



**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION**

**510 South Pleasantview Drive, Weslaco, TX. 78596  
(956) 969-5778**

September 3, 2020

**PLANNING PARTNERS:**

**MAYOR AMBROSIO HERNANDEZ  
CHAIRMAN  
CITY OF PHARR**

**JUDGE EDDIE TREVIÑO, JR.  
VICE CHAIRMAN  
CAMERON COUNTY**

**CAMERON COUNTY RMA**

**CITY OF BROWNSVILLE**

**CITY OF EDINBURG**

**CITY OF HARLINGEN**

**CITY OF McAllen**

**CITY OF MISSION**

**CITY OF SAN BENITO**

**HIDALGO COUNTY**

**HIDALGO COUNTY RMA**

**TxDOT (PHARR DISTRICT)**

**VALLEY METRO**

**STAFF:  
ANDREW A. CANON  
EXECUTIVE DIRECTOR**

**LUIS M. DIAZ  
ASSISTANT DIRECTOR**

**EX-OFFICIO:  
RIO GRANDE VALLEY  
PARTNERSHIP**

RE: September 11, 2020 Technical Advisory Committee

Technical Advisory Committee members,

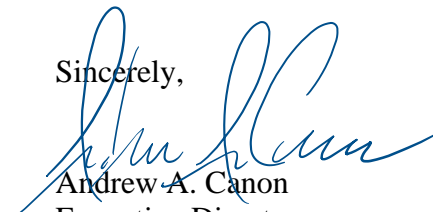
In preparation for the regularly scheduled for September 11, 2020, Technical Advisory Committee I am providing the following materials for our review in preparation for the before mentioned meeting.

Staff is requesting your consideration and approval of updates to the National Highway System (NHS). These updates will have no impact upon Federal funding availability for the roadways seeking approval to be removed from the NHS, Staff is presenting a revised Public Participation Plan (PPP) to address how staff are performing public outreach in the Covid-10 situations. Staff is also seeking approval of the Transportation Alternatives Set-Aside (TASA) program call. This program call will be approximately \$3.4 million for construction and planning. Staff is also seeking approval of the staff budget, the FY 2020-2021 UPWP. The need of this revision is to move funds from FY 2020 to FY 2021 to allow for closeout of the consultant contracts that all terminate in December 2020 and to amend funding for new staff hires.

Staff will also be seeking guidance on two subject matters impacting Cat. 7 funding. The Transportation Policy Board has asked that the TAC discuss options, if any, on the limiting of Cat. 7 to construction only. Staff will also be seeking input as we work to address the shortfall in Cat. 7 funding for the 10-year UTP period.

We appreciate your guidance and input through all these processes and look forward to your participation at the regularly scheduled August meeting.

Sincerely,

  
Andrew A. Canon  
Executive Director  
RGVMPO

**RIO GRANDE VALLEY  
METROPOLITAN PLANNING ORGANIZATION (RGVMPO)**

***TECHNICAL ADVISORY COMMITTEE MEETING***

**WEDNESDAY, SEPTEMBER 16, 2020  
AT 10:00 A.M.**

[Join Microsoft Teams Meeting](#)

**AMENDED AGENDA**

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**I. CALL TO ORDER**

**II. ROLL CALL**

**III. PUBLIC COMMENTS**

**IV. PRESENTATION, ACTION AND DISCUSSION ITEMS**

- A. Consideration and Action to Approve the Minutes of August 13, 2020
- B. Consideration and Action on Resolution 2020-14 - National Highway System (NHS) Modification
- C. Consideration and Action to Approve the Public Participation Plan Amendment (PPP)
- D. Consideration and Action to Approve FY2021-2022 TASA Project Call
- E. Consideration and Action to Approve FY2020-2021 UPWP Amendment
- F. Consideration and Action to Approve the Changes for UTP Fiscal Constraint
- G. Discussion on Category 7 Projects Funding

**V. RGVMPO EXECUTIVE DIRECTORS' REPORTS AND UPDATES**

- A. Director Update
  - TAC Meeting Moved to November 19, 2020
  - TTI Certification Visit Update
- B. Financial Update

**VI. STATUS REPORTS**

- A. TxDOT Project Status Reports
- B. Cameron County RMA
- C. Hidalgo County RMA
- D. McAllen Metro
- E. Brownsville Metro
- F. Valley Metro

**VII. NEW OR UNFINISHED BUSINESS**

**VIII. ADJOURNMENT**

**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION**  
**Technical Advisory Committee**  
**Web-Ex Minutes**

**August 13, 2020**

**I) CALL TO ORDER**

Pete Sepulveda, (Cameron County RMA) Chairman called the TAC Web-Ex Meeting to order at 10:00 a.m. The RGVTAC Web-Ex Meeting was held remotely with the following TAC Members Present:

**II) ROLL CALL**

**RGVTAC Representative in attendance were as follows:**

<b>MEMBERS PRESENT</b>	
<b>ENTITY</b>	<b>VOTING MEMBERS</b>
Cameron County RMA	Pete Sepulveda, Chairman
City of Mission	JP Terrazas, Vice Chairman
City of Brownsville	Joel Garza
City of Edinburg	Tom Reyna
City of Harlingen	Carlos Sanchez
City of McAllen	Yvette Barrera
City of Pharr	Commission Eleazar Guajardo
City of San Benito	<b>Bernard Rodriguez (ABSENT)</b>
Cameron County	Benjamin Worsham
Hidalgo County	Armando Garza, Jr.
TxDOT Pharr District	Melba Schaus
Valley Metro	Frank Jaramillo
Brownsville Metro	Norma Zamora / Antonio Zubieta
McAllen Metro	Jon Ray Bocanegra
Port of Brownsville	<b>Ariel Chavez, III (ABSENT)</b>
Port of Harlingen	<b>Neil Harman / ABSENT</b>
Port Isabel-San Benito Navigation District	<b>ABSENT</b>
Hidalgo County RMA	Eric Davila
Cameron County Spaceport Dev. Corp.	Marks Yates
<b>STAFF</b>	
RGVMPO	Andrew A. Canon
RGVMPO	Luis Diaz
RGVMPO	Staff

**III) PUBLIC COMMENTS**  
**NONE**

**IV) PRESENTATION, ACTION AND DISCUSSION ITEMS**

**A. Consideration and Action to Approve the Minutes of June 11, 2020 (No Meeting Held in July)**

Pete Sepulveda (Cameron County RMA) Chairman asked if there were any corrections to the minutes of June 11, 2020. *No corrections were noted to the minutes of June 11, 2020, City of Brownsville made a motion to approve the minutes as presented by staff. The motion was seconded by the City of Pharr; and upon a vote, the motion carried unanimously.*

**B. Consideration and Action to Approve TASA Funding for UTRGV**

Staff is requesting Tac Members' consideration and approval of the distribution of the (TASA) Transportation Alternative funds. The funds in the amount of \$285,300 were originally awarded to the City of Elsa based upon the competitive scoring process approved by the Policy Board. The City Elsa was unable to meet some requirements and surrendered the funds. Staff recommends the funds be distributed to the next highest ranked project, that being the UTRGV Enhancement project. Supporting materials were provided in the TAC Packet.

TxDOT reminded RGVMPO Staff to add to the November TIP Revisions time frame. Staff noted that UTRGV are aware of all updates and timeline.

*After some discussion on this item, City of Brownsville made a motion to recommend approval of the TASA Funding for UTRGV to the Policy Board as presented by staff. The motion was seconded by the City of Pharr. City of McAllen voted against; and upon a vote, the motion passed.*

**C. Consideration and Action to Approve Resolution 2020-13 Functional Classification**

Staff noted that they have received from both Cameron County and Cameron County RMA the following requests to be Functionally Classify these projects:

Functional Classification Submittals #4							
Entity	Road Name	CSJ	Current Classification	From	To	Length	New Classification
Cameron County	South Parallel Corridor (Segment I)	0921-06-241	Not Classified	FM 1479	FM 509	2.4	Minor Arterial
Cameron County	South Parallel Corridor (Segment II)	0921-06-252	Not Classified	FM 509	FM 2520	3.1	Minor Arterial
Cameron County	South Parallel Corridor (Segment III)	0921-06-257	Not Classified	FM 2520	FM 1577	2.15	Minor Arterial
CCRMA	FM 509	0921-06-254	Not Classified	FM 508	FM 1599	2.37	Minor Arterial
CCRMA	East Loop	0921-06-315	Not Classified	I-69E	SH4	10.1	Major Collector

*After some discussion on this item, Cameron County made a motion to recommend approval of the 2020-13 Functional Classification Resolution to the Policy Board as presented by staff. The motion was seconded by the City of Brownsville; and upon a vote, the motion passed unanimously.*

**D. Discussion and Review on the Updated TTI Case Study**

Andrew Canon provided a review of recommendations by the Texas Transportation Institute “TTI”, A&M, on staffing requirements and possible scenarios to meet the needs of the newly formed RGVMP.

