bridge for passenger vehicles. The project required the CCRMA to manage environmental clearance, design, procurement, and construction management.



VETERANS POV EXPANSION
CSJ: 0921-06-313

- Environmental
- Preliminary Engineering
- ROW & Utilities
- Design
- Funding

→ **Complete**



Recent Activity (thru 12/2024):

Contract Amount: $14,824,093.86
Change Order Amount: $2,716,598.83
Adjusted Contract Amount: $17,540,692.70
Contract Time: 491 Days
Amount Invoiced: $17,322,149.04
Percent Amount Invoiced: 100%
Time Used: 483 Days
Percent Time Used: 100%

THE COUNTY OF CAMERON BROWNSVILLE, TEXAS
RMA CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

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

The SH 550 Gap 2 is the final Gap Project in the completion of the SH 550/I 169 from I69E to the Port of Brownsville. The project has completed the environmental, right-of-way and utility relocation phase, and is in the process of finalizing design plans to the most current interstate standards. When completed Interstate 169 will connect the Port of Brownsville to I69E. This is a significant infrastructure improvement project for Cameron County, the City of Brownsville and the Port of Brownsville.



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

Environmental

Preliminary Engineering

ROW & Utilities

Design 95% PS&E Completed

Funding

Shovel Ready



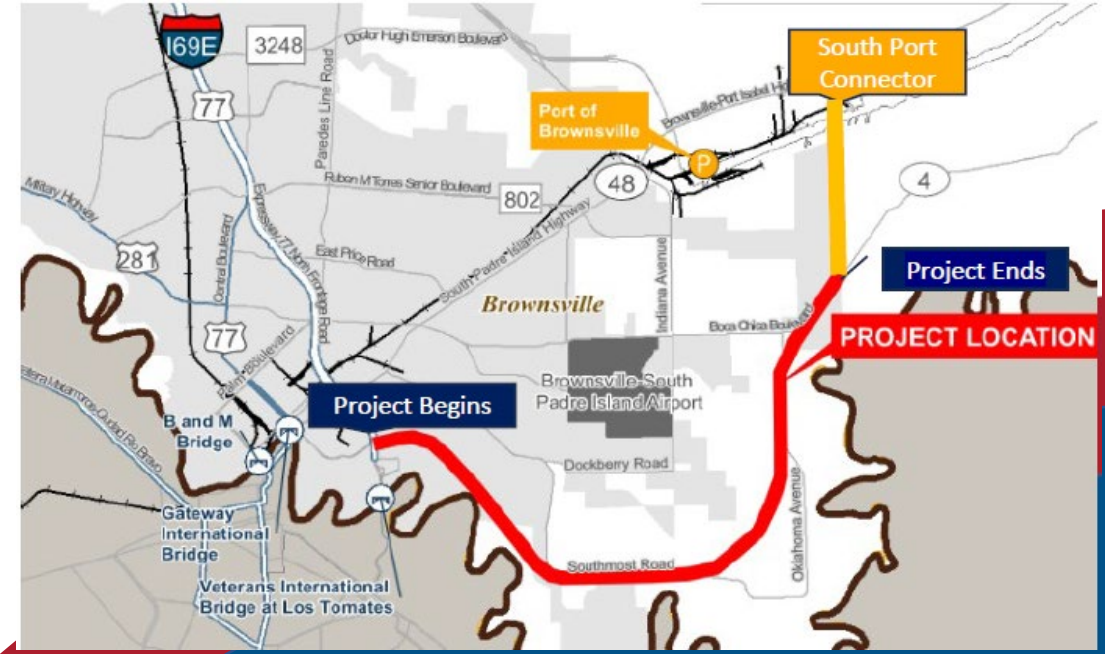
Recent Activity:

Included in Border Master Plan- High Impact Project
ROW in Place / Utilities Adjusted
Environmental Re Evaluation Underway
PS&E-95% complete – RR Exhibit Approved
Funding: $27.4 Million in CAT 7 + $1 Million in Cat 10
= $28.4 Million Available for Construction
Construction Cost Estimate(w/ CEI) : $33,433,603
Projected Letting FY25

THE COUNTY OF CAMERON BROWNSVILLE, TEXAS
RMA CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

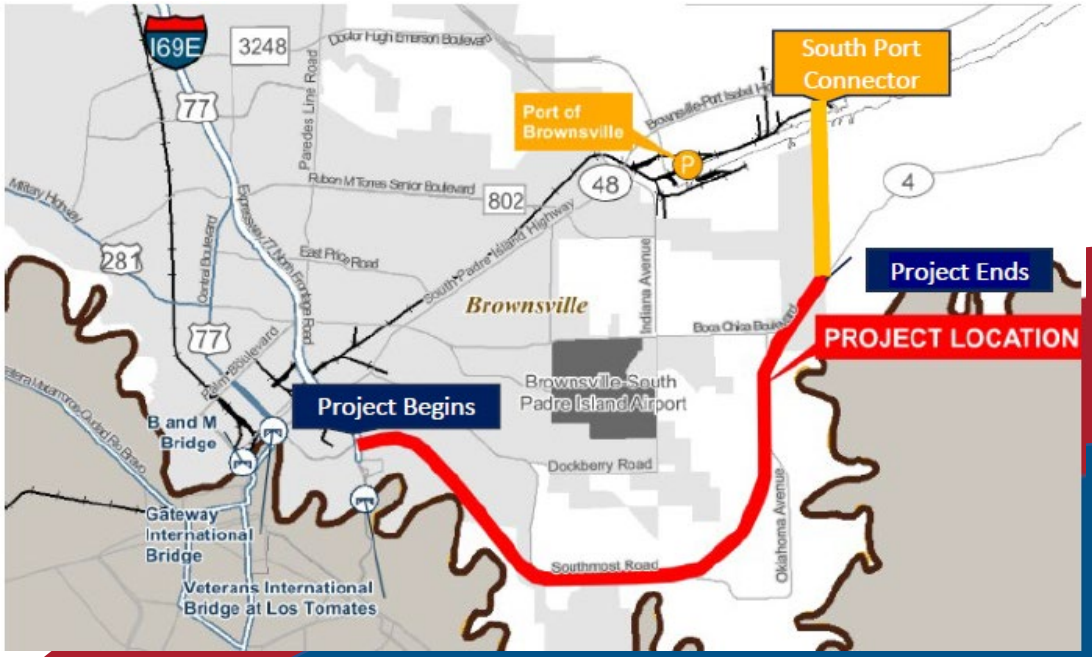
EAST LOOP- INTERNATIONAL TRADE CORRIDOR
CSJ: 0921-06-315

The East Loop Project, which serves the international bridge system in Brownsville as well as the Port of Brownsville, which exports, and imports over 6.3 million metric tons of steel, petroleum, machinery ores and other international trade exports to our Mexico partners. The project, is an international bridge trade corridor which has been on the county's priority list for decades, is important because it will get overweight commercial trucks out of the densely populated portion of Brownsville from the Veterans bridge to the Port of Brownsville. The East Loop Project will create the East Loop Overweight Corridor for trucks traveling from Mexico and the Veterans International Bridge at Los Tomates to the Port of Brownsville and will reduce congestion on I-69E and State Highway 48.



EAST LOOP- INTERNATIONAL TRADE CORRIDOR
CSJ: 0921-06-315

Environmental	92% complete
Preliminary Engineering	✓
ROW & Utilities	In Process
Design	90%
Funding	Partially Funded



Recent Activity:

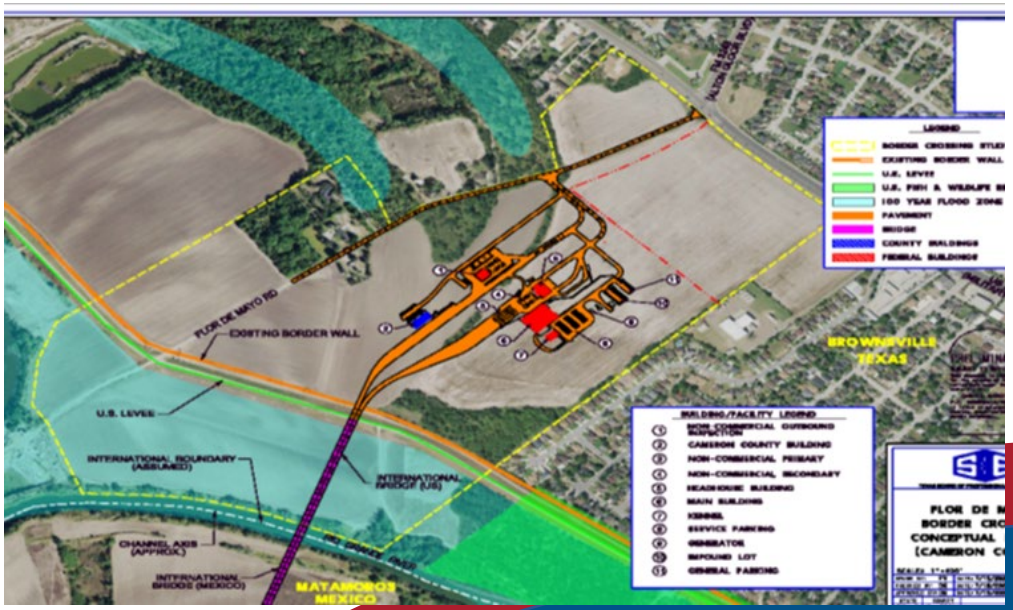
Included in Border Master Plan- High Impact Project
Environmental Documents are 92% complete.
95% PS&E scheduled for January 2025
Funding: $27 Million available
Construction Cost Estimate: $185,000,000

THE COUNTY OF CAMERON BROWNSVILLE, TEXAS

RMA
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

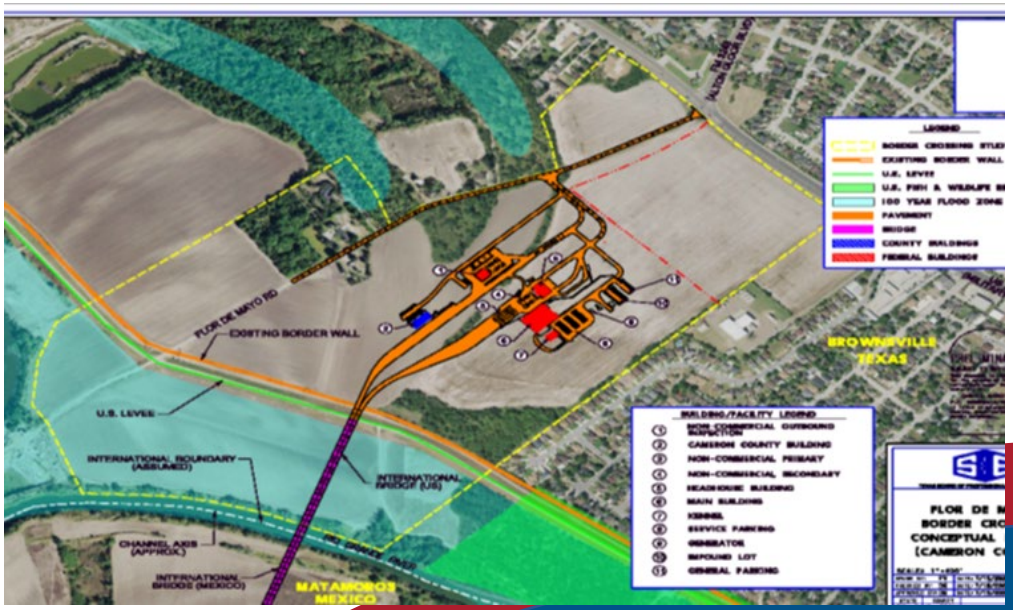
Flor de Mayo Bridge

The proposed project in west Brownville will be a passenger vehicle only (POE) and pedestrian bridge located 8 River Miles upstream from the existing privately owned Brownsville and Matamoros International Bridge and 35.6 river miles downstream from the County owned Free Trade Bridge at Los Indios. The proposed border station will be located within the 173 acres of land presently owned by Cameron County. The County plans to coordinate the construction of the international bridge and facilities through the Cameron County Regional Mobility Authority.



Flor de Mayo Bridge

Environmental	Underway
Preliminary Engineering	Underway
ROW & Utilities	✓
Design	Pending
Funding	



Recent Activity:

Included in Border Master Plan- High Impact Project
Feasibility study Complete
Submitted Presidential Permit App. to US State Department (DOS)
President Biden approved the Presidential Permit on May 31 , 2024
Preliminary Engineering and Environmental Activities underway
Meeting with US Coast Guard Forthcoming

THE COUNTY OF CAMERON BROWNSVILLE, TEXAS

RMA
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Free Trade Bridge

The proposed project includes two additional phases for the Los Indios – Land Port of Entry – Export Site Renovation. Phase 1 requires the relocation of existing staff from the existing Import Building to a temporary modular trailer. Phase 2 of the project involves selective demolition and new construction of office workspace for both CBP and Mexican Customs.



Free Trade Bridge

- **Environmental** ✓
- **Preliminary Engineering** ✓
- **ROW & Utilities** ✓
- **Design** ✓
- **Funding** ✓



Recent Activity:
CBP/GSA Final DAA Complete
Design is 100% Complete
Utilizing Local funds: Funding: $1.2 Million Available
Donation Acceptance Agreement (DAP) completed
Letting took place September 26, 2024:
Ziwa Corporation awarded contract on October 31, 2024
with NTP for January 6, 2025.

THE COUNTY OF CAMERON BROWNSVILLE, TEXAS
RMA CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Old Alice Rd
CSJ: 0921-06-290 & 0921-06-378

The proposed improvements are to reconstruct and widen the existing roadway to provide for a paved four lane urban roadway with shoulders and sidewalks within the existing right-of-way. The right of way is in place, design is completed, and the project will be environmentally cleared by February 2025.



Old Alice Rd
CSJ: 0921-06-290 & 0921-06-378

Environmental	98% Complete
Preliminary Engineering	✓
ROW & Utilities	✓
Design	✓
Funding	✓



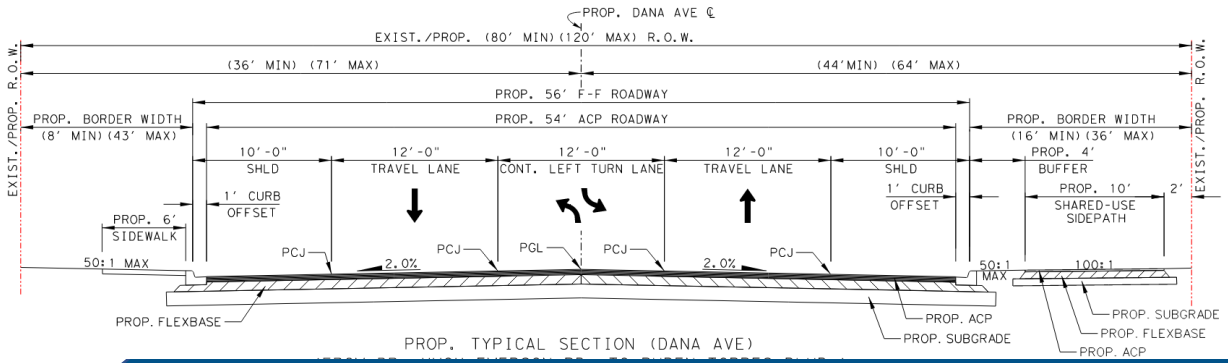
Recent Activity:
Included in Border Master Plan- Medium Impact Project
100% PS&E complete, revised to joint bid a waterline relocation
Virtual Public Meeting Held August 11, 2020
ROW 100% in place
Funding: $35.4 Million Available in CAT 7 and Cat 9 Funds
Construction Cost Estimate: $$43,642,370
Projected Letting FY25

Dana Avenue
CSJ: 0921-06-330



This project consists of expanding a two-lane road to a two-lane road with a continuous left turn lane and full shoulders. The project will require some additional right-of-way. The project will connect FM 802 and FM 3248.

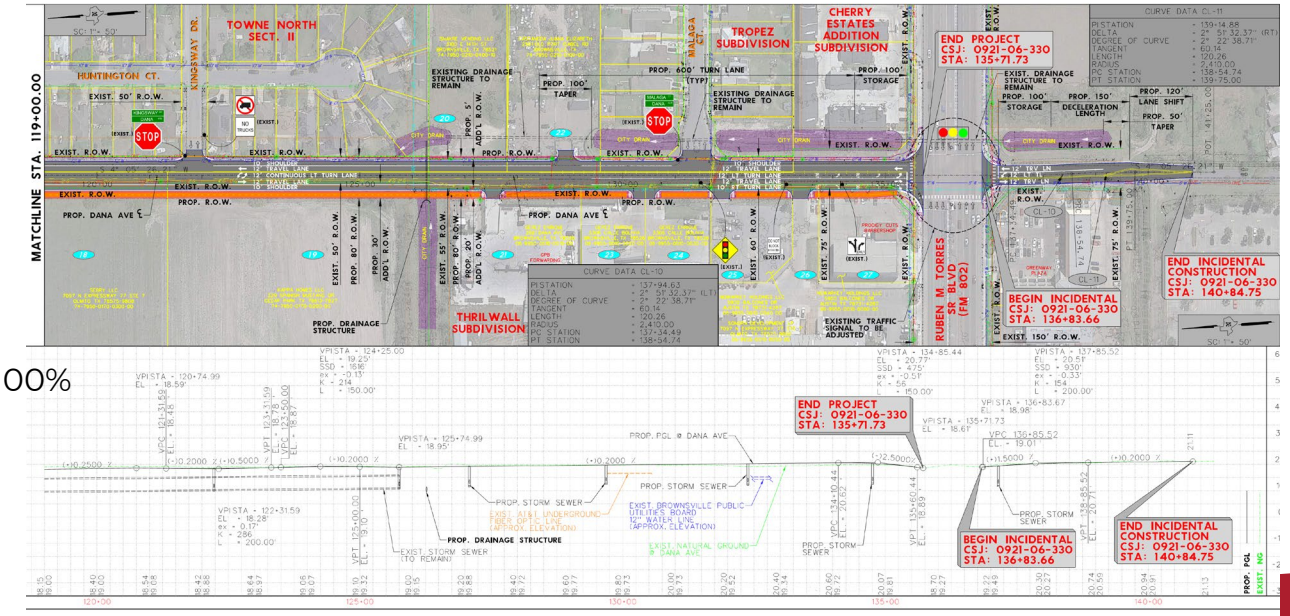
PROPOSED TYPICAL SECTION (DANA AVE)



PROP. TYPICAL SECTION (DANA AVE)

Dana Avenue
CSJ: 0921-06-330

Environmental	99%
Preliminary Engineering	Schematic 100%
ROW & Utilities	Pending
Design	Starting 01/2025
Funding	✓



Recent Activity:
Includes Dana Avenue Bridge Rehabilitation to project.
Environmental 99%
Schematic 100%
Need to acquire right of way
Funding: $16 Million Available in CAT 7 for Construction
Construction Cost Estimate: $17,023,422
Virtual Public Meeting with In-Person Option held February 1, 2024
Clearance Anticipated – January 2025 / All tech reports have been submitted.

FM 509
CSJ: 0921-06-254

FM 509 will be constructed to add new four lane divided highway from FM 508/FM 509 intersection to FM 1579. The Project will be approximately 3 miles and will be constructed at a cost of approximately $15.9 million. Efforts are currently being made to incorporate alignments with the Outer Parkway Project.



FM 509
CSJ: 0921-06-254

Environmental	Underway
Preliminary Engineering	Underway
ROW & Utilities	Pending
Design	Pending
Funding	✓

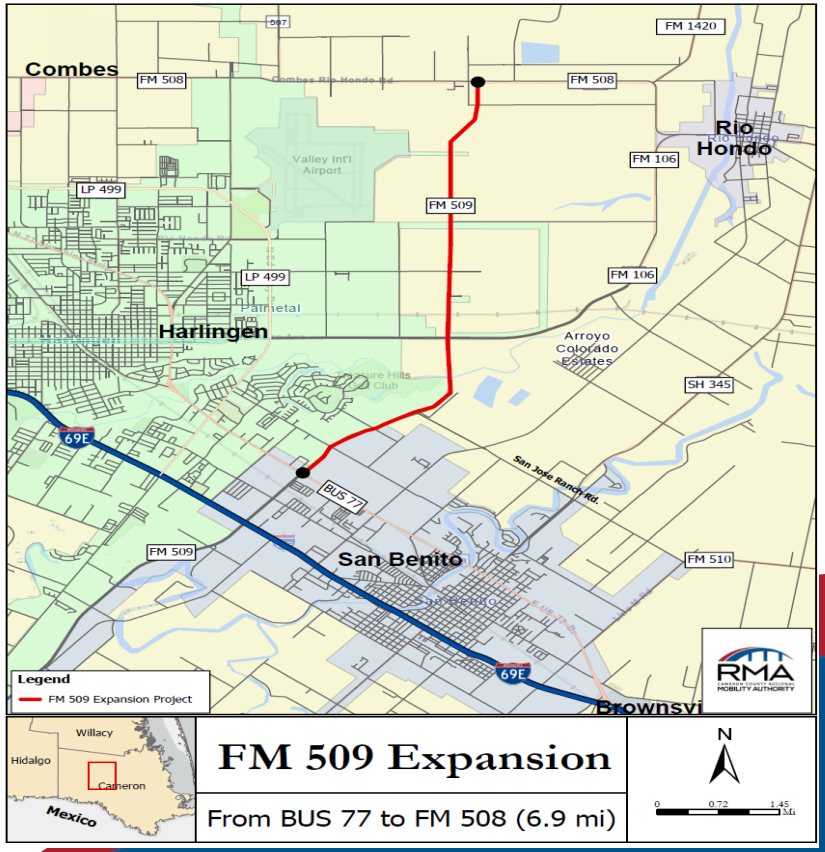


Recent Activity:

Included in Border Master Plan- Medium Impact Project
Transportation Commission Approved On-System MO May 2021
CCRMA will utilize 100% Local Funds for Preliminary Engineering
Funding: $7.5 Million Available in CAT 2 Funds
Project Kickoff held 12/11/2023
NEPA Clearance: Open Ended D-CE resubmitted May 2024
Updated Traffic Projections Underway
Construction Cost Estimate: $15,960,918

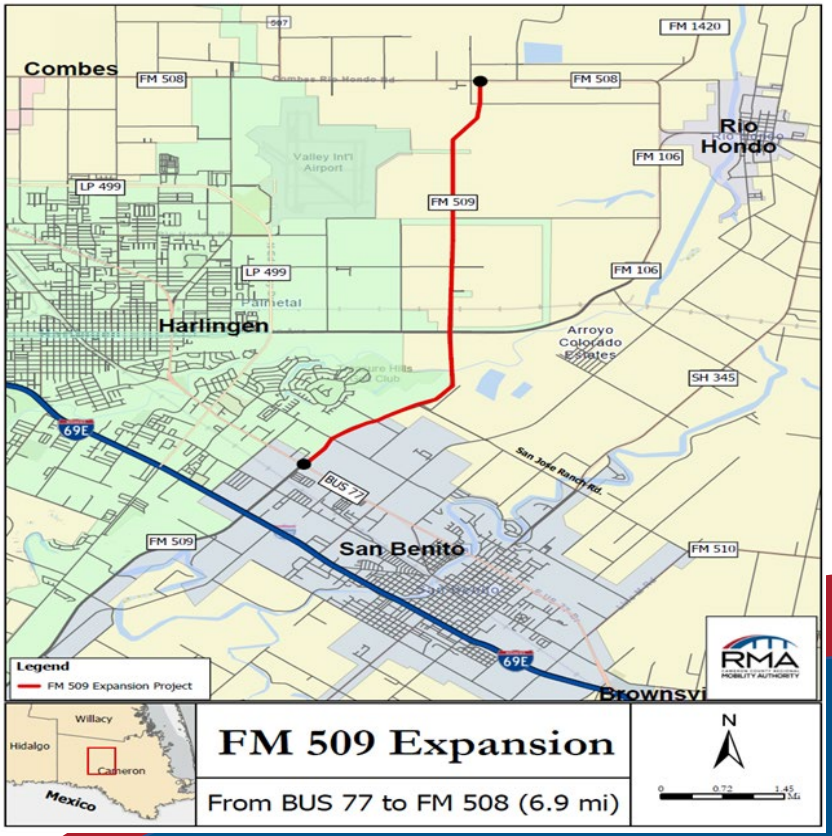
FM 509- BUS 77- FM 508
CSJ: 2369-01-033

The FM 509 project will widen and reconstruct the existing 2 lane rural roadway to an urban four lane roadway with a center left turn lane and shoulders, within the existing ROW.
The project length is 6.85 miles.



FM 509- BUS 77- FM 508
CSJ: 2369-01-033

Environmental	Pending
Preliminary Engineering	Pending
ROW & Utilities	Pending
Design	Pending
Funding	Partially Funded

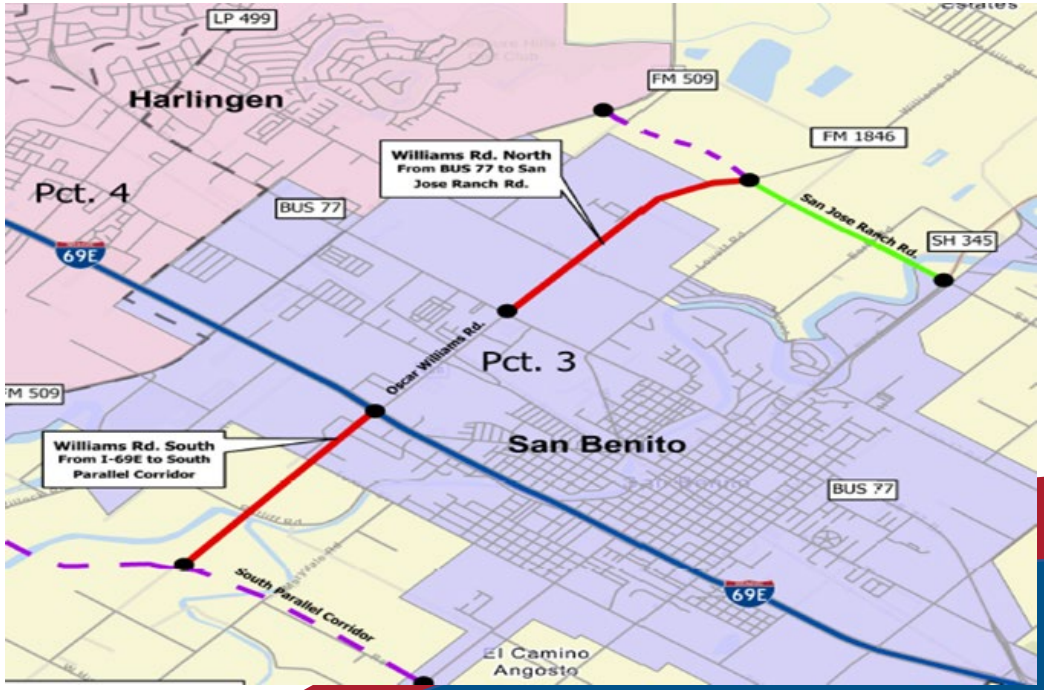


Recent Activity:
2025 UTP approved $500,000 in CAT 2 funds
Need Donation Agreement with TxDOT

FM 1846- Williams Road-North
CSJ: 1065-02-042

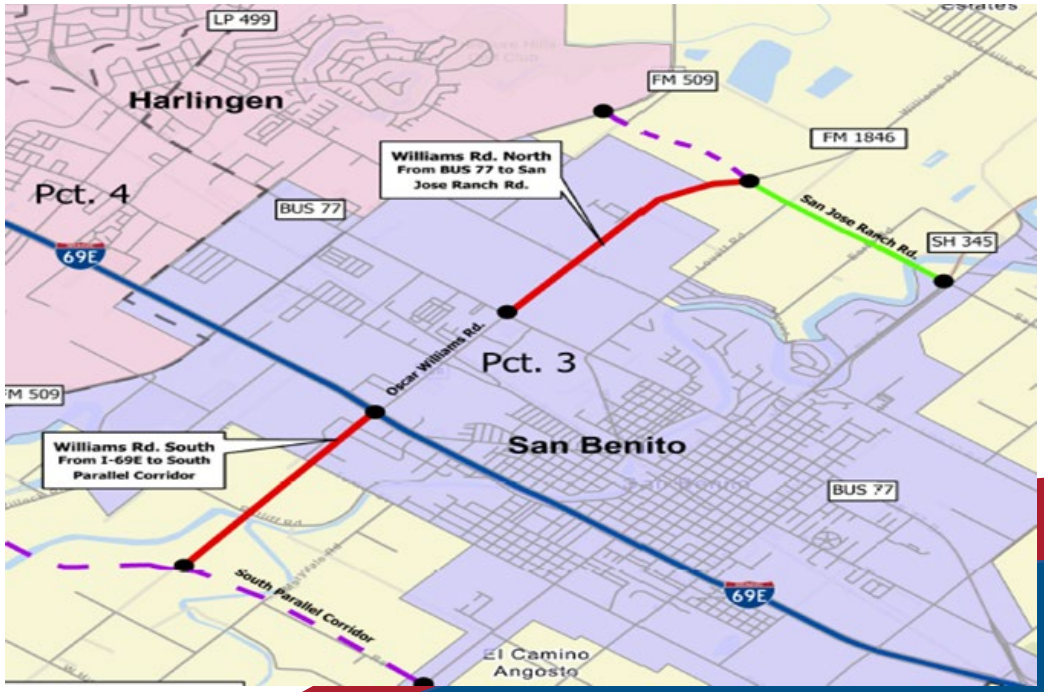
Williams Road (North)
This project consists of an expansion from 2 lanes to 4 lanes with a continuous left turn lane. Project limits are from Business 77 to San Jose Ranch Road in San Benito.