**General Observations**

Through 4 iterations of modifying the Staff-Task Matrix, here are the observations:

- Potentially enough work for at least 16 FTEs
  - This may be refined further
  - 1.36 Planning Director; 1.41 Assistant Director
  - Some tasks may be delegated to other staff, not performed as much as estimated, or not performed at all; some work beyond 40 hours per week
  - 2.06 Senior Planners
    - Pretty much optimal
    - 3.83 Planners
  - If 4 or more Planners on staff, they could pick up the extra work under:
    - GIS category (2.41 GIS FTEs)
    - Transit (1.56 FTEs)
    - Administrative Assistant (1.42 FTEs)

**Staffing scenarios (1 staff member per category, unless otherwise noted)**

- Staffing Scenario A – 13 total staff
  - 2 Senior Planners
  - 4 Planners
- Staffing Scenario B – 14 total staff
  - 2 Senior Planners
  - 5 Planners (at least 1-2 with significant GIS capabilities)

- Staffing Scenario C – 15 total staff
  - 2 Senior Planners
  - 6 Planners (at least 2 with significant GIS capabilities)
  - 1 GIS
- Staffing Scenario D – 15 total staff
  - 2 Senior Planners
  - 5 Planners (at least 1-2 with significant GIS capabilities)
  - 2 GIS

Ultimate staffing scenario depends on:

- Available funding
- Optimal division of talent per staffing position

**Next Steps**

- Fine tune Staff-Task Matrix
- Identify preferred staffing scenarios
- Develop summary write-up
  - Final version by Friday, July 17
- Present to TAC?
- Present to Policy Board – August or September
  - Obtain direction
  - Develop staffing plan
- Use Staff-Task Matrix results to develop 5-Year Work Cycle Plan

**After much discussion on this item, City of Pharr made a motion to acknowledge the Updated TTI Case Study as presented by staff. The motion was seconded by City of McAllen; and upon a vote, the motion passed unanimously.**

**E. Discussion and Review on the Updated Federal Functional Classification Material**

Luis Diaz noted that the RGVMPPO is working alongside TxDOT Pharr District to seek approval of all Functional Classification Amendment Requests submitted this year.

A list of items that need to be provided by each local government when requesting an amendment to the Federal Functional Classification Network, will include a letter from Local Government on official letterhead requesting the Federal Functional Classification Amendment containing the following items:

- a. The name of the Highway seeking to functionally classified.
- b. The limits and length of the roadway.
- c. Type of classification being requested for roadway.
- d. Justification for seeking the federal functional classification.
- e. A location map and/or typical section map showing the roadway.

City of McAllen asked, staff if there was a time frame to submit the items. Staff response was, NO time frame to submit, but TAC members need to keep in mind that this is a lengthy process. Timelines varies, main thing is to have A thru E submitted in a timely manner. Estimated time would vary from 2-3 months for approval. Staff will continue to keep entities in the loop on the process.

***After further discussion on this item, City of Pharr made a motion to acknowledge the Updated Federal Functional Classification Material as presented by staff. The motion was seconded by the City of McAllen; and upon a vote, the motion passed unanimously.***

**F. Discussion and Review on the Need Assessment Memos - ATG**

Staff provided a series of Memorandums from Alliance Transportation Group for informational purposes, in advance of RGVMPPO Long-Range Plan that is scheduled to be approved in December 2020:

- Freight Needs Assessment
- Bridge and Roadway Analysis
- Equity Analysis
- Roadway Analysis
- Safety
- Transit Needs

Staff concluded by letting TAC Members present know that it is critical that Staff have feedback from TAC Members on these Memorandums as provided. ***No further discussion took place on this item, City of Pharr moved to acknowledge report and proceed as discussed. The motion was seconded by City of McAllen; and upon a vote, the motion passed unanimously.***

## G. Discussion and Review of National Highway System (NHS) Modification Recommendations

Staff noted that NHS current descriptions, statements of justification, and location maps for the National Highway System modification requests being submitted by the Rio Grande Valley Metropolitan Planning Organization (RGVMPO). Twelve (12) corridors are being submitted for a functional classification downgrade from Principal Arterial – other to Minor Arterial and removal from the NHS. One corridor is being submitted for the functional classification upgrade from Minor Arterial to Principal Arterial – Other and addition to the NHS. Severn corridors are being submitted for addition to the NHS with no functional classification modifications. Three modifications to intermodal connectors are being submitted as well.

*Staff concluded by letting TAC Members present know that TxDOT will be meeting with RGVMPO Cities. No further discussion took place regarding the NHS Modification Recommendations as presented by staff. City of Pharr moved to acknowledge report as presented. The motion was seconded by City of McAllen; and upon a vote, the motion passed unanimously.*

## V) RGVMPO STAFF REPORTS AND UPDATES

### A. Director Update

Andrew Canon noted that staff is currently working on the following:

- **CAT 2** (to be revised soon)
- **Functional Classification**
- **Long Range Plan** (Adding BPAC and Transit)
- **Provided a tentative schedule for RGVMPO Certification Review 2020:**
  - Mid-August: Preliminary video (MS Teams) or phone meeting with RGVMPO to discuss Certification Review preparations and status of primary elements (MTP, TIP, UTP, etc).
  - September: Follow-up to Preliminary meeting (by phone or MS Teams)
  - Mid-October: RGVMPO sends Desk Audit Material to FHWA and FTA
  - November 9: Discussion of Desk Audit Material with MPO (by phone or MS Teams)
  - Send official notice of Certification Review to chairman of the MPO
  - December 8 Begin virtual review (all day)
  - December 9 Resume virtual review (morning) Federal team meeting to discuss preliminary recommendations (Afternoon)
  - December 10: FHWA/FTA Presentation to RGV MPO staff
  - Public Listening Session: Because no Federal team member will be on-site, the Public Involvement will be conducted remotely. Suggest the MPO publish a notice of the certification review in local news outlets and advertise on their website. Comments to be directed to FHWA/FTA with a 30-day window.
  - Elected Officials Interviews: MPO staff will arrange for 3 or more elected officials interviews around the time of the certification review. Interviews can be conducted by video or by phone at the convenience of the public official.
  - January 10, 2021 End of Public Comment Period
  - February, 2021 Draft Certification Review Report circulated to federal partners
  - End of February, 2021 Draft Certification Review Report sent to MPO for comment
  - March, 2021 Final Report sent to MPO and filed
- **Federal Certification Scheduled for FY2020**

Staff is recommending to reschedule both TAC and Policy Meetings in November and December as follows:  
Hold TAC meeting November 19, 2020 (No Policy Meeting Scheduled for November)  
Hold Policy Meeting December 10, 2020 (Finalize Federal Certification 2020)

- **B. Budget Report** – Staff gave an update on the RGVMPO Budget and noted “still below budget” year to date. *Report only, no action taken at this time.*

## VI) STATUS REPORTS

### A. TxDOT Project Status Report

Melba Schaus (TxDOT) provided an updated Via WebEx TxDOT Project Status Report within the RGVMPO area. The following reports are filed with the August 13, 2020, RGVTAC Packet: 1) Monthly Letting Projects Report will start reflecting Projects To Be Let In January 2021 thru August 2021; 2) 2020 Pharr District Letting List; and 3) Non-Added Capacity List. **Report only, no action taken at this time.**

### B. Cameron County RMA

Pete Sepulveda (Cameron County RMA) provided an updated presentation Via WebEx on projects that are currently within the Cameron County RMA. All projects are moving forward as scheduled and Cameron County RMA report is filed with the August 13, 2020 RGVTAC Packet. **Report only, no action taken at this time.**

**C. Hidalgo County RMA**

**Eric Davila, PE**, (Hidalgo County RMA) provided an updated presentation Via WebEx on projects that are currently within the Hidalgo County RMA. All projects are continuing to move forward. The Hidalgo County RMA monthly report is filed with the August 13, 2020 RGV TAC Packet. **Report only, no action taken at this time.**

**D. McAllen Metro**

Jon Ray Bocanegra provided a brief updated report Via WebEx and noted Ridership was down due to **COVID 19** for the month of June 2020, (Total was at 36,896). The McAllen Metro report is filed with the August 13, 2020 RGV TAC Packet. **Report only, no action taken at this time.**

**E. Brownsville / Island Metros**

Antonio Zubieta provided a brief Via WebEx Report that covered the following: 1) On-Going Connecting Communities Project (Total Estimate Project Cost \$14,830,141) Project 1 (A) Improve the Stie Safety and Function (B) New Passenger Facility to Site; Project 2 – Improve Bus Stop Safety and Comfort; Project 3 – Purchased of Replacement Revenue Vehicles; 4) The Brownsville Metro’s Route Realignment; and 5) Hurricane Hanna – Brownsville Metro facilities did not suffer any sustainable damage. Mr. Zubieta concluded by noting that for the month of June 2020, Combined Ridership (Brownsville Metro and Island Metro) was at 63,816, down by **-57.9%, due to COVID 19**. The Brownsville Metro / Island Metro reports are filed with August 13, 2020 RGV TAC Packet. **Report only, no action taken at this time.**

**F. Valley Metro**

Frank Jaramillo provided an updated report Via WebEx and noted Valley Metro Ridership continues to be low for the month of June compared to last year. Total Riders for the month June 2020 was 17,932, down by **-93% due to COVID**. Valley Metro report is filed with the August 13, 2020 RGV TAC Packet. **Report only, no action taken at this time.**

**VII) NEW OR UNFINISHED BUSINESS  
NONE**

**VIII) ADJOURNMENT**

**There being no further business to come before the RGV TAC Members, Pete Sepulveda, (Cameron County RMA) Chairman called for a motion to adjourn. The City of Pharr made a motion to adjourn the meeting at 11:09 AM. The motion was seconded by Hidalgo County; and upon a vote, the motion carried unanimously.**