Williams Road (South)
This project consists of a new location road on the south side of I69E to South Parallel corridor in San Benito. The project will require the acquisition of right of way.



FM 1846- Williams Road-North
CSJ: 1065-02-042

Environmental	33%
Preliminary Engineering	Schematic 80%
ROW & Utilities	Pending
Design	Pending
Funding	Pending



Recent Activity:

ILA with City of San Benito and Cameron County approved
$500,000 in Category 2 Funds
Schematic-80% complete
AFA approved on 01/10/24
Traffic projection (Corridor Analysis) Submitted 02//19/24
Kick off and Env. Scoping Meetings held 04/15/24
DCC held 05/10/24



SH 104 (CSJ: 0775-02-002)

SH 104 (Second Access Project to South Padre Island) will involve a second crossing on a new location to South Padre Island to provide a much-needed alternate route from the island to the mainland. The second causeway also would facilitate evacuation of South Padre in the event of a hurricane or other natural disaster. The project will include a bridge approximately 8 miles long as well as improvements to roadways on the mainland and on the Island. The total length of the SH 104 Project is approximately 17.6 miles.

The Texas Transportation Commission placed the project on-system on December 12, 2023 through Minute Order 116614.



SH 104 (CSJ: 0775-02-002)

Environmental	Underway
Preliminary Engineering	Underway
ROW & Utilities	Pending
Design	Pending
Funding	Pending

Project Needs:

- Complete Environmental Document
- Design
- Funding

Recent Activity:

Included in Border Master Plan- Medium Impact Project
Recently redesignated to a Non-Tolled project development strategy
Using Local Funds to Complete Environmental Phase
Data collection and ROE underway
Coordination with Resource Agencies including: FHWA, TxDOT, USFWS, TPWD, USACE, USDA, NOAA, EPA, FEMA, GLO, TCEQ, TX Railroad Commission, Texas DEM, THC, Sea Turtle Inc.
USFWS ROW Application Submitted /
Follow-up discussion held Feb 22, 2023
2nd Agency Coordination meeting held Mar 29, 2023
Met on June 07, 2024, to align remaining efforts with TxDOT ENV
Next meeting to take place January 2025.

Harlingen Rail Improvements Project
FR-CSR-21-002

The Harlingen Commerce Street rail relocation project will relocate and realign 1.7 miles of track and construct one new crossing at Commerce Street to eliminate seven existing grade crossings in the City of Harlingen, Texas. The new track connection will enable the Union Pacific Railroad (UPRR) Harlingen Subdivision track to connect to the UPRR Brownsville Subdivision, as well as straighten out two curves and plans to safely raise the speed from 10 MPH to 30 MPH to minimize rail congestion through this area.



THE COUNTY OF CAMERON BROWNSVILLE, TEXAS

RMA
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Harlingen Rail Improvements Project
FR-CSR-21-002

Environmental	Underway
Preliminary Engineering	Underway
ROW & Utilities	✓
Design	Pending Schem. Approval by FRA
Funding	✓

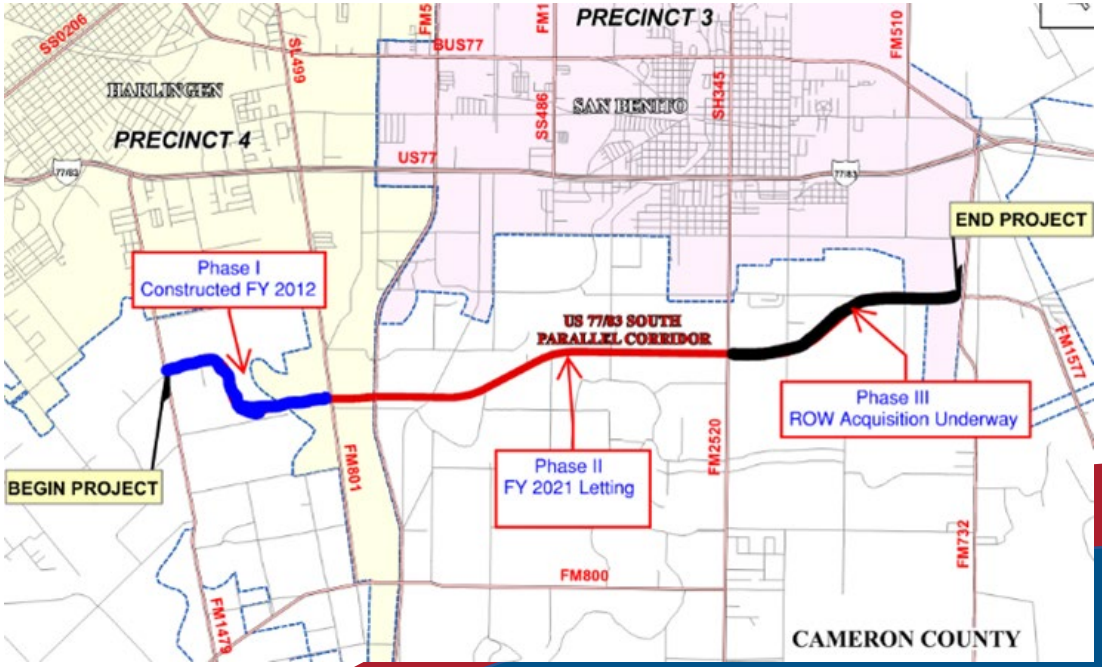


Recent Activity:

Partnership between: CCRMA & Cameron County
Project Scope: Eliminate certain railroad-street crossings
Limits: N. Commerce street S. of US 77 Sunshine to Adams Avenue
Using Federal & Local funds to complete Environmental Phase
Using Federal & Local funds to complete Design
Funding: $5.6 Million Available for Construction
FRA Agreement for Phase I – executed, started March 01, 2024
Agreement with UPRR executed December 2022
Preliminary Engineering site visits held March 2024
Draft schematic under review by CCRMA

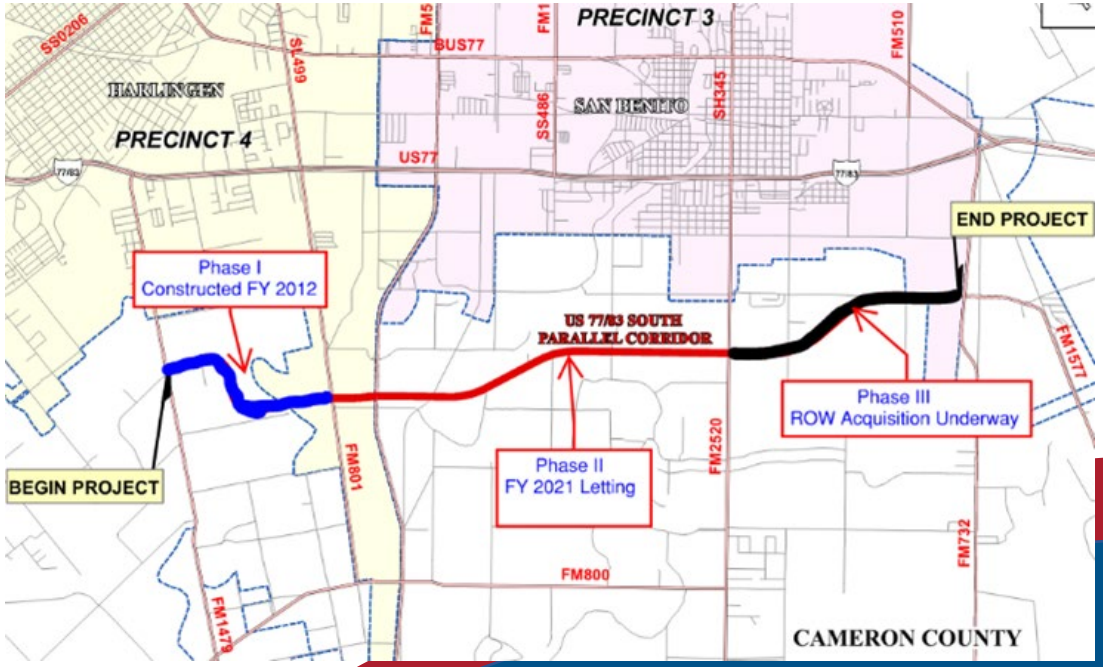
S. Parallel Corridor Phase III
CSJ: 0921-06-257

Project limits are from FM 2520 (Sam Houston Blvd) to FM 1577. Partially on new location with intermittent existing 40-80 ft ROW. Construction of a 2-lane rural roadway. Phase III will complete the South Parallel Corridor project. TxDOT recently increased Rider 11B funds by $2 Million.



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

Environmental	✓
Preliminary Engineering	✓
ROW & Utilities	95%
Design	90%
Funding	✓

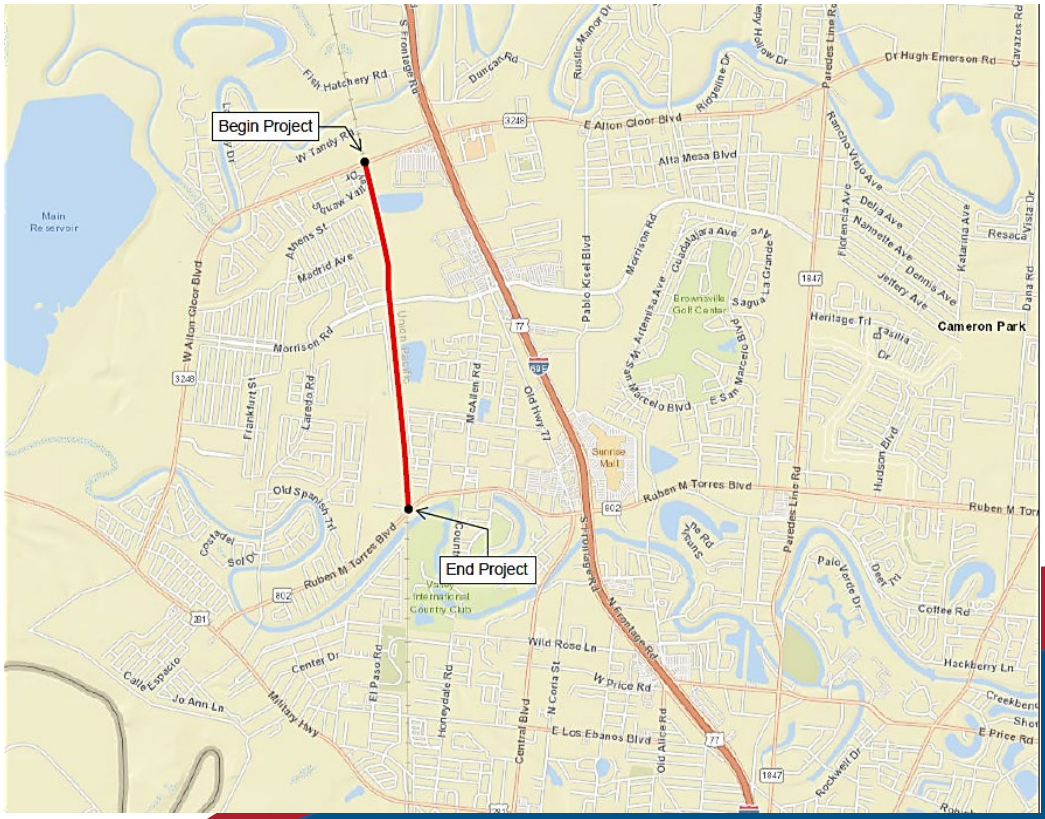


Recent Activity:

Included in Border Master Plan- Medium Impact Project
ROW Acquisition Underway using Local Funds (complete)
Utility Coordination Underway using Local Funds (1 remains)
Funding: $6.765 Million Available in CAT 7 Funds – $5M in Rider 11B
Construction Cost Estimate: $14,510,168
Projected Letting FY25
60% PS&E submitted to TxDOT on 09/2024
95% PS&E submitted to TxDOT 12/2024

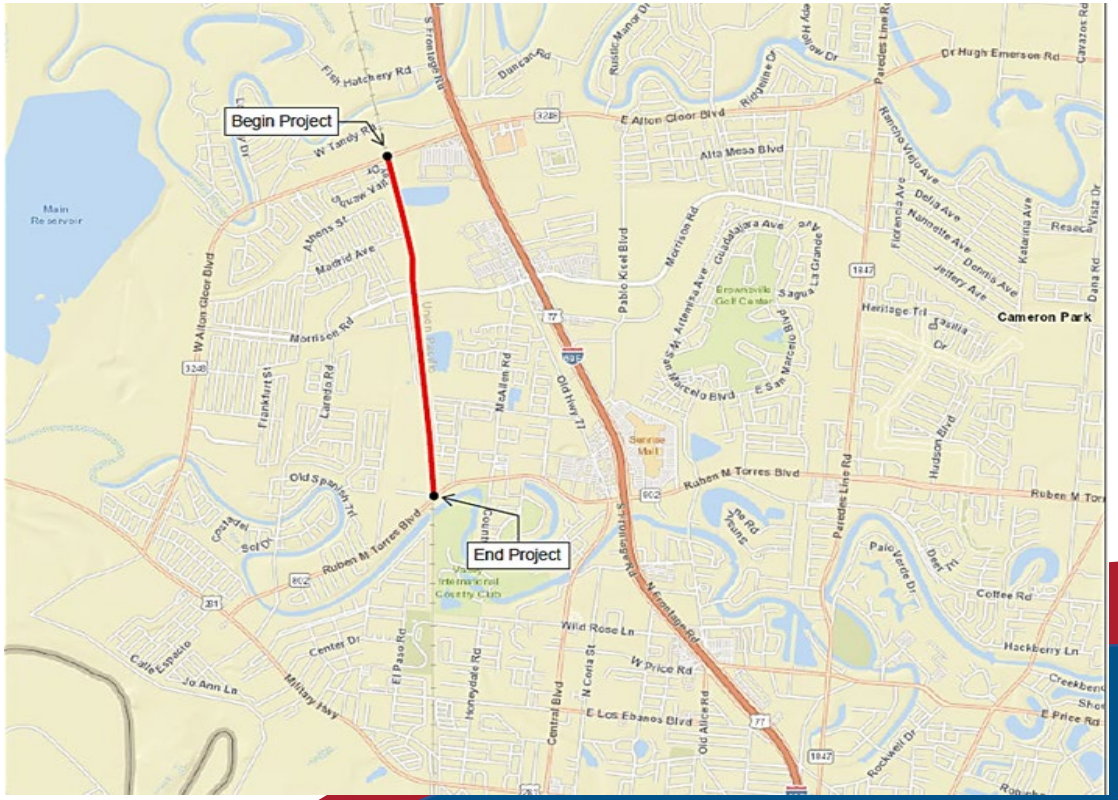
West Blvd Roadway
CSJ: 0921-06-340

As a component of the 6.5-mile West Rail Trail project, the Roadway component is being developed to provide a connection between two on-system TxDOT arterial roadways and improve the safety and quality of life for local residents by reducing congestion and eliminating travel time delays for first responder personnel and residents during an emergency to highly developed areas along the project. The proposed urban roadway section would accommodate the Hike and Bike trail and provide for improved mobility between FM 802 (Ruben Torres Blvd) and FM 3248 (Alton Gloor Blvd) two major arterials in the region.



West Blvd Roadway
CSJ: 0921-06-340

Environmental	50%
Preliminary Engineering	✓
ROW & Utilities	✓
Design	95%
Funding	Partially Funded

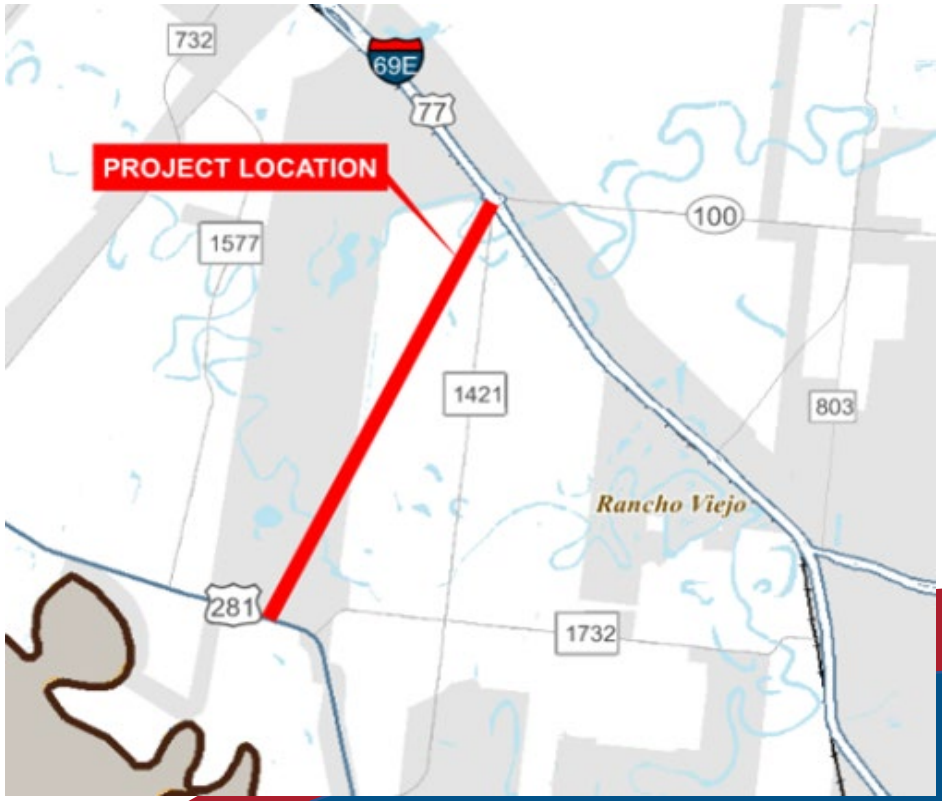


Recent Activity:

PS&E is being completed with 100% Local Funds
Functional Classification received June 2023
ROW is in place
PS&E-95% complete
AFA Approved by CCRMA Board 05/30/24
Project Kickoff conducted 09/2024
Ongoing PE Efforts: EA/EIS Justification Letter development (anticipate a CE NEPA document) and Traffic Projections per TPP SOP
Projected Letting FY26

U.S. 281 Connector - Prelim. Eng.

The project will provide a divided urban corridor that would improve mobility and safety between U.S. 281 (Military Highway), I69E, and SH 100. This route will become critical as trade increases in the region between the port and international bridges. The U.S. 281 Connector Project is approximately 7.5 miles long.

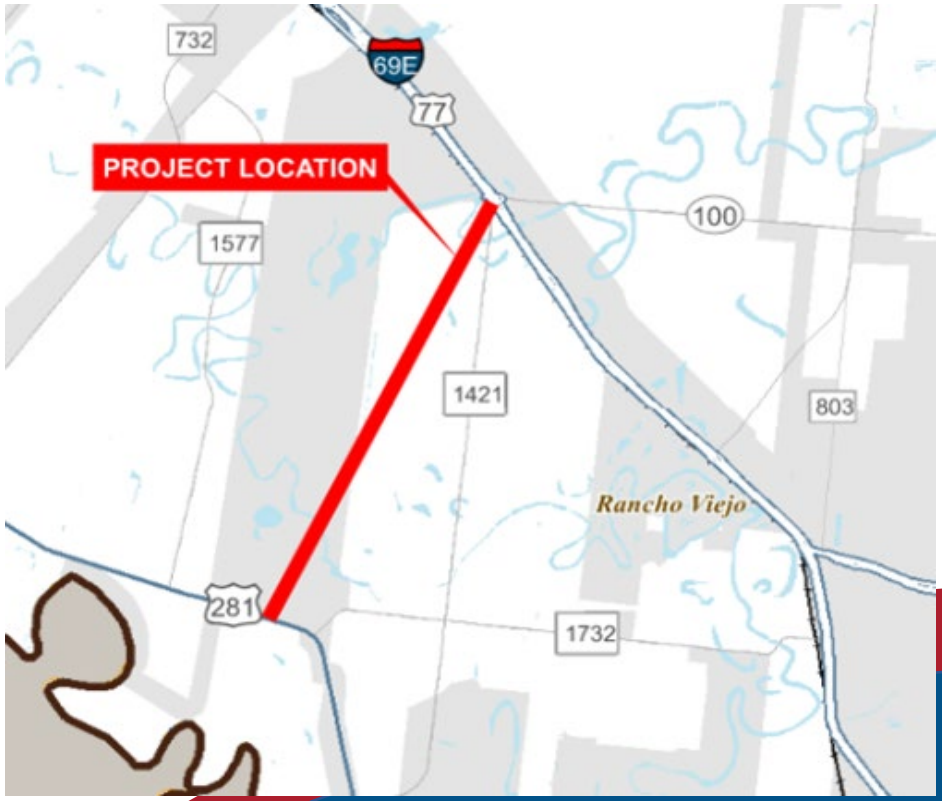


THE COUNTY OF CAMERON BROWNSVILLE, TEXAS

RMA
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

U.S. 281 Connector - Prelim. Eng.

Environmental	Underway
Preliminary Engineering	Underway
ROW & Utilities	Pending
Design	Pending
Funding	Pending

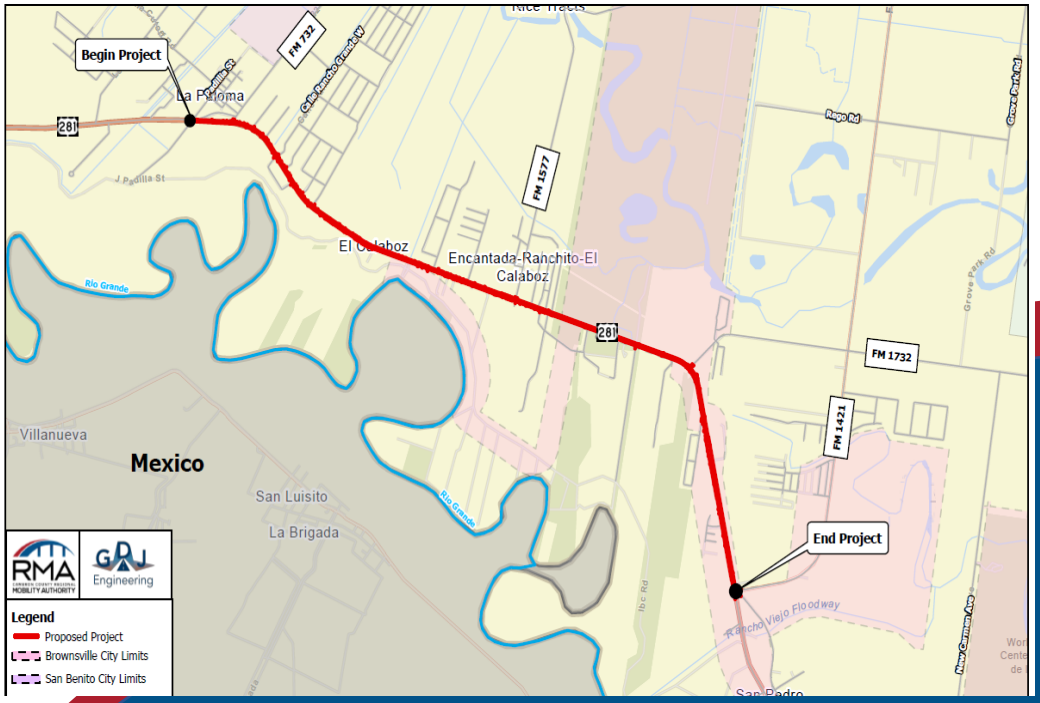


Recent Activity:

Included in Border Master Plan- Medium Impact Project
CCRMA Conceptual Project to provide a connection between US281 (Military Highway) and I69E.
Ultimately connecting the International Bridges Directly with the Port of Brownsville Via SH 550
Kickoff Meeting conducted 09/2024

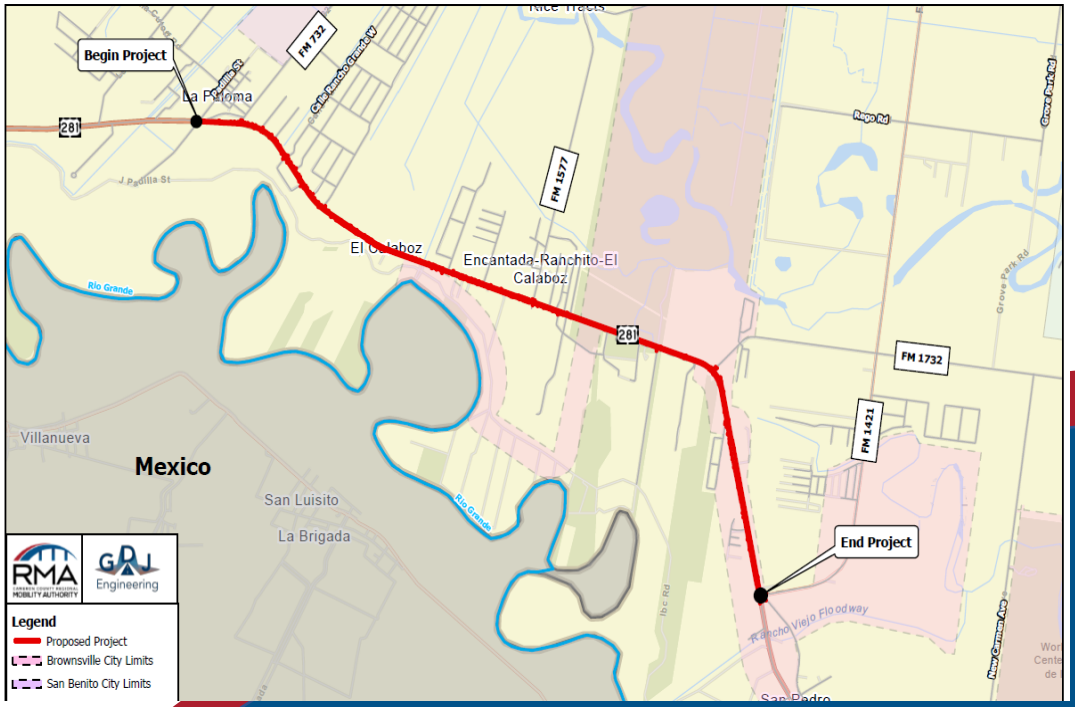
US Highway 281 (Military Highway) Utility Relocation Project

The project consists of designing utility adjustments for approximately 6 miles on US Highway 281(Military Highway) between FM 732 to FM 1421. Through a successful partnership between Cameron County, Military Highway Supply Corporation and CCRMA, this project will ensure that TxDOT's reconstruction and expansion of US Highway 281 (Military Highway) is completed on schedule.



U.S. 281 Connector - US Highway 281 (Military Highway) Utility Relocation Project

ROW & Utilities	Underway
Design	Underway
Funding	✓



Recent Activity:

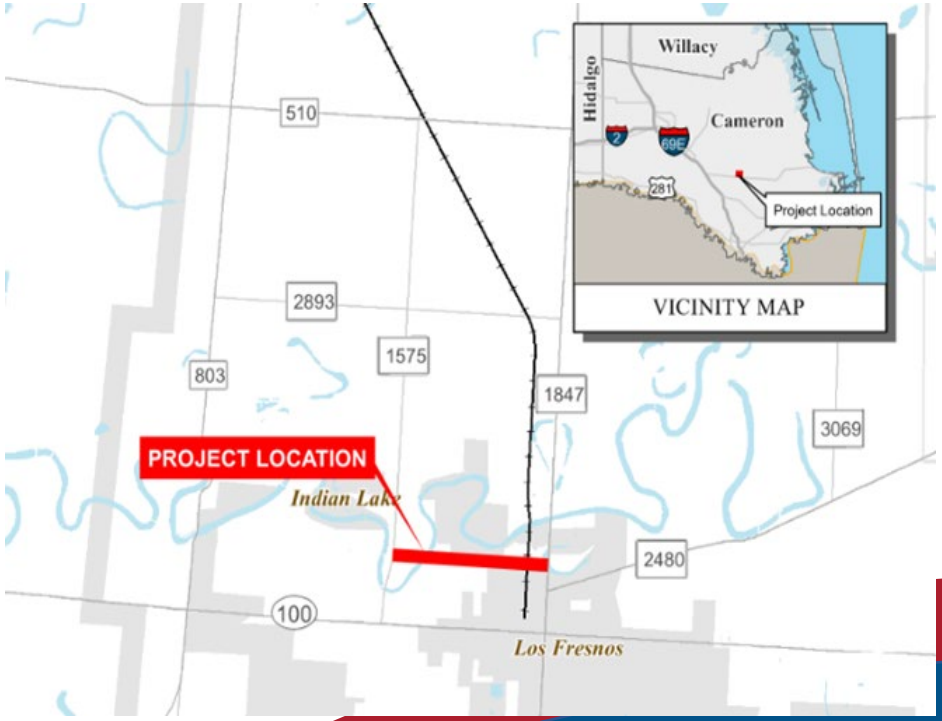
On November 05, 2024, Cameron County approved an agreement with Military Highway Water Supply Corporation for $1,022,926.00 in ARPA funds to be used towards professional engineering services through the CCRMA develop design plans for utility relocations along US Highway 281