# RESOLUTION 2020-14

## SUBJECT: APPROVAL OF NATIONAL HIGHWAY SYSTEM (NHS) MODIFICATIONS

**Whereas;** the National Highway System (NHS) is a network of major roadways critical to the regional, statewide, and national movement of people and goods designated by the Federal Highway Administration (FHWA) in coordination with local officials,

**Whereas;** the Intermodal Connector system identifies the most direct access route between the NHS and major intermodal facilities, as defined by FHWA in Appendix D to Subpart A of 23 CFR 470, and the main NHS,

**Whereas;** the Texas Department of Transportation's (TxDOT's) Transportation Planning and Programming Division (TxDOT-TPP), in coordination with the Federal Highway Administration - Texas Division (FHWA Texas) has completed a comprehensive review of the NHS in Texas, including the Intermodal Connectors and main NHS, to produce recommended modifications to the system,

**Whereas;** TxDOT-TPP has developed these modifications in coordination with FHWA-Texas and the staff of the three former MPOs that now comprise the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) staff,

**Whereas;** the addition or removal of NHS designation from a roadway does not affect ownership or maintenance of the roadway,

**Whereas;** downgrading the Federal Functional Classification of a roadway from Principal Arterial – Other to Minor Arterial or other functional classification automatically removes it from the NHS unless it provides access to a qualifying intermodal facility,

Now therefore be it resolved, that RGVMPO supports the following modifications to the Functional Classification System and NHS:

- Old Port Isabel Rd from SH 48 to FM 802 -Remove from NHS & agree w/downgrade to minor arterial
- Price Rd from BUS 77 to SH 48 – Remove from NHS **but keep FC of principal arterial**
- SH 345 from I-69 SBFR to US 77 -Remove from NHS & agree w/downgrading to minor arterial
- Business 77 from SL 499 to IH 69 – Remove from NHS **but keep FC of principal arterial**
- Bicentennial Blvd I-2 to Nolana St – Remove from NHS **but keep FC of principal arterial**
- Col Rowe Blvd (2<sup>nd</sup> St) from SH 336 to W Trenton Rd – Remove from NHS **but keep FC of principal arterial**
- FM 1426 (Raul Longoria Rd) from E Earling Rd to W Owassa Rd -Remove from NHS **but keep FC of principal arterial**
- FM 1924 (Mile 3 Rd) from SH 364 to FM 492 -Remove from NHS & agree w/downgrade to minor arterial
- FM 494 (Shary Rd) from BU 83 to SH 107 -Remove from NHS **but keep FC of principal arterial**
- FM 88 (Texas Blvd) from BU 83 to I-2 WBFR -Remove from NHS & agree w/downgrade to minor arterial

- Main St (Spur 433) from BU 83 to I-2 -Remove from NHS & agree w/downgrade to minor arterial
- Veteran’s Blvd (I Rd) from BU 83 to SH 495 -Remove from NHS & agree w/downgrade to minor arterial

**ADDING TO THE NHS:**

1. SH 48 from FM 511 to SH 100 (15.1 miles)
2. US 281 from San Pedro Rd to FM 1577 (4.9 miles)
3. FM 509 from North of Harvest St to Business 77 (9.6 miles) – Upgrade to Principal Arterial – Other from Minor Arterial
4. US 281 (Military) from FM 1577 to CR 9000 (15.5 miles)
5. FM 1015 from Business 83 to IH-2 (0.6 miles)
6. FM 396 from South of CR 2702 (at the river) to North of FM 494 (2.2 miles)
7. FM 493 from Donna Rio Bravo International Bridge to SH 107 (16.5 miles)
8. US 281 (Military) from CR 9000 to CR 1710 (5.6 miles)

**Total miles added = 70 miles**

The functional classification upgrade from Minor Arterial to Principal Arterial – Other and addition to the NHS of the following corridors:

- FM 509 from North of Harvest St to Business 77

The removal of the following intermodal facility connectors from the NHS

- Port of Brownsville connector SH 48 between the entrance to the Fishing Harbor and FM 511. The roadway is being added to the main NHS.
- Rio Grande Valley International Airport Connector Rebel Dr between the Airport and State Loop 499

The modification of the following intermodal facility connectors from the NHS

- McAllen Miller International Airport connector from Bicentennial Blvd between Jackson Ave @US 83 and the Airport to Bicentennial Blvd from Wichita Ave to US 83 and Wichita Ave from Bicentennial Blvd to SH 336

We certify that the above Resolution was Adopted on this \_\_\_\_\_ day of \_\_\_\_\_, 2020, at a Transportation Planning Policy Board Meeting of the RGVMPPO.

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The Honorable Ambrosio “Amos” Hernandez  
 Mayor of the City of Pharr,  
 Chairman of the RGVMPPO Policy Committee

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Pedro R. Alvarez, P.E.  
 Pharr District  
 District Engineer

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Andrew A. Canon  
 Executive Director  
 Rio Grande Valley MPO



**RGV  
MPO**

# NHS Review

August 2020



August 3, 2020

<b>1</b>	Characteristics of Principal and Minor Arterials	3-5
<b>2</b>	Corridors dropped from NHS	6-17
<b>3</b>	Intermodal Facilities Review	18-19
<b>4</b>	Facilities Added to the NHS	20
<b>5</b>	Corridors Not NHS Final Review	21
<b>6</b>		
<b>7</b>		

Urban	Rural
<ul style="list-style-type: none"><li>• Serve major activity centers, highest traffic volume corridors and longest trip demands</li><li>• Carry high proportion of total urban travel on minimum of mileage</li><li>• Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area</li><li>• Serve demand for intra-area travel between the central business district and outlying residential areas</li></ul>	<ul style="list-style-type: none"><li>• Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel</li><li>• Connect all or nearly all Urbanized Areas and a large majority of Urban Clusters with 25,000 and over population</li><li>• Provide an integrated network of continuous routes without stub connections (dead ends)</li></ul>

*Figure 3-2: Example of Other Principal Arterial*



Urban	Rural
<ul style="list-style-type: none"> <li>• Interconnect and augment the higher-level Arterials</li> <li>• Serve trips of moderate length at a somewhat lower level of travel mobility than Principal Arterials</li> <li>• Distribute traffic to smaller geographic areas than those served by higher-level Arterials</li> <li>• Provide more land access than Principal Arterials without penetrating identifiable neighborhoods</li> <li>• Provide urban connections for Rural Collectors</li> </ul>	<ul style="list-style-type: none"> <li>• Link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and inter-county service</li> <li>• Be spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an Arterial roadway</li> <li>• Provide service to corridors with trip lengths and travel density greater than those served by Rural Collectors and Local Roads and with relatively high travel speeds and minimum interference to through movement</li> </ul>

*Figure 3-3: Example of Urban Minor Arterial*



*Table 3-5: VMT and Mileage Guidelines by Functional Classifications - Arterials*

	Arterials			
	Interstate	Other Freeways & Expressway	Other Principal Arterial	Minor Arterial
<b>Typical Characteristics</b>				
Lane Width	12 feet	11 - 12 feet	11 - 12 feet	10 feet - 12 feet
Inside Shoulder Width	4 feet - 12 feet	0 feet - 6 feet	0 feet	0 feet
Outside Shoulder Width	10 feet - 12 feet	8 feet - 12 feet	8 feet - 12 feet	4 feet - 8 feet
AAADT <sup>1</sup> (Rural)	12,000 - 34,000	4,000 - 18,500 <sup>2</sup>	2,000 - 8,500 <sup>2</sup>	1,500 - 6,000
AAADT <sup>1</sup> (Urban)	35,000 - 129,000	13,000 - 55,000 <sup>2</sup>	7,000 - 27,000 <sup>2</sup>	3,000 - 14,000
Divided/Undivided	Divided	Undivided/Divided	Undivided/Divided	Undivided
Access	Fully Controlled	Partially/Fully Controlled	Partially/Uncontrolled	Uncontrolled

# Old Port Isabel Rd-Remove from NHS & agree w/downgrade

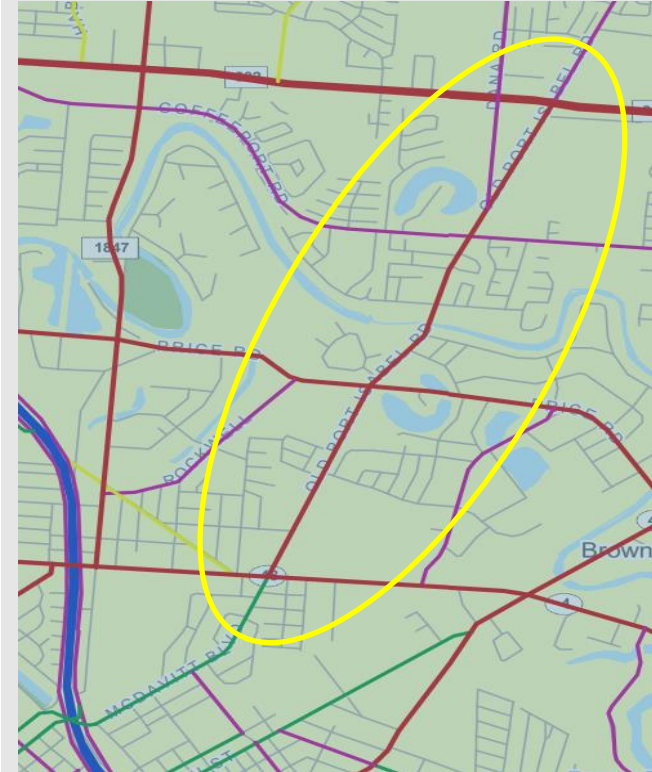
Table 1 Old Port Isabel Rd Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Brownsville MPO request)	Old Port Isabel Rd	SH 48	FM 802	2.1	16,922-17,877	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

## Statement of Justification

The portion of Old Port Isabel Rd between SH 48 and FM 802 does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Old Port Isabel Rd should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- The corridor does not serve major activity centers and does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between SH 48 and FM 802.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.