On November 21, 2024 .CCRMA approved and Interlocal Agreement with Military Highway Water Supply Corporation to develop design plans for utility relocations along US Highway 281

Est. PS&E completion 03/2025

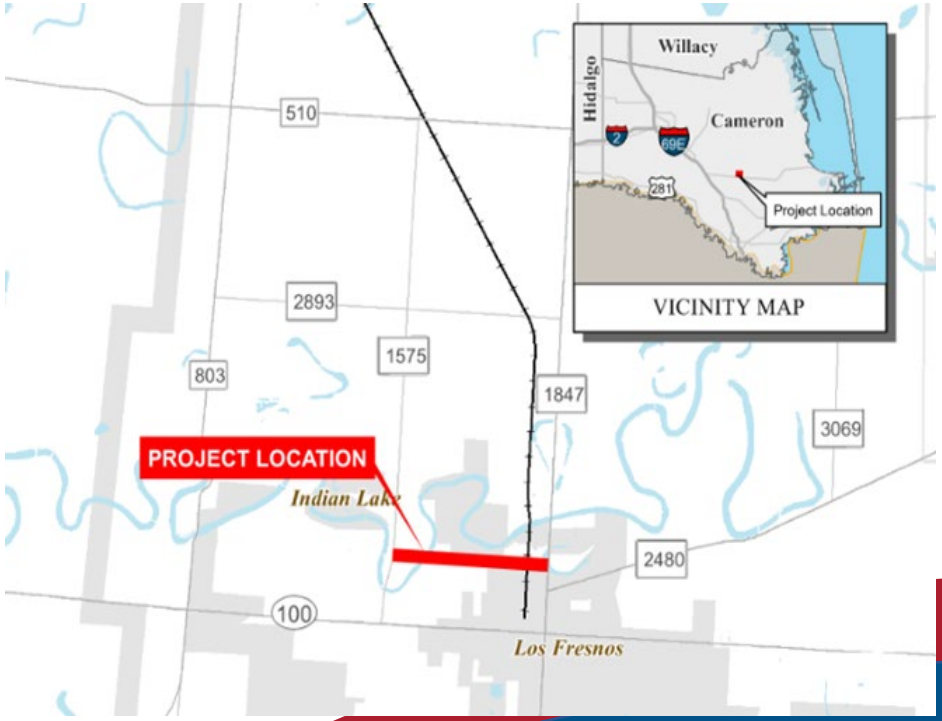
Whipple Road
CSJ: 0921-06-292

This project involves the expansion of the existing road in Los Fresnos. This road will be improved from FM 1847 to FM 1575. The right-of-way is in place to do the necessary improvements



Whipple Road
CSJ: 0921-06-292

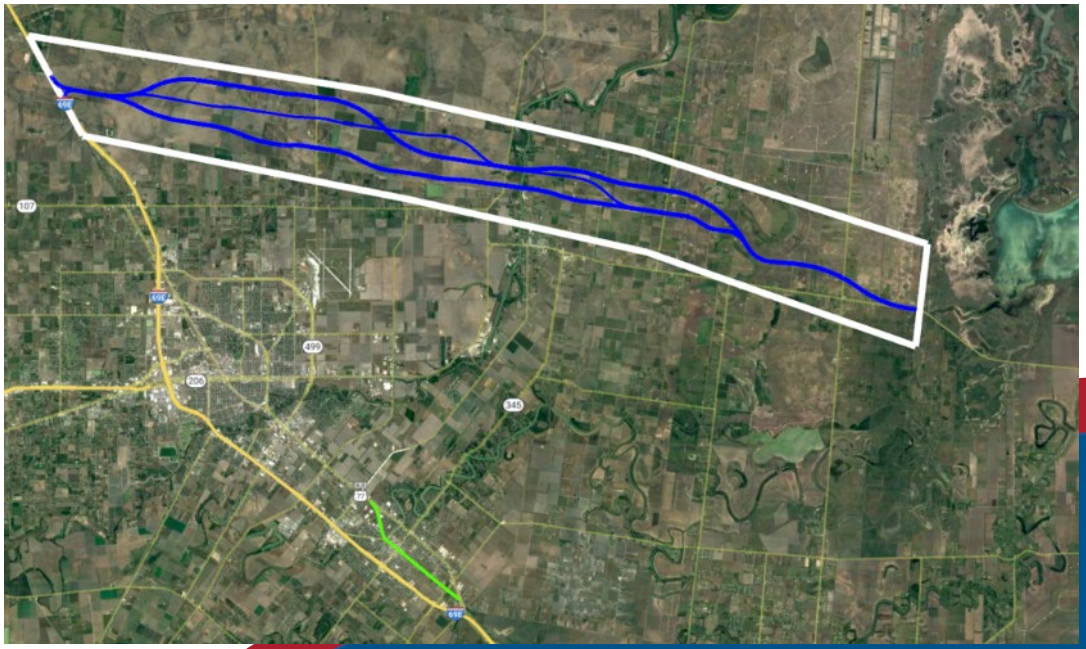
Environmental	85%
Preliminary Engineering	Schematic 95%
ROW & Utilities	Pending
Design	Underway
Funding	Pending



Recent Activity:
Schematics at 95%
Environmental at 85%
Funding: $4.5 Million Available in CAT 7 Funds
Public Involvement completed January 06, 2023
Construction Cost Estimate: $8,375,029
Amended AFA 06/2024
PS&E started 11/2024

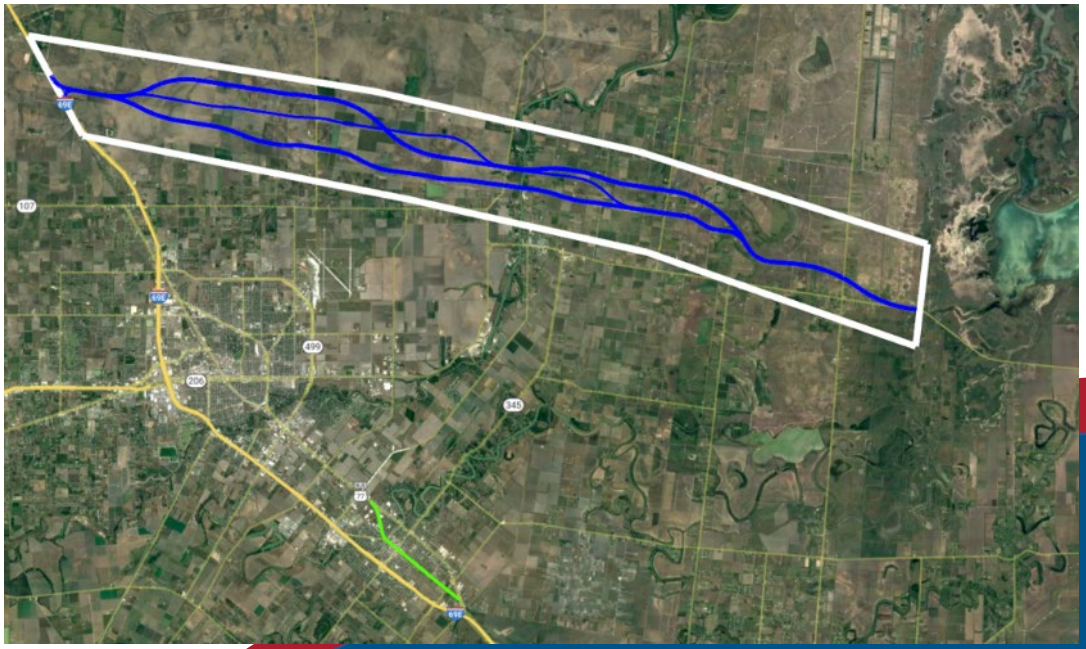
Outer Parkway
CSJ: 0921-06-283

The Outer Parkway Project is approximately 21.5 miles long and includes the construction of a new four lane divided highway from I69E (U.S. 77) near the North Cameron County Line to FM 1847. The project will link the General Brant Road Project with I69E (U.S. 77).



Outer Parkway
CSJ: 0921-06-283

Environmental	Consultant Selected
Preliminary Engineering	Consultant Selected
ROW & Utilities	Pending
Design	Pending
Funding	Pending

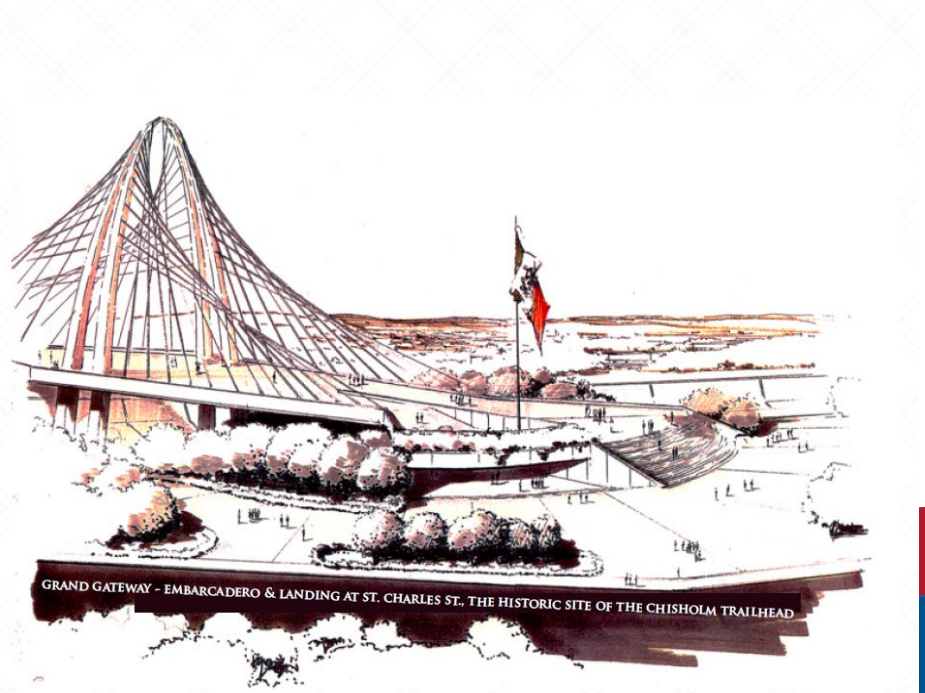


Recent Activity:
Cameron County / CCRMA entered into an ILA for PE/Env Clearance on 02/2023.
TxDOT concurred with continuing to classify the project as an Environmental Assessment document.
Technical Preferred Alternative anticipated early 2025.

Gateway Pedestrian Bridge-Riverfront Development

Cameron County is the owner-operator of the Gateway International Bridge, which crosses the famous Rio Grande River, connecting Cameron County to downtown Matamoros. The Gateway Bridge is in the reach of the River that has served for centuries as our primary connection of commerce and culture with Matamoros and other communities throughout Texas and Tamaulipas.

Through an Interlocal Agreement, Cameron County engaged its Cameron County Regional Mobility Authority (CCRMA) and Cameron County Transportation Reinvestment Zone Number 6 (TRZ #6) to oversee the development, construction and financing of the remodel and associated riverfront redevelopment. The CCRMA will be submitting a Presidential Permit Application for Gateway Bridge on December 6, 2024.



THE COUNTY OF CAMERON BROWNSVILLE, TEXAS

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Gateway Pedestrian Bridge-Riverfront Development



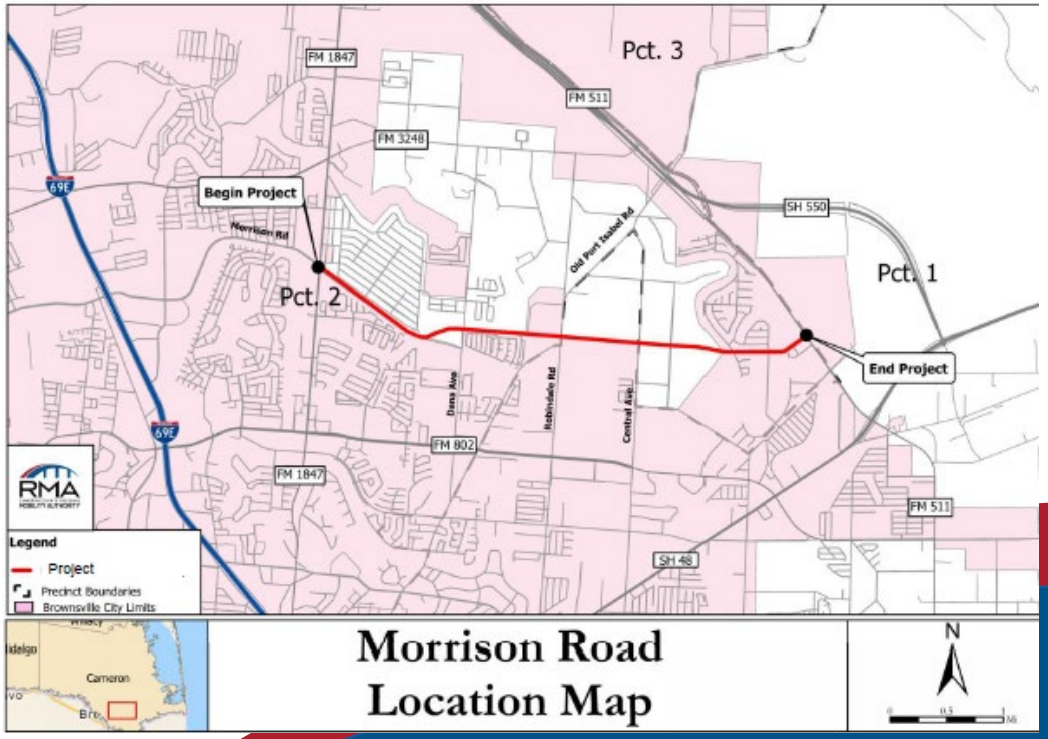


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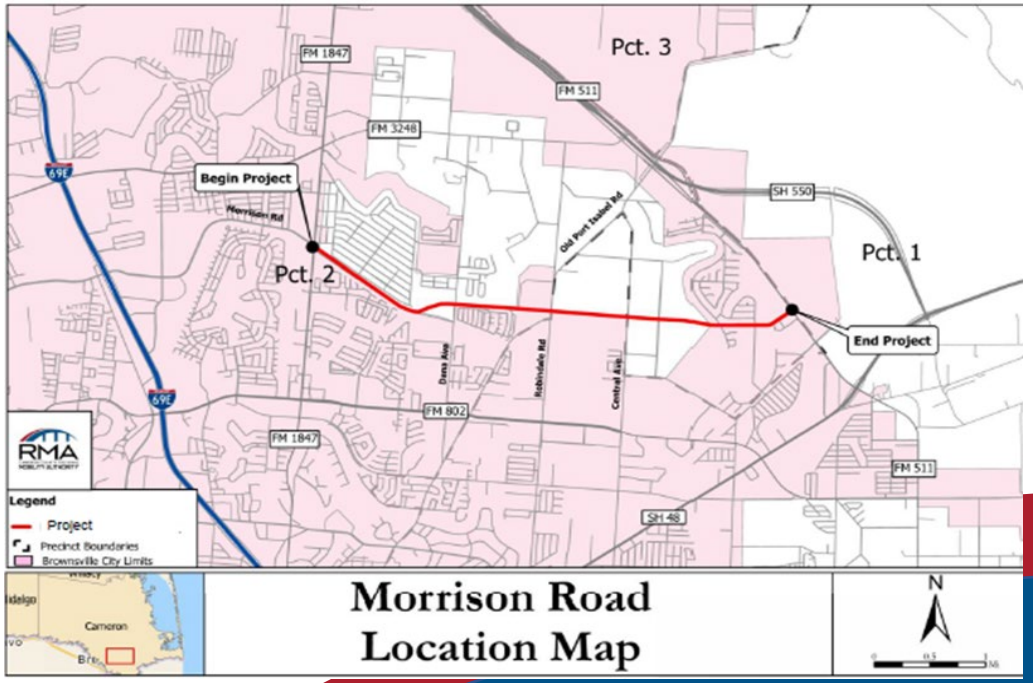
Morrison Road
CSJ: 0921-06-291

This is a new location road from FM 1847 to FM 511. When complete, Morrison Road will go from FM 3248 to FM 511. This project will provide connectivity to a large retail area in Brownsville and reduce congestion on several major roads.



Morrison Road
CSJ: 0921-06-291

Environmental	Underway
Preliminary Engineering	Underway
ROW & Utilities	Pending
Design	Pending
Funding	✓



Recent Activity:

Included in Border Master Plan- High Impact Project
Environmental and Schematic are under development
Preliminary Coordination with City and Drainage District Underway
Functional Classification Received for Segment I on 04/04/24
CCRMA to request FC for Segment II of the Project
Funding: $16 Million Available in FY25 UTP excess availability of CAT 7 Funds
Construction Cost Estimate (full limits): $38,643,708

FM 1847
CSJ: 0921-06-325

On West Side of FM 1847, from Resaca Retreat Dr. to First Street the completed project included the construction of sidewalks and upgrade ramps to ADA standards on west side of FM 1847 where there are no existing sidewalks connecting large residential areas to the Los Fresnos High School and Park.

Complete



Previous Activity:
Revised limits: Resaca Retreat Dr. to First St.
Environmentally Cleared (CE) 8/16/2022
PS&E-100% Feb 2023; 100% Bid Package Apr 2023; Letting Aug 2023.
Funding: $390,000 Available for Construction
Bids opened 8/30/2023
City of Los Fresnos awarded bid on October 10, 2023
Construction commenced 04/02/24
Construction completed

FM 1847
CSJ: 0921-06-325

Environmental

Preliminary Engineering

ROW & Utilities

Design

Funding



Recent Activity (thru 12/2024):

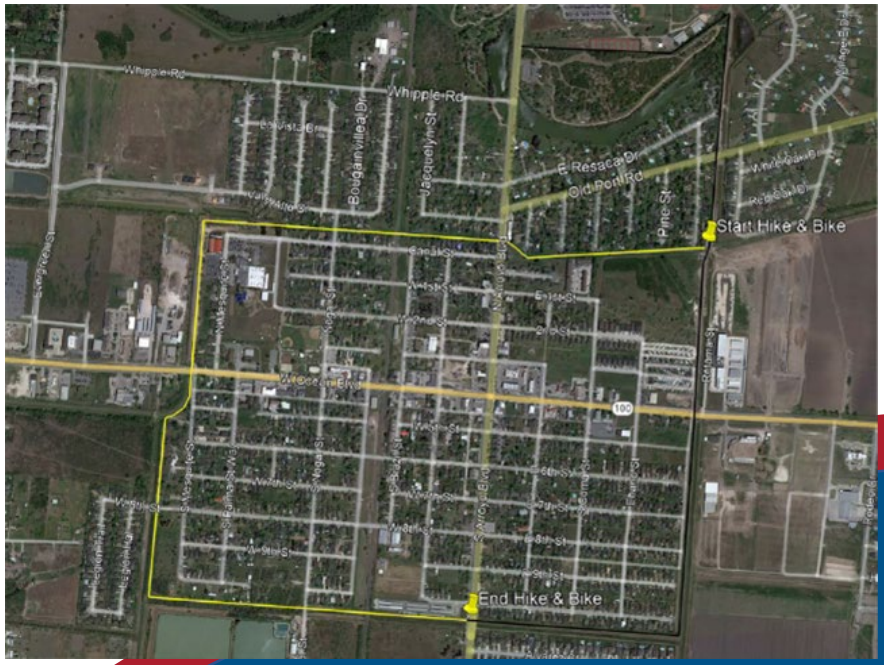
Contract Amount: $486,888.00
Change Order(s) Amount: $-696.00
Adjusted Contract Amount: $486,192.00
Contract Time: 60 Days
Amount Invoiced: $380,979.00
Percent Amount Invoiced: 100%
Time Used: 44 Days
Percent Time Used: 100%

THE COUNTY OF CAMERON BROWNSVILLE, TEXAS

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CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

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

Continuation of the construction of a 2.1-mile asphalt shared use path around the City of Los Fresnos from the Northeast corner to the South-Central city limits at South Arroyo Blvd. The project compliments / extends the existing hike and bike system from the Los Fresnos Nature Park that primarily utilizes canal easements to define the trail alignment.

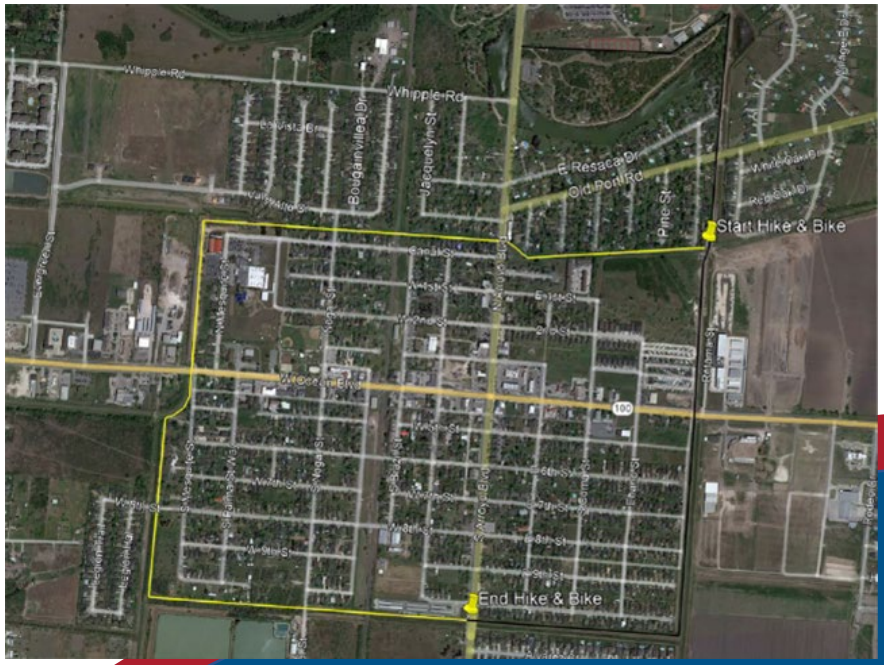


THE COUNTY OF CAMERON BROWNSVILLE, TEXAS

RMA
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

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

Environmental	Underway
Preliminary Engineering	Underway
ROW & Utilities	Pending
Design	Pending
Funding	✓



Recent Activity:

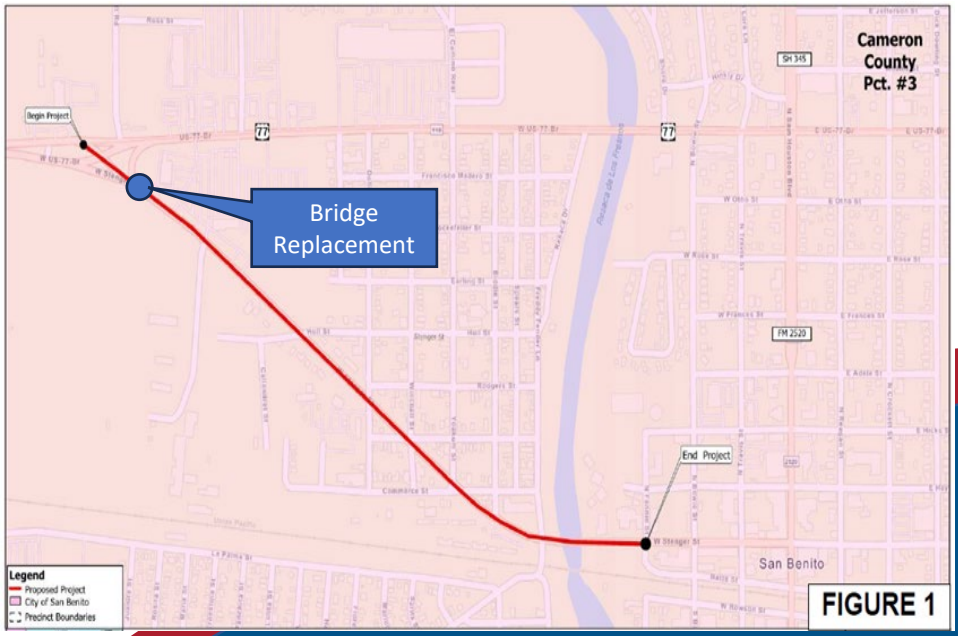
Limits: Complete loop around City of Los Fresnos
(from 220 ft. N. of Alvarez St., along canal to 56 ft. S. of Huisache St)
ILA between CCRMA And COLF has been executed
AFA to be finalized after Adoption of May 2024 TIP
Environmental & PE initiated Spring 2024
Funding: $3,027,100 Cat 10 CRP Available
Internal Kickoff Meeting held with COLF 09/2024
TxDOT Kickoff meeting upcoming.

THE COUNTY OF CAMERON BROWNSVILLE, TEXAS

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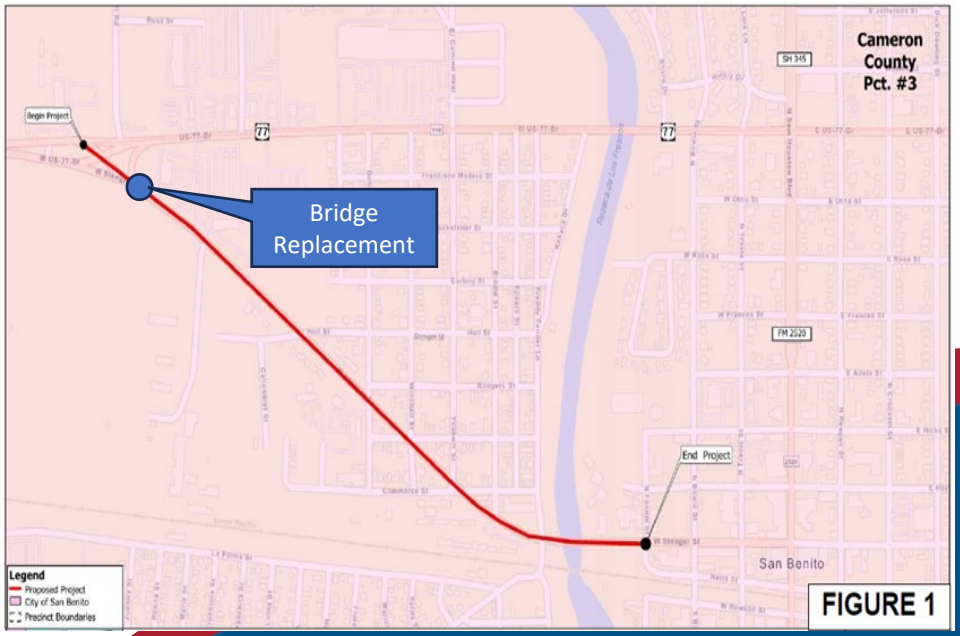
Stenger Road Sidewalk Improvements

The project consists of the construction of a 10’ concrete shared used path from West BUS 77 to Fannin St. approximately 1.1 miles.



Stenger Road Sidewalk Improvements

Environmental	Underway
Preliminary Engineering	95%
ROW & Utilities	Underway
Design	75%
Funding	✓

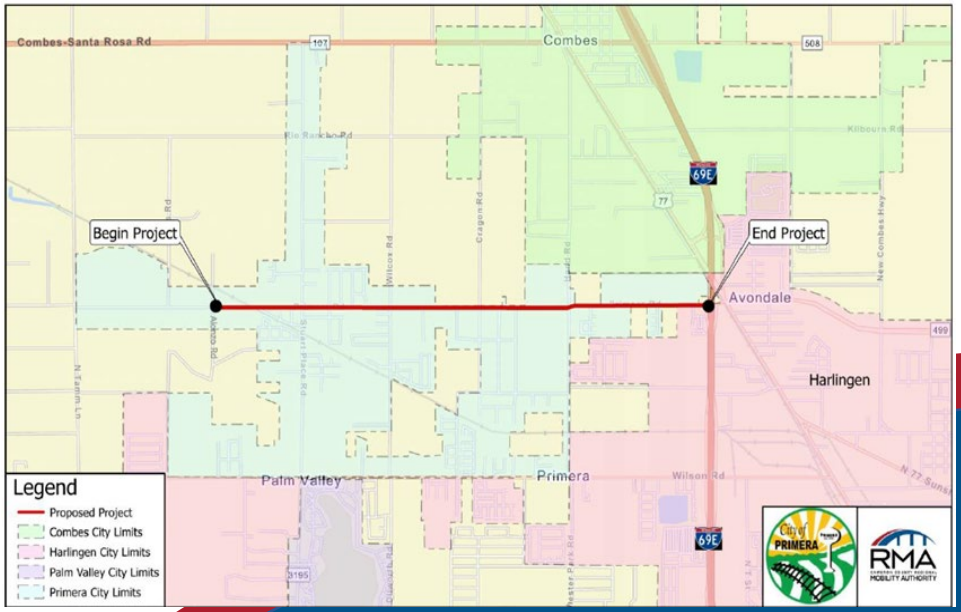


Recent Activity:
ILA w/ City of San Benito
Limits from West BUS 77 to Fannin St
Funding: $1,750,156 Cat 10 CRP Available
Bridge Rehab Funded and to be by TxDOT- project to be a State Letting
AFA executed 04/24/24
DCC held 05/10/24
ENV Scoping to take place June 2024
Schematic 100% complete
60% PS&E submitted to TxDOT on 09/2024

THE COUNTY OF CAMERON BROWNSVILLE, TEXAS
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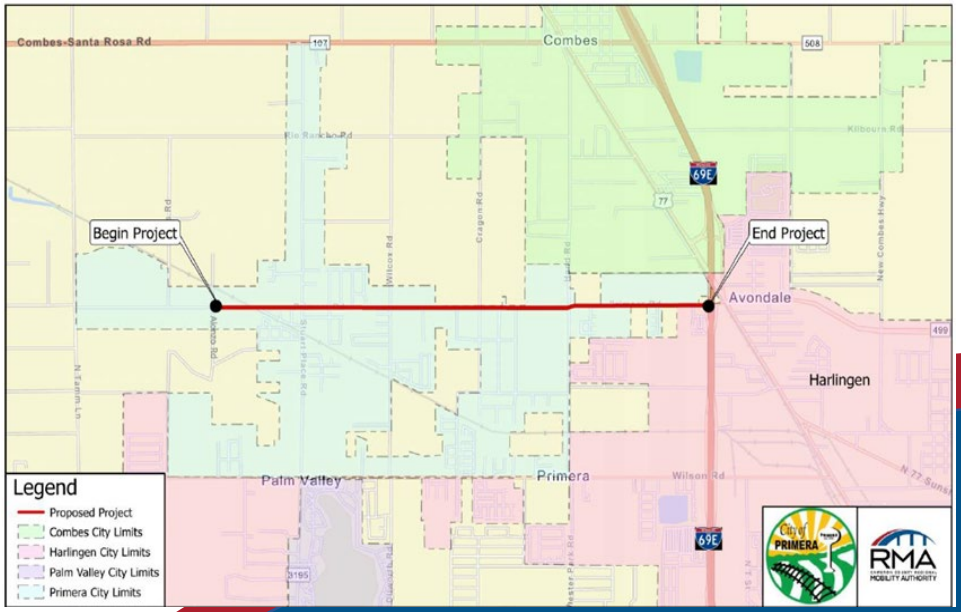
Primera Road Sidewalk Improvements

The project is located in Primera, Texas and consists of installing a concrete sidewalk that will be 8ft wide and is approximately 2.75 miles. The project will begin at Alonzo Road and end at the east city limit line near the intersection of Primera Road and US 77 Frontage Rd.