Remove from NHS

## 8/3/2020 – TxDOT Pharr District Comments

- There's no 2019 AADTs
- There are mainly neighborhoods along the route.
- Connecting to other Principal Arterials and south of the limits Old Port Isabel is already a Minor Arterial and north of the limits, the roadway is a Major Collector.
- Originally TxDOT had agreed with Brownsville MPO to remove this section from the NHS.
- This section has AADTs of a Principal Arterial – AADT has surpassed the Minor Arterial Mileage Guideline but does not follow FC hierarchy

REMOVE			
MPO	HWY NAME	FROM	TO
BMPO	Old Port Isabel Rd	FM 802	SH 48

# Price Rd – Remove from NHS but keep FC

Table 2 Price Rd Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Brownsville MPO request)	Price Rd	BUS 77	SH 48	3.5	8,561-20,619	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

### Statement of Justification

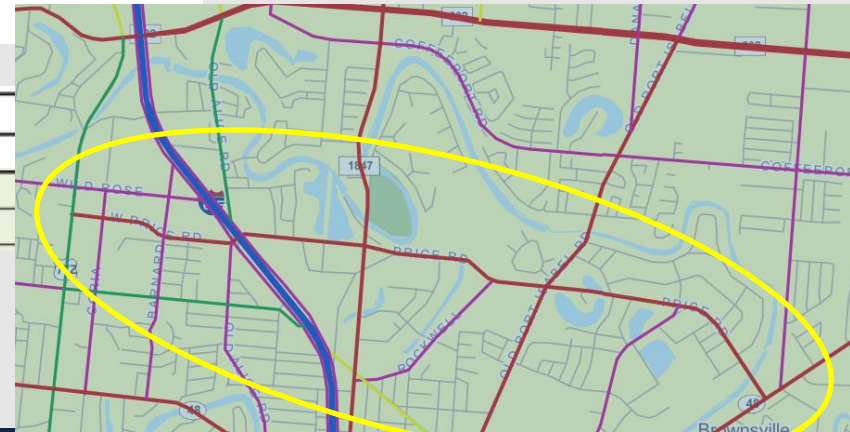
The portion of Price Rd between BUS 77 and SH 48 was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Price Rd should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- The corridor does not serve major activity centers and does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between BUS 77 and SH 48.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.

### 8/3/2020 – TxDOT Pharr District Comments

- There's no 2019 AADTs
- There are businesses, schools, plazas, churches, daycares & neighborhoods along the route.
- Connecting to Minor Arterial on the West side and connecting to a Principal Arterial on the East side.
- Originally TxDOT had agreed with Brownsville MPO to remove this section from the NHS.
- This section does function as a Principal Arterial – the highest AADT has surpassed the Minor Arterial Mileage Guideline.
- System Continuity

REMOVE			
MPO	HWY NAME	FROM	TO
BMPO	Old Port Isabel Rd	FM 802	SH 48
BMPO	Price Rd	Bus 77Z	SH 48



# SH 345-Remove from NHS & agree w/downgrading

Table 6 SH 345 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Harlingen-San Benito MPO request)	SH 345	I-69E SBFR	Business 77 US 77	1	7,691-8,438	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

### Statement of Justification

The portion of SH 345 between I-69E SBFR and **US 77** was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of SH 345 should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

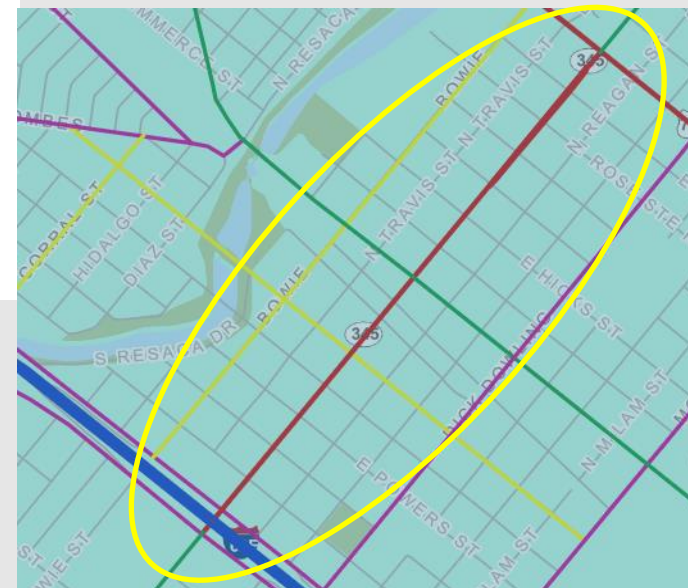
- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- The corridor does not serve major activity centers and does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between I-69E SBFR and US 77.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.

Business 77

### 8/3/2020 – TxDOT Pharr District Comments

- There's no 2019 AADTs
- This is San Benito's downtown. All businesses
- Connecting to an Interstate and a Principal Arterial.
- Originally TxDOT had agreed with Harlingen-San Benito MPO to remove this section from the NHS.
- This section has the AADT of a Minor Arterial.

Remove from NHS



REMOVE			
MPO	HWY NAME	FROM	TO
HSBMPO	SH 345	I-69E	BUS 77

# Business 77 – Remove from NHS but keep FC

Table 8 BUS 77 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Harlingen-San Benito MPO request)	BUS 77	SL 499	I-69	3.5	659-5,935	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

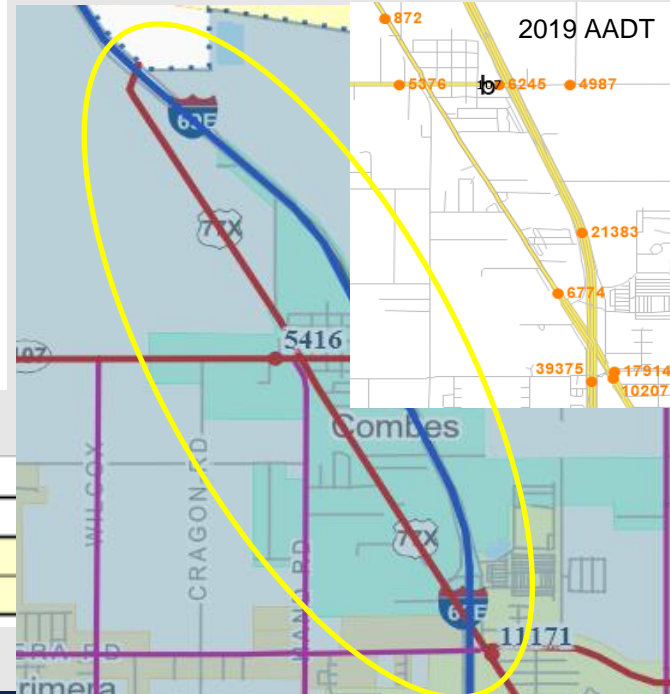
## Statement of Justification

The portion of BUS 77 between SL 499 and I-69 does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of BUS 77 should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- Though it serves the downtown area and the San Benito Municipal Airport, the corridor does not serve regional or long-distance mobility and multiple driveways provide access to surrounding land uses between SL 499 and I-69.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.

## 8/3/2020 – TxDOT Pharr District Comments

- The 2019 AADTs seem a little higher but not by much
- This area has some single family structures along the route and a neighbor inside City of Combes.
- Connecting to an Interstate and a Principal Arterial
- Originally TxDOT had agreed with Harlingen-San Benito MPO to remove this section from the NHS.
- This section has the AADT of a Minor Arterial but does follow FC hierarchy



## REMOVE

MPO	HWY NAME	FROM	TO
HSBMPO	Bus 77	North I-69E	I-69E/Loop 499
HSBMPO	SH 345	I-69E	BUS 77

# Bicentennial Blvd – Keep in NHS

Table 9 BUS 83 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Hidalgo County MPO request)	Bicentennial Blvd BUS 83	I-2	Nolana St	3.5	16,215-24,272	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

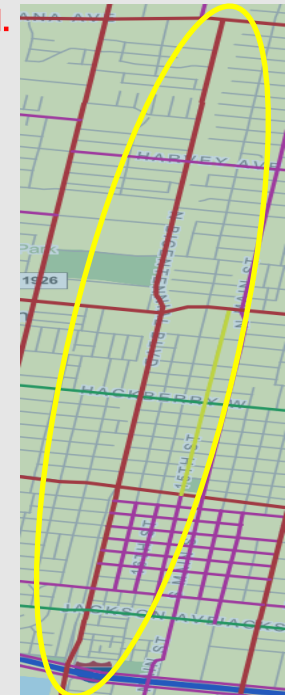
### Statement of Justification

The portion of **BUS 83** between I-2 and Nolana St was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of BUS 83 should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- Though it serves major activity centers such as downtown McAllen, the corridor does not serve regional or long-distance mobility and multiple driveways provide access to surrounding land uses between I-2 and Nolana St.
- Corridor spacing from other principal arterials is not appropriate for serving mobility.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby, such as SS 115 and SH 336, with higher capacities that provide similar mobility functions.

### 8/3/2020 – TxDOT Pharr District Comments

- There's no 2019 AADTs
- This area has many neighborhoods, businesses, parks, and private and public high schools. Plus direct link to the International Airport.
- Connecting to an Interstate and a Principal Arterial
- Originally TxDOT had agreed with Hidalgo County MPO to keep this section and beyond and add to the north of it to the NHS.
- This section has the AADT and function of a Principal Arterial.



Bicentennial Blvd

KEEP			
MPO	HWY NAME	FROM	TO
HCMP	Bicentennial Blvd	Nolana	Wichita

ADD			
MPO	HWY NAME	FROM	TO
HCMP	Bicentennial Blvd	Trenton	Nolana

Not in NHS Review

# Col Rowe Blvd (2<sup>nd</sup> St) – Keep in NHS

Table 10 Col Rowe Blvd Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Hidalgo County MPO request)	Col Rowe Blvd	SH 336	W Trenton Rd	7	2,948-26,451	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

### Statement of Justification

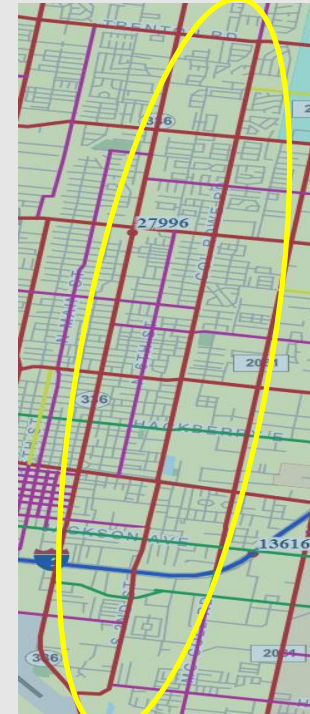
The portion of Col Rowe Blvd between **I-69 SBFR and US 77** was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Col Rowe Blvd should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- Though it serves major activity centers such as downtown McAllen, the corridor does not serve regional or long-distance mobility and multiple driveways provide access to surrounding land uses between SH 336 and W Trenton Rd.
- Corridor spacing from other principal arterials is not appropriate for serving mobility.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby, such as I-69C and FM 2061, with higher capacities that provide similar mobility functions.

SH 336 and W. Trenton Rd

### 8/3/2020 – TxDOT Pharr District Comments

- There's no 2019 AADTs
- This area has neighborhoods, schools, parks, businesses, plazas, churches, country club and hospitals.
- Connecting to Principal Arterials.
- TxDOT wanted to keep this route in the NHS because it's one of the convenient routes to major hospitals and connects to another Principal Arterial that goes POE.
- MPO wanted to remove from the NHS.
- This section has the AADT and function of a Principal Arterial.



KEEP			
MPO	HWY NAME	FROM	TO
HCMPO	Col Rowe Blvd (2nd St)	Trenton Rd	SH 336

HCMPO wants to remove

# FM 1426 (Raul Longoria Rd)-Remove from NHS but keep FC

Table 12 FM 1426 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Hidalgo County MPO request)	FM 1426	E Earling Rd	W Owassa Rd	1	9,234-22,866	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

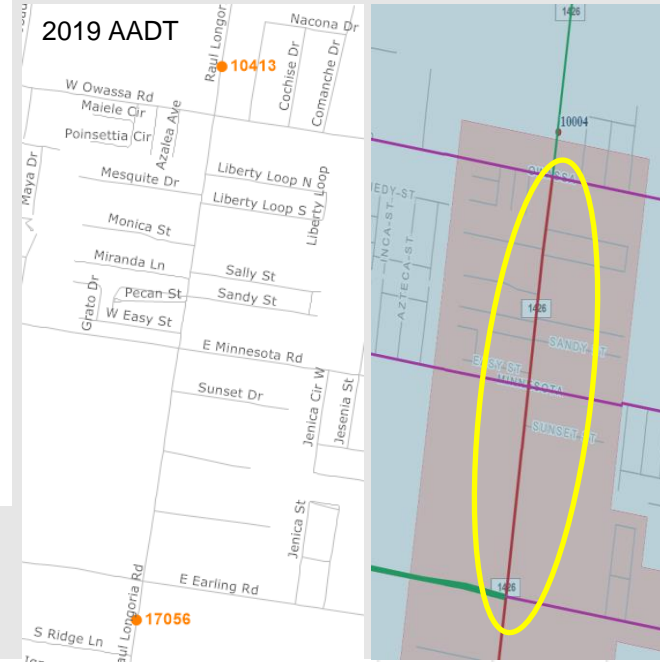
### Statement of Justification

The portion of FM 1426 between E Earling Rd and W Owassa Rd was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial - Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of FM 1426 should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- The corridor does not serve major activity centers, does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between E Earling Rd and W Owassa Rd.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.

### 8/3/2020 - TxDOT Pharr District Comments

- The 2019 AADTs are 10,412 to 17,056
- This area has mainly neighborhoods.
- Connecting to Major Collector and Minor Arterial.
- TxDOT wanted to keep this route in the NHS.
- MPO wanted to remove from the NHS.
- This section has the AADT of a Principal Arterial but does not FC hierarchy.



### KEEP

MPO	HWY NAME	FROM	TO
HCMPO	FM 1426	Owassa	Bus 83

HCMPO wants to remove from Owassa to SH 495

# FM 1924 (Mile 3 Rd)-Remove from NHS & agree w/downgrade

Table 13 FM 1924 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Hidalgo County MPO request)	FM 1924	SH 364	FM 492	1.5	13,188-13,760	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

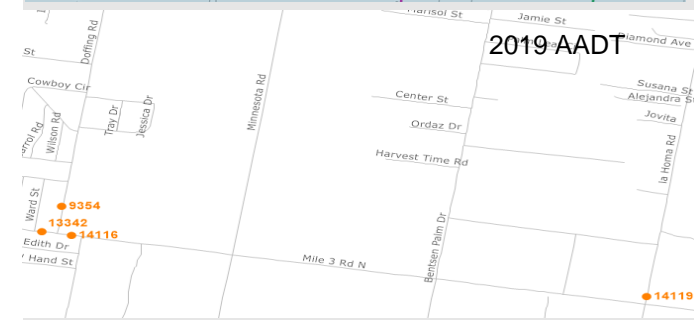
## Statement of Justification

The portion of FM 1924 between SH 364 and FM 492 was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial - Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of FM 1924 should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- The corridor does not serve major activity centers, does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between SH 364 and FM 492.
- Removing this corridor fixes a current NHS stub.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.

## 8/3/2020 - TxDOT Pharr District Comments

- The 2019 AADTs is 14,116
- There are a few businesses and homes.
- Connecting to Major Collector.
- TxDOT wanted to keep from SH 364 East.
- MPO wanted to remove up to SH 107.
- This section has the AADT of a Principal Arterial but connecting to a Principal Arterial to a Major Collector would not follow FC hierarchy.
- Maybe keep FC and evaluate that area in the next Comprehensive Update.



## KEEP

MPO	HWY NAME	FROM	TO	
HCMPPO	FM 1924	SH 364	FM 1926	HCMPPO wants to remove from Doffing Rd to SH 107

# FM 494 (Shary Rd)-Remove from NHS but keep FC

Table 16 FM 494 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Hidalgo County MPO request)	FM 494	BU 83	SH 107	7.3	4,387-19,678	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

### Statement of Justification

The portion of FM 494 between BU 83 and SH 107 was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial - Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of FM 494 should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

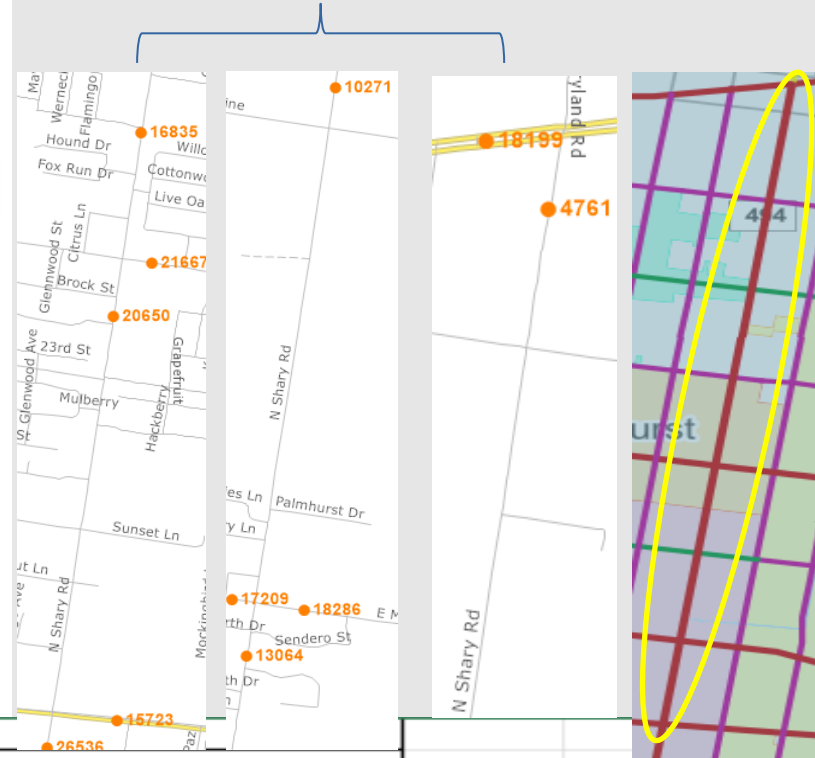
- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- The corridor does not serve major activity centers, does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between BU 83 and SH 107.
- The corridor serves as an alternate route for north-south travel through the region.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby, such as FM 2220 and SH 107, with higher capacities that provide similar mobility functions.