Primera Road Sidewalk Improvements

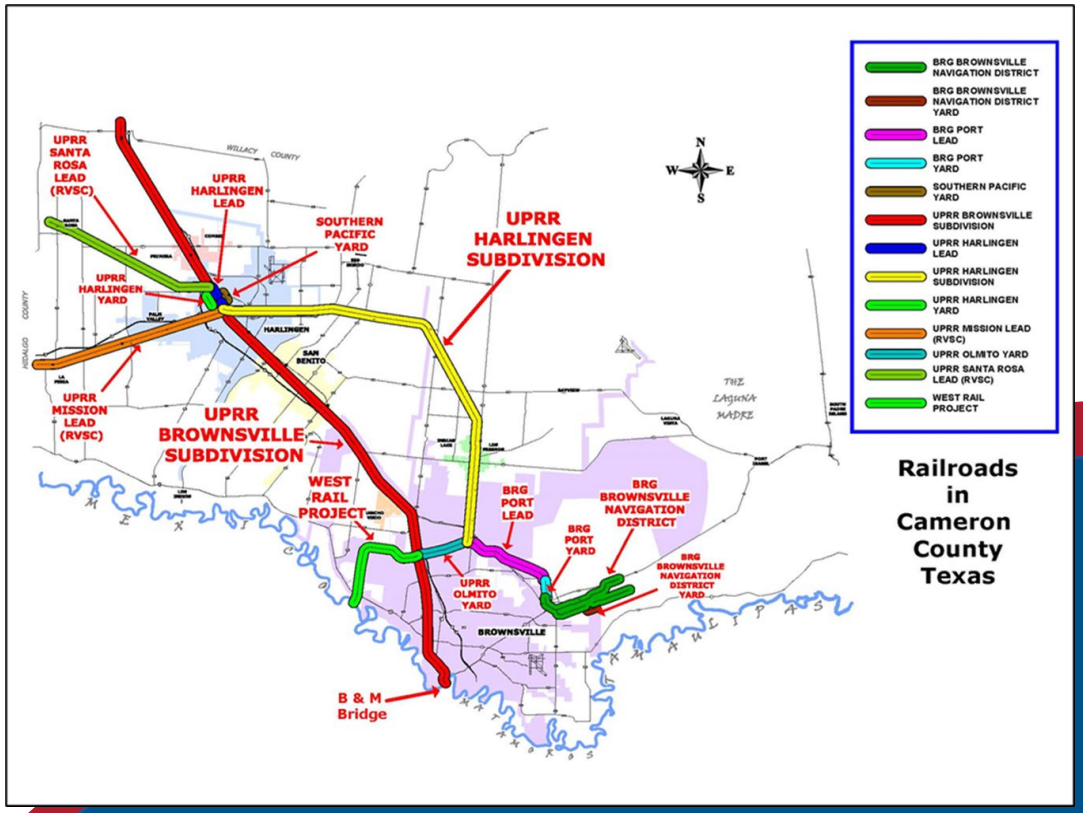
Environmental	Underway
Preliminary Engineering	Underway
ROW & Utilities	Pending
Design	Pending
Funding	Pending



Recent Activity:
ILA w/ City of Primera
Limits from Alonzo Rd. to West US 77/ I69E Frontage Rd.
Future Transportation Alternatives Set Aside (TASA) Application

North Cameron County Rail Safety and Reutilization Project (Study Update)

Environmental	Pending
Preliminary Engineering	Pending
ROW & Utilities	Pending
Design	Pending
Funding	Pending



Recent Activity:

The recommended rail safety and reutilization plan would:
Eliminate 39 at-grade rail crossings.
Eliminate 204,642 vehicles daily crossing at rail intersections.
Remove 90,000 feet of rail trackage.
Open 17.5 miles of 100 feet of right of way for other use.
Provide potential for new pedestrian and bike trails.
Opens 9 miles of access for new development along I69E.
Cost $25 million.

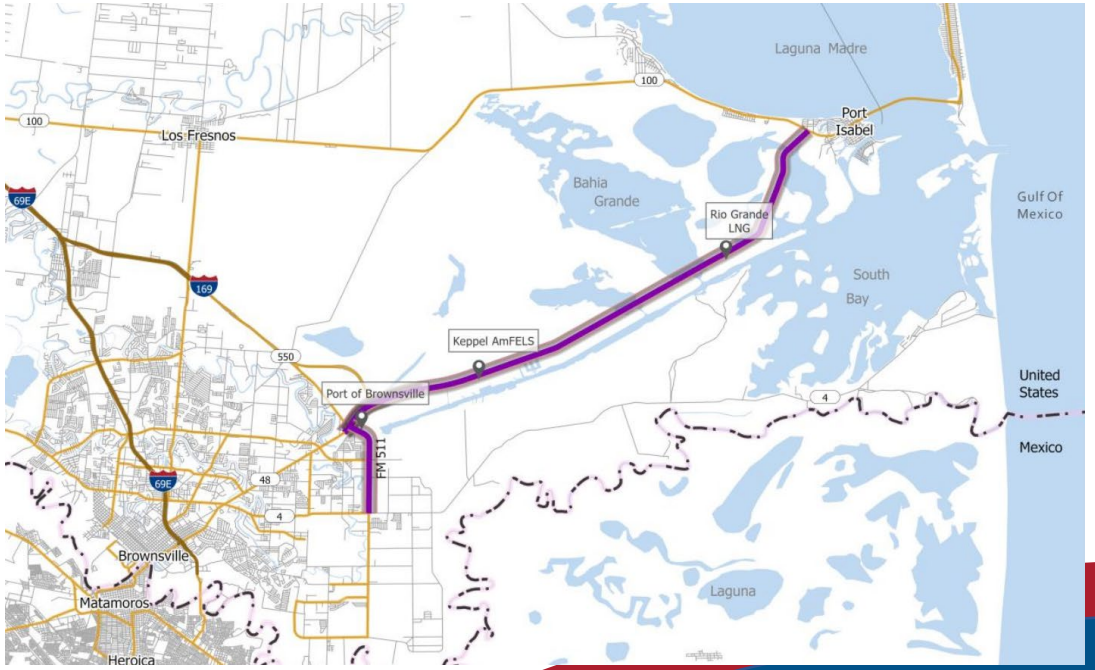
SH 48 Master Plan

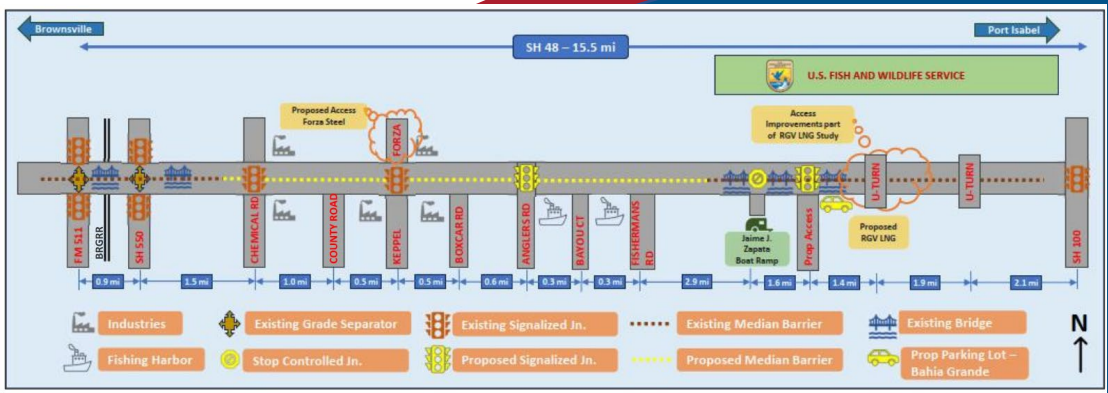
To prepare for this growth and to cater the developments, the Cameron County Regional Mobility Authority (CCRMA) is developing this Master Plan for SH 48.

It is culmination of traffic projection analysis, feasibility analysis, and meetings among stakeholder groups (Port, TxDOT, recreational groups) along SH 48, and other fieldwork efforts along I-69E, SH550 (future I-169), and SH 48.

The SH 48 corridor connects ports, harbors, and industries along recreation locations. The project corridor is expected to have significant industrial development resulting in sizable growth in employment. The new developments are currently in the planning and execution stages.

Master plan under review with TxDOT and then follow-up discussions to be had with stakeholders.

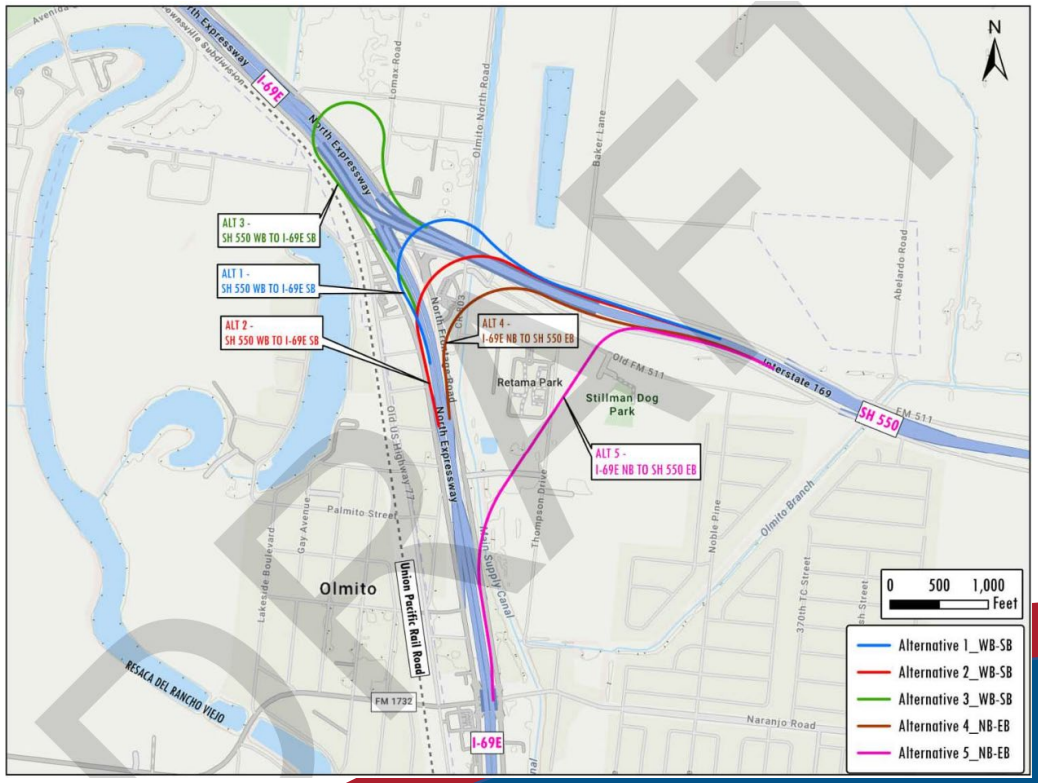




Short term recommendations include construction of cable median barrier and improvements at five Intersections (Chemical Road, Keppel AmFELS, Anglers Rd, Zapata Boat Ramp, Bahia Grande Proposed Parking)

SH 550 DCs from Brownsville

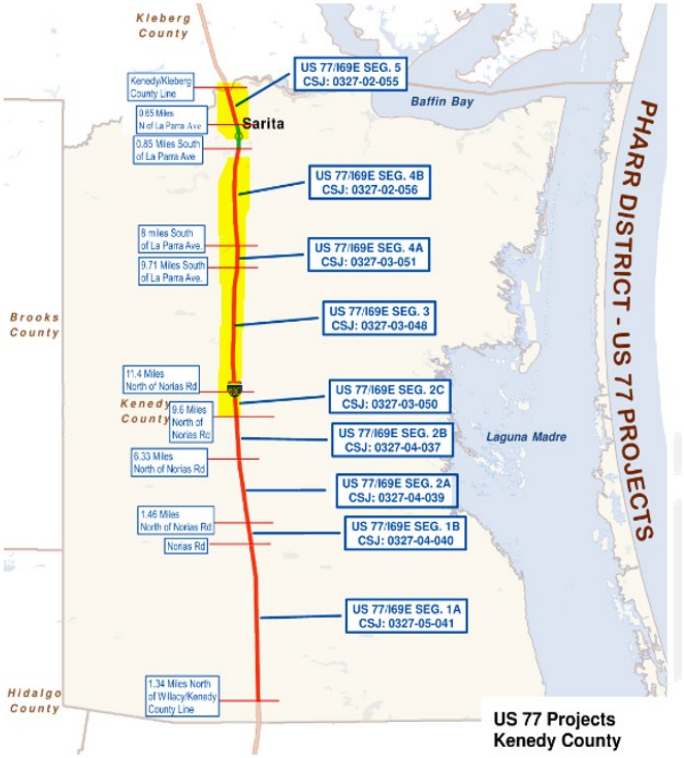
The construction of additional direct connectors between Interstate 69E (I-69E) and State Highway 550 (SH 550) is being evaluated by the Cameron County Regional Mobility Authority (CCRMA). The scope of the project is to build additional direct connector ramps from westbound SH 550 to southbound I-69E and from northbound I-69E to eastbound SH 550. The region's traffic is anticipated to grow due to the overall development of the region, including an increase in demand from the Port of Brownsville area and the other planned projects nearby.