Segments of FM 494 are in current MTP; SH 107 to FM 676 (Mile 5) and FM 676 (Mile 5) to FM 1924 (Mile 3). Should this first bullet be removed?

### 8/3/2020 - TxDOT Pharr District Comments

- The 2019 AADTs are 4,761 - 20,680
- There are a businesses, schools and neighborhoods.
- Connecting to Principal Arterials.
- TxDOT wanted to keep from SH 107 South to FM 1016 and MPO wanted to remove.
- This section has the AADT of a Principal Arterial south of Mile 5.

### 2019 AADT



### KEEP

MPO	HWY NAME	FROM	TO	Notes
HCMPPO	FM 494	SH 107	FM 1016	HCMPPO wants to remove

# FM 88 (Texas Blvd)-Remove from NHS & agree w/downgrade

Table 17 FM 88 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Hidalgo County MPO request)	FM 88	BU 83	I-2 WBFR	0.9	10,007-22,095	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

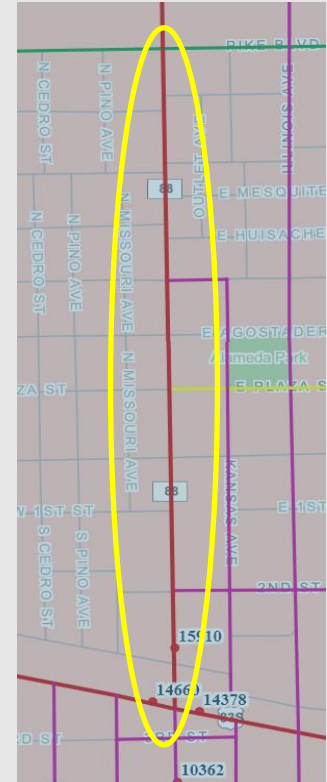
## 8/3/2020 - TxDOT Pharr District Comments

- The 2019 AADT is 15,910
- That is downtown of Weslaco. Mainly businesses along that route.
- Connecting to an Interstate and Principal Arterials.
- TxDOT and MPO both agreed to remove.
- South of Bus 83 roadway becomes a Major Collector. We could transition to a Minor Collector in that section.

### Statement of Justification

The portion of FM 88 between BU 83 and I-2 WBFR was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial - Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of FM 88 should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- The corridor does not serve major activity centers, does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between BU 83 and I-2 WBFR.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.



REMOVE			
MPO	HWY NAME	FROM	TO
HCMPO	FM 88	IH-2	BUS 83

# Main St (Spur 433)-Remove from NHS & agree w/downgrade

Table 18 Main St Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Hidalgo County MPO request)	Main St	BU 83	I-2	0.8	9,548-11,548	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

## Statement of Justification

The portion of Main St between BU 83 and I-2 does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Main St should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- The corridor does not serve major activity centers, does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between BU 83 and I-2.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.

## 8/3/2020 - TxDOT Pharr District Comments

- The 2019 AADT are 10,259 to 13,518
- That is in Donna. Mainly neighborhoods with some businesses.
- Connecting to an Interstate and Principal Arterials.
- TxDOT and MPO both agreed to remove.
- South of Bus 83 roadway becomes a Major Collector. We could transition to a Minor Collector in that section. North of Interstate it's not classified.



<b>REMOVE</b>		
HCMPD	Spur 433	BUS 83

# Veteran's Blvd (I Rd)-Remove from NHS & agree w/downgrade

Table 20 Veterans Blvd Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Hidalgo County MPO request)	Veterans Blvd	BU 83	SH 495	1.2	20,553-21,104	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

## Statement of Justification

The portion of Veterans Blvd between BU 83 and SH 495 does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Veterans Blvd should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- The corridor does not serve major activity centers, does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between BU 83 and SH 495.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby, such as I-69C and FM 1426, with higher capacities that provide similar mobility functions.

## 8/3/2020 - TxDOT Pharr District Comments

- There are no 2019 AADTs on that route.
- There are some businesses and neighborhoods.
- Connecting to Principal Arterials.
- TxDOT and MPO both agreed to remove but it's crossed out and do not remember why.
- The Minor Arterial status can be extended from SH 495 to Bus 83.



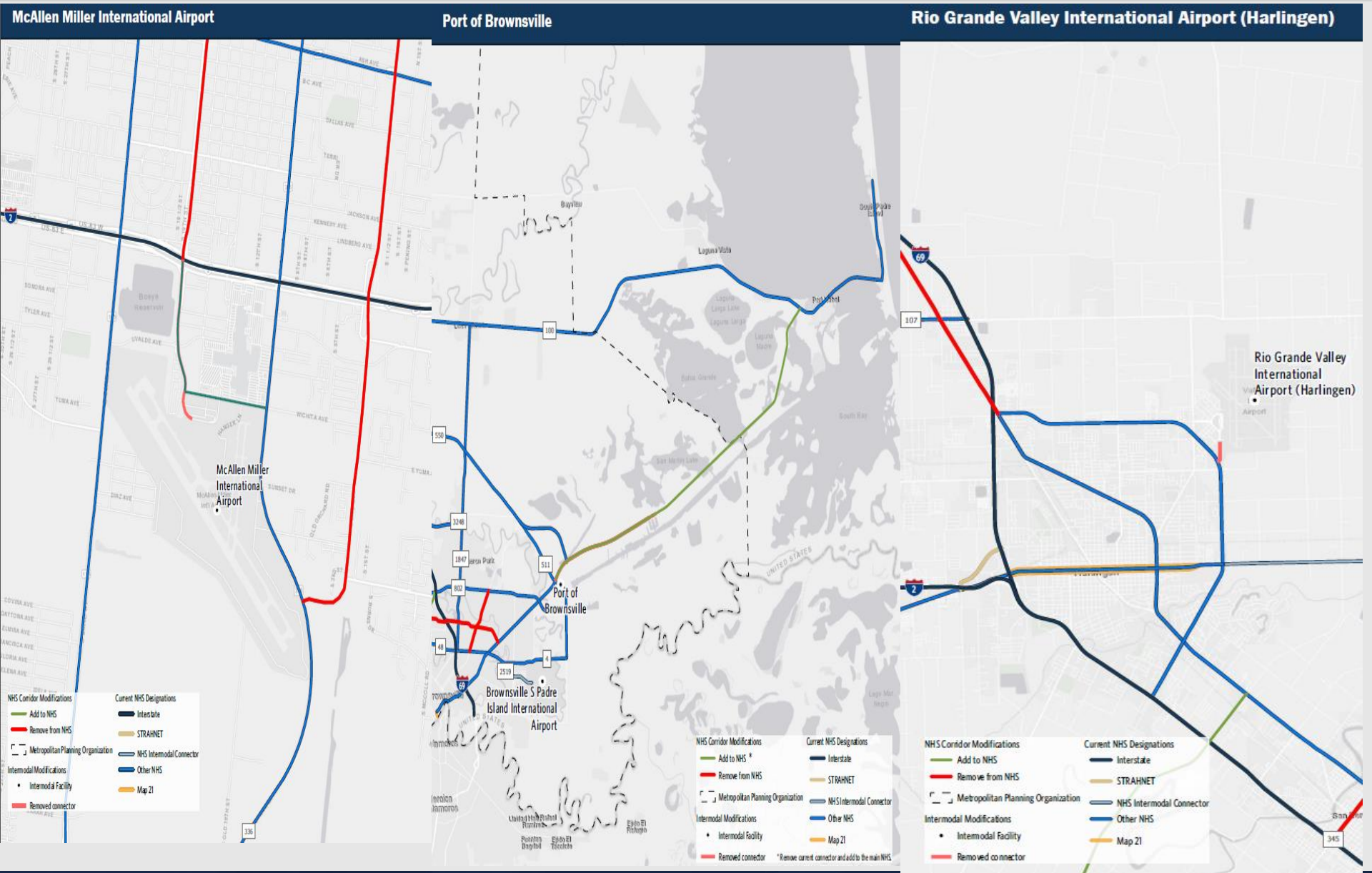
REMOVE			
MPO	HWY NAME	FROM	TO
HCMPO	Veterans	FM-495	Ridge Rd

Table 21. Intermodal Facility Modification Requests

Facility	Type	Modification Request	Current Connector Description	Proposed Connector Description	Thresholds for Inclusion on the NHS <sup>1</sup>	Reason for Modification
McAllen Miller International Airport	Airport	Modify connector	Bicentennial Blvd between Jackson Ave @US 83 and the Airport	Bicentennial Blvd from Wichita Ave to US 83; Wichita Ave from Bicentennial Blvd to SH 336.	250,000 annual passengers, 100 trucks/day/direction, 100,000 tons/year arriving or departing by truck	Revised connector reflects major airport access routes to main NHS.
Port of Brownsville	Port Terminal	Remove	SH 48 between the Entrance to the Fishing Harbor and FM 511	Served by existing NHS route (SH 48)	250,000 annual passengers, 1,000 daily passengers for at least 90 days during the year	Route is being added to the main NHS
Rio Grande Valley International Airport	Airport	Remove	Rebel Dr between the Airport and State Loop 499	Served by existing NHS route (SL 499)	250,000 annual passengers, 100 trucks/day/direction, 100,000 tons/year arriving or departing by truck	Facility is served by an existing NHS route.