THE COUNTY OF CAMERON BROWNSVILLE, TEXAS

RMA CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

U.S. 77 – I69E Plan
TxDOT - 2024 UTP



CSJ	Limits	FY	Funding Status	Funding Amount
0327-05-041 Seg. 1A	Norias Rd to 1.34 MI N of Willacy/Kenedy CL	2024	Fully funded	$214,518,354
0327-04-040 Seg. 1B	1.46 MI N of Norias Rd to Norias Rd	2024	Fully funded	$31,033,192
0327-04-039 Seg. 2A	6.33 MI N of Noria Rd to 1.46 MI N of Norias Rd	2024	Fully funded	$100,100,488
0327-04-037 Seg. 2B	9.6 MI N of Norias Rd to 6.33 MI N of Norias Rd	2024	Fully funded	$61,575,948
0327-03-050 Seg. 2C	11.40 MI N of Norias Rd to 9.6 MI N of Norias Rd	2024	Fully funded	$35,619,465
0327-03-048 Seg. 3	9.71 MI N of Norias Rd to 11.40 MI N of Norias Rd	2028	None (Requested SWDA)	$91,500,000
0327-03-051 Seg. 4A	8 MI S of La Parra Ave to 9.71 MI S of La Parra Ave	2031	None (Requested SWDA)	$20,720,000
0327-02-056 Seg. 4B	0.85 MI S of La Parra Ave to 8 MI S of La Parra Ave	2031	None (Requested SWDA)	$82,880,000
0327-02-055 Seg. 5	Kenedy/Kleberg CL to 0.65 MI N of La Parra Ave	2033	None (Requested SWDA)	$33,480,000

Total Funding Needed $300M

There are 12 international bridges, 3 deep water ports, 6 airports and 1 space port without interstate connectivity.

CCRMA Toll System Projects

CCRMA Back Office Update

- FUEGO Tag live October 21, 2021
- Customer Tag Functionality
- Electronic Communications
- Customization of Accounts to accommodate Bridges & Parks, as well as future partners
- Redesigned reporting for Interoperability
- New HCTRA BOS with Fuego Tag CUSIOP Interoperability live since July 2024

CC Intl Bridge Toll Collection System

- Go Live – February 2025
- New lane functionality with ETC Tags and RFID Cards
- Improved Lane processing logic
- Improved transaction accountability and Cash Management process
- Account migration from current system to CCRMA Back Office
- Improvements to increase electronic payment versus cash payment
- Improved system accountability with Digital Video Auditing System

CC Parks User Fee Collection System

- Estimated Go Live – 3rd Qtr 2025
- Complete new system design leveraging ETC in the lanes
- Daily passes can now be offered to ETC customers
- CCRMA tag functionality to replace current monthly, annual, and RV passes
- Improved revenue enforcement using automatic license plate readers (ALPR)
- Improved system accountability with Digital Video Auditing System

THE COUNTY OF CAMERON BROWNSVILLE, TEXAS

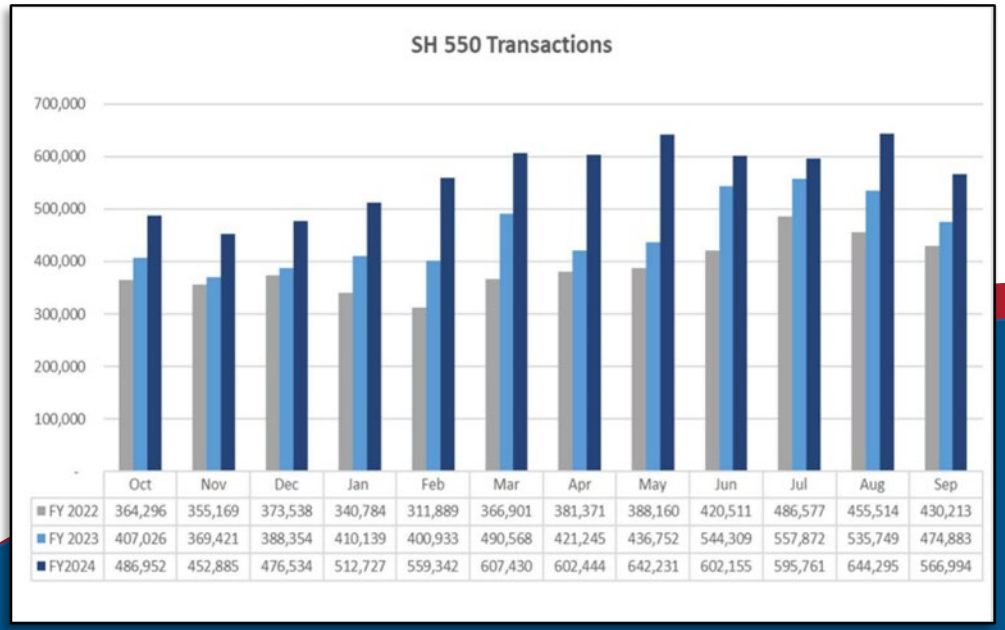
RMA CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Tolling along SH 550

Source	Payment Mode	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
CSC Payments	Bank											$15.00	$100.62
	Cashier Check					$2.34	$72.35	$66.17			$4.68		
	Cash	$2,665.61	$1,742.68	$2,425.12	$2,106.53	$2,485.62	$3,435.97	$2,633.34	$1,912.23	$1,996.75	$2,908.52	$1,300.60	$1,701.60
	Check/Money Order	$15,621.92	$14,373.56	$10,673.12	$15,960.69	$13,380.71	$15,194.61	$17,169.92	$20,807.18	$19,374.68	$14,822.83	$10,780.31	$8,467.82
	CreditCard/DebitCard	$91,027.94	$87,408.24	$82,714.04	$90,185.93	$113,393.60	$114,222.15	$124,115.18	$120,564.74	$104,735.59	$118,232.80	$82,977.28	$60,984.25
	Total Amount	***$109,315.47***	***$ 103,524.48***	***$ 95,812.28***	***$ 108,253.15***	***$ 129,262.27***	***$ 132,925.08***	***$ 143,984.61***	***$ 143,284.15***	***$ 126,107.02***	***$ 135,968.83***	***$ 95,073.19***	***$ 71,254.29***
WEB Payments													
	Bank	$7,842.95	$5,561.19	$5,912.36	$5,496.99	$8,227.22	$6,561.67	$9,532.16	$2,253.74		$4,945.66	$3,304.86	$6,708.96
	CreditCard/Debit Card	$212,372.84	$192,639.71	$175,151.18	$184,842.62	$178,294.29	$211,255.47	$195,186.88	$209,405.08	$213,490.44	$76,174.34	$74,475.31	$70,191.89
	Total Amount	***$220,215.79***	***$198,200.90***	***$ 181,063.54***	***$ 190,339.61***	***$ 186,521.51***	***$ 217,817.14***	***$ 204,719.04***	***$ 211,658.82***	***$213,490.44***	***$81,120.00***	***$ 77,780.17***	***$ 76,900.85***
	Combined Total	***$ 329,531.26***	***$ 301,725.38***	***$ 276,875.82***	***$ 298,592.76***	***$ 315,783.78***	***$ 350,742.22***	***$ 348,703.65***	***$ 354,942.97***	***$ 339,597.46***	***$217,088.83***	***$ 172,853.36***	***$ 148,155.14***
												YTD	$ 3,454,592.63

TXN Year to Year Comparison:

- FY23 to FY24 +24% Increase
- FY22 to FY23 +16% Increase



	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
FY 2022	364,296	355,169	373,538	340,784	311,889	366,901	381,371	388,160	420,511	486,577	455,514	430,213
FY 2023	407,026	369,421	388,354	410,139	400,933	490,568	421,245	436,752	544,309	557,872	535,749	474,883
FY2024	486,952	452,885	476,534	512,727	559,342	607,430	602,444	642,231	602,155	595,761	644,295	566,994

THE COUNTY OF CAMERON BROWNSVILLE TEXAS

RMA CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

CCRMA TOLL
INTEROPERABILITY NEWS



What is Fuego Tag?

Fuego Tag is an electronic payment method created and operated by the Cameron County Regional Mobility Authority (CCRMA) that allows motorists to pay tolls electronically. Motorists with Fuego tags are allowed to use the State Highway 550 Toll Road with the following benefits:

- Discounted toll rates
- Online account management
- Auto replenishment
- Local Customer Service Center
- Available for commercial and passenger vehicles
- **Tag is interoperable with tolling entities from the Mexican Border to Canada and Colorado to Florida as of July 15, 2024.**

CCRMA TOLL INTEROPERABILITY NEWS

RMA
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

HARRIS COUNTY TOLL ROAD AUTHORITY

FOR IMMEDIATE RELEASE
July 13, 2024

Contact:
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Executive Director
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HCTRA and CCRMA partner to expand accessibility and provide more choices for drivers in the region and beyond!

On July 2023 the Harris County Commissioners Court entered into an Interlocal agreement with the Cameron County Regional Mobility Authority (CCRMA) to expand accessibility for drivers.

Approval of this agreement allowed the Harris County Toll Road Authority (HCTRA) and CCRMA to begin working on an implementation plan that will include CCRMA's FUEGO tag as an acceptable tag on HCTRA toll road lanes.

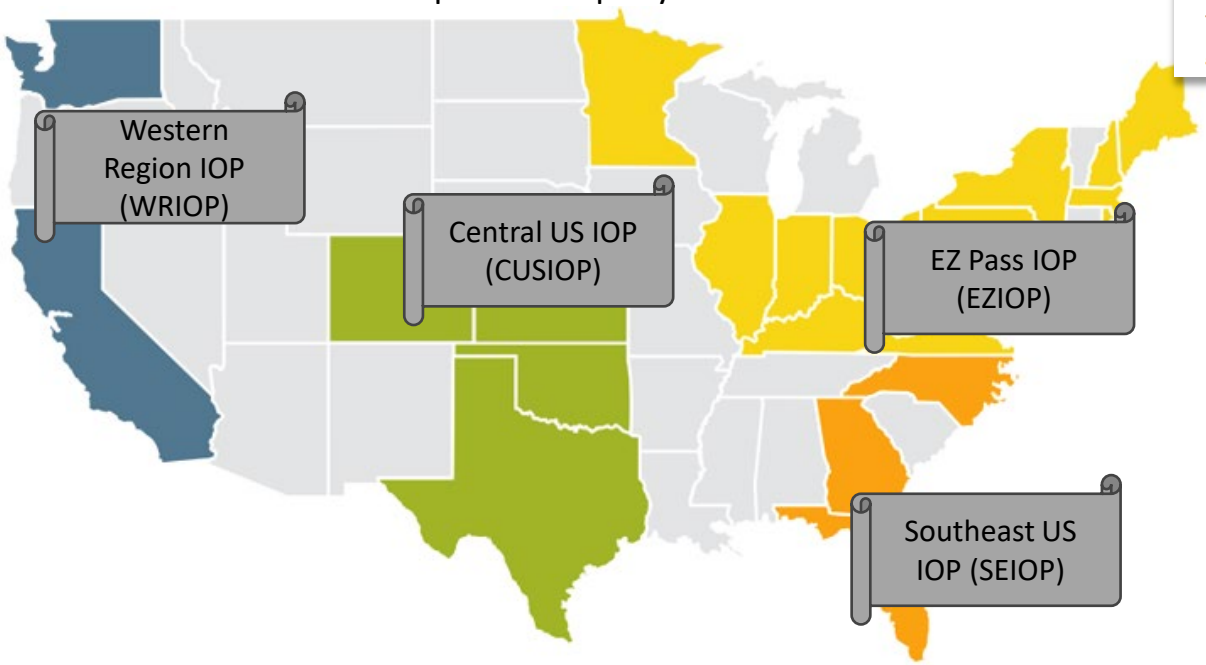
On July 15, 2024, HCTRA will assume responsibility for the CCRMA's back-office operations meaning that the FUEGO Tag will now be interoperable with all toll roads in the State of Texas, Kansas, Oklahoma and soon Florida and Colorado.

CCRMA's regional and international drivers will now be able to travel seamlessly between Cameron County and Harris County. The partnership eliminates the need for regional and international drivers to manage multiple toll accounts. Drivers will only need one transponder in their vehicle and will be able to determine which transponder benefits them the most.

Today, NTTA, TxTag, K-Tag and PIKEPASS are accepted on Harris County Toll Road Authority (HCTRA) operated toll road lanes, and HCTRA EZ TAG is accepted on CCRMA operated toll road lanes.

Interoperability

Central United States Interoperability (CUSIOP) Hub is the nation's first hub designed to national interoperability standards and has been operational since 2017. CUSIOP Hub facilitates transaction processing, reporting, and reconciliation for the participating agencies in the CUSIOP with over 600 million tolls processed per year.



IOP Hub	Legend	Online Since
CUSIOP		2017
SEIOP		2023
EZIOP		2025
WRIOP		TBD

Cameron County Future Transportation Network

- Projects in development or construction that have benefited from the TRZ
- In essence, if we project the TRZ and VRF through 2065, then there will be a $600M injection of funds. When we consider we have a $2B system of projects, then we will have sufficient funds to cover a 25% local contribution cost share.

$30 Million in Projects Currently Under Construction

$1.6 Billion CCRMA Overall Project Portfolio

14 CCRMA Projects Currently included in the TxDOT Border Master Plan

Shovel Ready Projects

- SH 550 Gap II
  - **$33.4 M**
- Old Alice Road
  - **$ 43.6 M**
- South Parallel Corridor Ph. III
  - **$ 14.5 M**

$90+ Million in Locally Developed Shovel Ready Projects.

Projects in Design

- East Loop
  - **$216 M**
- FM 509 Extension
  - **$16 M**
- Whipple Rd.
  - **$8.4 M**
- Morrison Road Project
  - **$38.6 M**
- West Blvd.
  - **$12.1 M**
- Misc. Projects

$290+ Million in Locally Developed Projects.

Projects In Development

- US 77 / I-69E
  - **$250M**
- SPI 2nd access
  - **$800M**
- Outer Parkway
  - **$200M**
- Flor de Mayo International Bridge
  - **$25M**
- I-69 Connector
  - **$250M**
- US 281 Connector
  - **$140M**

$1.7 Billion Planning Phase.

VI. Other Business (Old or New)

A. The next RGVMPO Technical Advisory Committee is IN-PERSON at 10:00am on February 13, 2025.



Technical Advisory Committee Meeting Thursday January 9, 2025