**8/3/2020 – TxDOT Pharr District Comments**

- Facility servicing McAllen Miller Int’l Airport was modified to add Bicentennial Blvd and Wichita Ave to the NHS.
- Facility servicing Port of Brownsville was modified by adding SH 48 to the NHS.
- Facility servicing RGV International Airport in Harlingen was modified by removing private drive (Rebel Dr) and facility is serviced by existing Loop 499 in NHS.



## **ADDING TO THE NHS:**

1. SH 48 from FM 511 to SH 100 (15.1 miles)
2. US 281 from San Pedro Rd to FM 1577 (4.9 miles)
3. FM 509 from North of Harvest St to Business 77 (9.6 miles)
4. US 281 (Military) from FM 1577 to CR 9000 (15.5 miles)
5. FM 1015 from Business 83 to IH-2 (0.6 miles)
6. FM 396 from South of CR 2702 (at the river) to North of FM 494 (2.2 miles)
7. FM 493 from Donna Rio Bravo International Bridge to SH 107 (16.5 miles)
8. US 281 (Military) from CR 9000 to CR 1710 (5.6 miles)

Total miles added = 70 miles

## Questions:

1. What happened to corridors discussed in initial workshop but not listed in final list?
2. Are corridors in last email the only corridors being changed?

Listed below are some corridors discussed in initial workshop in April 2019 but are not in the list to present

### Brownsville MPO

1. FM 3248 from Military Hwy to SH 550 – WAS AGREED TO KEEP
2. US 281 from MPO Boundary to SH 511 – WAS AGREED TO KEEP

### Harlingen-San Benito MPO

1. SH107 from MPO Boundary to I-69E – WAS AGREED TO KEEP
2. Business 83 from Hidalgo/Cameron County Line to I-69E – WAS AGREED TO KEEP

### Hidalgo County MPO

1. FM 1016 from S 10<sup>th</sup> St to IH-2 –
2. FM 1925 from FM 2061 to FM 907 – WAS AGREED TO KEEP
3. SH 107 from IH-2 to MPO Boundary – WAS AGREED TO KEEP
4. Trenton Rd from FM 2220 to I-69C – WAS AGREED TO KEEP
5. FM 2061 from IH-2 to FM 1926 – WAS AGREED TO KEEP
6. FM 2220 from Military to SH 107 – WAS AGREED TO KEEP
7. BUS 83 from IH-2 to Cameron/Hidalgo County Line – WAS AGREED TO KEEP
8. FM 3362 (Jackson Rd) from Military to W Monte Cristo Rd –
9. Bicentennial from Trenton to Nolana

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. water impacts of surface transportation
10. Enhance travel and tourism

Due to the 2020 COVID-19 Pandemic, RGVMPPO has operated under emergency orders from both state and local governments. Public meetings, committee meetings, and policy board meetings have been held virtually by use of Microsoft Teams and WebEx. Announcements and materials, including direct links for joining online meetings, are posted in advance to the organization's website, social media outlets, as well as included on all agendas. RGVMPPO committee and policy board members are notified via Email of upcoming meetings, including all meeting materials and virtual meeting links. All Transportation Policy Board meetings are video recorded and archived to the RGVMPPO website. Videos are listed by date and can be navigated according to each meeting's agenda. Technical Advisory Committee meetings can also be reviewed by audio recordings uploaded in the same manner. All planning documents and supporting information, including GIS maps, are updated regularly, and posted accordingly. The public has been granted the option to comment online through message boards and designated locations on our website, as well as sharing opinions during RGVMPPO committee and board meetings.

Under FAST-Act, and 23 CFR 450.316 the RGVMPPO is encouraged to consult with agencies responsible for other planning activities that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) via Section 1201 (g)(3) or coordinate its

planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area.





**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION**

**510 South Pleasantview Drive, Weslaco, TX. 78596  
(956) 969-5778**

September 11, 2020

Technical Advisory Committee Members,

The RGV MPO has opened the 2021-2022 Transportation Alternatives Set-Aside Program (TASA) Call for Projects. The announcement flyer and timeline have been shared by email and social media outlets, posted to our website, and included in this packet. The TASA application, project scoring criteria, and power point presentation from the TASA workshop are also available on our website. According to the project call timeline, the process begins on September 1<sup>st</sup> and all applications are due by 5:00 PM on October 23, 2020.

Thank you for your time and consideration of this action item. Please feel free to contact me with questions and/or concerns.

Respectfully,

Rudy Zamora Jr.  
Transportation Planner  
**RGVMPO**

Email: [rzamora@rgvmopo.org](mailto:rzamora@rgvmopo.org)  
Phone: 956-969-5778 Ext. 317

**PLANNING PARTNERS:**

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CHAIRMAN  
CITY OF PHARR**

**JUDGE EDDIE TREVIÑO, JR.  
VICE CHAIRMAN  
CAMERON COUNTY**

**CAMERON COUNTY RMA**

**CITY OF BROWNSVILLE**

**CITY OF EDINBURG**

**CITY OF HARLINGEN**

**CITY OF McALLEN**

**CITY OF MISSION**

**CITY OF SAN BENITO**

**HIDALGO COUNTY**

**HIDALGO COUNTY RMA**

**TxDOT (PHARR DISTRICT)**

**VALLEY METRO**

**STAFF:**

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**LUIS M. DIAZ  
ASSISTANT DIRECTOR**

**EX-OFFICIO:  
RIO GRANDE VALLEY  
PARTNERSHIP**

**Administrative Agent: Lower Rio Grande Valley Development Council  
301 WEST RAILROAD - WESLACO, TX, 78596**

# FY 2021-2022 TASA CALL FOR PROJECTS

## IMPORTANT DATES:

### Call Opens:

Tuesday, September 1st,  
2020

### Call Closes:

Friday, October 23rd, 2020  
@ 5:00 PM

## FUNDING AVAILABLE:

**\$3,084,185 for  
Construction  
&  
\$342,687 for Planning**

**Please mail or hand-  
deliver applications to:**

### **RGVMPO**

510 S. Pleasantview Drive  
Weslaco, TX 78596

**Please Contact Us Regarding  
Questions or Concerns**

Phone: 956-969-5778

E-mail: rzamora@rgvmppo.org



The RGVMPO is opening the FY 2021-2022 Transportation Alternatives Set-Aside Call for Projects. The RGVMPO must have the submitted application “in hand” at the RGVMPO offices by October 23rd at 5:00 PM.

An evaluation by selected BPAC and TAC members will review and score submitted projects. TAC and TPB will approve selected projects on designated meeting dates and MPO staff will prepare for public involvement.

Selected projects will go through a 30-day public involvement period in preparation for the February 2021 STIP Revisions.

For access to TASA application, timeline, scoring criteria, and workshop presentation, please visit our webpage: <https://www.rgvmppo.org/news/displaynews.htm?NewsID=215&TargetID=1>

**RGV  
MPO**

## **RGVMPO**

### **FY 2021-2022 Transportation Alternatives Set-Aside Program (TASA) Timeline**

**September 2020 - October 2020** - Call for Projects will open on September 1<sup>st</sup> and applications will be accepted until the deadline of October 23<sup>rd</sup> at 5:00 PM.

The week of October 26<sup>th</sup> - An evaluation by BPAC members will **review, and score submitted projects**. (Possibly on Monday October 27<sup>th</sup> or Tuesday October 28<sup>th</sup> since TPB is scheduled for Wednesday October 29<sup>th</sup>) \*An email will be sent out to members prior to scheduling a set date.

**November 2020** - TAC and TPB will **approve** selected projects on designated meeting dates and MPO staff will prepare for public involvement.

**December 2020 – January 2021** - Selected projects will go through a **30-day public involvement** period in preparation for the February 2021 STIP Revisions.

- TAC and TPB will formally approve the February 2021 Revisions, including the 2021-2022 selected TAP projects. (Scheduled January TAC & TPB Meetings)

**February 2021** – Selected TAP projects will be part of the amendments submitted to TXDOT for the February 2021 STIP Revisions

## VII. BUDGET SUMMARY FY 2020

TABLE 1 – RGVMPPO

UPWP Task	FTA Task	Description	TPF <sup>1</sup> Funds	FTA Section 5307	Local Funds	Total Funds
1.0	44.21.00 44.22.00 44.23.01 44.23.02	Administration- Management	\$ 647,941.00	\$20,000.00	\$5,000.00	\$ 672,941.00
2.0		Data Development & Maintenance	\$ 158,327.00	\$12,000.00	\$3,000.00	\$ 173,327.00
3.0	44.23.02 44.24.00 44.25.00	Short Range Planning	\$ 150,725.00	\$16,000.00	\$4,000.00	\$ 170,725.00
4.0		Metropolitan Transportation Plan	\$ 307,028.00			\$ 307,028.00
5.0		Special Studies	\$ 607,202.00			\$ 607,202.00
		<b>Total</b>	<b>\$ 1,871,223.00</b>	<b>\$48,000.00</b>	<b>\$12,000.00</b>	<b>\$ 1,931,223.00</b>

### <sup>1</sup>TRANSPORTATION PLANNING FUNDS

FHWA (PL-112 & FTA 5303) <sup>2</sup>	\$ 1,222,412.00
<u>2019 Expected Carryover</u>	<u>\$ 648,811.00</u>
<b>TOTAL TPF</b>	<b>\$ 1,871,223.00</b>
<b>TOTAL 5307</b>	<b>\$ 60,000.00</b>

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

# BUDGET SUMMARY FY 2021

## TABLE 2 – RGVMPPO

UPWP Task	FTA Task	Description	TPF <sup>1</sup> Funds	FTA Section 5307	Local Funds	Total Funds
1.0	44.21.00 44.22.00 44.23.01 44.23.02	Administration- Management	<b>\$880,153.71</b>	<b>\$20,000.00</b>	<b>\$5,000.00</b>	\$905,153.71
2.0		Data Development & Maintenance	<b>\$229,167.98</b>	<b>\$12,000.00</b>	<b>\$3,000.00</b>	\$244,167.98
3.0	44.23.02 44.24.00 44.25.00	Short Range Planning	<b>\$221,565.00</b>	<b>\$16,000.00</b>	<b>\$4,000.00</b>	\$241,565.00
4.0		Metropolitan Transportation Plan	<b>\$534,161.46</b>	\$0	\$0	\$534,161.46
5.0		Special Studies	<b>\$445,071.87</b>	\$0	\$0	\$445,071.87
		<b>Total</b>	<b>\$2,310,120.02</b>	<b>\$48,000.00</b>	<b>\$12,000.00</b>	<b>\$2,370,120.02</b>

### <sup>1</sup>TRANSPORTATION PLANNING FUNDS

FHWA (PL-112 & FTA 5303) <sup>2</sup>	\$ 1,560,120.02
FY 2020 Expected Carry-Over	\$ 750,000.00
<b>TOTAL TPF</b>	<b>\$ 2,310,120.02</b>
<b>TOTAL 5307</b>	<b>\$ 60,000.00</b>

### <sup>2</sup>Estimate based on prior year's authorizations

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

CSJ	HWY	Limits From	Limits To	Construction Estimate	Current UTP Authority	Current Estimated Let FY	Proposed UTP Authority	Proposed Estimated Let FY
0342-03-040	SH 107	Louisiana St	Hooks E. Hodges Rd	\$ 4,500,000	Construct	2023	Develop	2025
0039-12-057	BU 77X	Arroyo Colorado Bridge	FM 510	\$ 37,543,328	Construct	2024	Develop	2025
0528-01-112	SH 107	FM 676	FM 681/FM 2993	\$ 15,300,000	Construct	2023	Develop	2025
0528-01-113	SH 107	FM 1924 North	FM 676	\$ 10,812,000	Construct	2023	Develop	2025
2966-01-014	SH 364	FM 2221	FM 676	\$ 5,500,000	Construct	2024	Develop	2025
0864-01-068	FM 494	SH 107	FM 676	\$ 13,942,343	Construct	2024	Develop	2025
1064-01-027	FM 676	SH 107	Taylor Rd	\$ 20,650,814	Construct	2024	Develop	2025
1803-01-094	FM 1925	Wallace Rd	10th St	\$ 23,500,000	Construct	2024	Develop	2025
0220-04-049	US 281	0.5 miles W of FM 1577	FM 1421	\$ 12,000,000	Construct	2024	Develop	2025
2094-01-062	FM 2220	SH 107	FM 676	\$ 17,470,000	Construct	2024	Develop	2025
0255-06-069	US 281	Hidalgo/Brooks County Line	0.315 miles N of SH 186	\$ 194,000,000	Construct	2024	Develop	2025
0255-07-140	US 281	0.273 miles S of SH 186	0.023 miles N of FM 490	\$ 118,700,000	Construct	2023	Develop	2025
0327-04-037	US 77	9.6 miles N of Norias Rd	Norias Rd	\$ 84,600,000	Construct	2024	Develop	2025
0864-01-069	FM 494	FM 676 (MILE 5)	FM 1924 (MILE 3)	\$ 12,560,000	Develop	2022	Plan	2035
0039-17-204	IH 2	IH-2 WEST BOUND FRONTAGE I @ TAYLOR RD.		\$ 400,000				
3468-01-021	FM 3362	BUS 83S	SH 495	\$ 9,170,000				
1427-01-037	FM 1423	MINNESOTA RD.	IH-2	\$ 20,188,000	Develop	2024	Plan	2035
1586-01-075	FM 907	SH 107	NOLANA LOOP	\$ 29,000,000	Develop	2024	Plan	2035
1802-02-014	FM 3461	FM 2061	IH-69C	\$ 13,000,000	Develop	2024	Plan	2035
0669-01-062	FM 681	FM 1925	FM 2221	\$ 10,500,000	Develop	2025	Plan	2035
1427-01-032	FM 1423	SH 107	MINNESOTA RD.	\$ 24,000,000	Develop	2025	Plan	2035
0327-02-055	US 77	KENEDY/KLEBERG C.L.	0.71 MI. N. OF LA PARRA AV	\$ 23,293,000	Develop	2025	Plan	2035
3632-01-001	SL 195	NEW LOCATION, FM 3167	FM 755	\$ 47,126,048				
3632-01-002	SL 195	NEW LOCATION, FM 649	FM 3167	\$ 59,254,913	Develop	2025	Plan	2035
3632-01-003	SL 195	NEW LOCATION, US 83 (@ LOW FM 649		\$ 108,785,110	Develop	2025	Plan	2035
0921-24-012	CS	SH 359_REALIGNMENT, FROM !SH 285		\$ 2,400,000	Develop	2026	Plan	2035
1939-02-036	FM 2061	BUS 83 S	HALL ACRES RD.	\$ 18,970,000	Develop	2026	Plan	2035
1427-01-033	FM 1423	IH-2	BUS 83	\$ 6,000,000	Develop	2027	Plan	2035
3626-02-001	SH 32	FM 3068	FM 3550	\$ 13,302,000	Develop	2040	Plan	2035
11ES								
4U								

Draft 2021 UTP: 4-Year Constuct Authority Target

	D	E	F	G	H
Draft 2021 Category 2 Projected Balances					
MPO	Draft 2021 UTP 4-Year Allocation (FY21-FY24)	Projected Base Adjustment (FY18-FY20)*	Draft 4-Year Target	FY21-FY24 Programming (Authorization)	Projected Available Construct Balance**
(ABL) AbileneMPO	\$ 20,663,831	\$ 11,390,000	\$ 32,053,831	\$ 26,150,000	\$ 5,903,831
(AMA) Amarillo MPO	\$ 35,053,912	\$ 9,922,984	\$ 44,976,896	\$ 93,120,000	\$ (48,143,104)
(ATL) Texarkana MPO	\$ 11,332,011	\$ 5,100,000	\$ 16,432,011	\$ 22,287,200	\$ (5,855,189)
(AUS) CAMPO TMA	\$ 332,842,329	\$ 239,350,578	\$ 572,192,907	\$ 709,047,686	\$ (136,854,779)
(BMT & HOU) HGAC TMA	\$ 913,117,568	\$ (6,403,919)	\$ 906,713,649	\$ 2,194,402,050	\$ (1,287,688,401)
(BMT) JOHRTS MPO	\$ 80,919,548	\$ 16,842,431	\$ 97,761,979	\$ 228,340,000	\$ (130,578,021)
(BRY) Bryan-College Station MPO	\$ 37,288,288	\$ 48,017,006	\$ 85,305,294	\$ 46,000,000	\$ 39,305,294
(CRP) Corpus Christi TMA	\$ 47,261,797	\$ 50,270,000	\$ 97,531,797	\$ 94,000,000	\$ 3,531,797
(DAL, FTW & PAR) NCTCOG TMA	\$ 1,055,933,590	\$ 386,788,914	\$ 1,442,722,504	\$ 2,448,941,831	\$ (1,006,219,327)
(ELP) El Paso TMA	\$ 108,618,478	\$ 76,590,517	\$ 185,208,995	\$ 251,082,472	\$ (65,873,477)
(LBB) Lubbock TMA	\$ 31,390,437	\$ 25,570,000	\$ 56,960,437	\$ 112,178,136	\$ (55,217,699)
(LRD) Laredo TMA	\$ 33,163,326	\$ 31,370,001	\$ 64,533,327	\$ 120,497,414	\$ (55,964,087)
(ODA) Permian Basin MPO	\$ 63,877,395	\$ 41,832,135	\$ 105,709,530	\$ 90,910,000	\$ 14,799,530
(PAR) Sherman-Denison MPO	\$ 28,699,932	\$ 13,543,583	\$ 42,243,515	\$ 23,279,840	\$ 18,963,675
(PHR) Rio Grande Valley TMA	\$ 156,135,957	\$ 91,807,113	\$ 247,943,070	\$ 368,531,458	\$ (120,588,388)
(SAT) AAMPO	\$ 331,232,177	\$ 279,352,791	\$ 610,584,968	\$ 1,179,025,000	\$ (568,440,032)
(SJT) San Angelo MPO	\$ 11,986,831	\$ (178,934)	\$ 11,807,897	\$ 21,660,000	\$ (9,852,103)
(TYL) Longview MPO	\$ 22,702,056	\$ (4,113,210)	\$ 18,588,846	\$ 52,460,000	\$ (33,871,154)
(TYL) Tyler MPO	\$ 45,837,098	\$ 35,100,000	\$ 80,937,098	\$ 122,240,000	\$ (41,302,902)
(WAC) Killeen-Temple TMA	\$ 68,585,914	\$ (6,710,000)	\$ 61,875,914	\$ 134,200,000	\$ (72,324,086)
(WAC) Waco MPO	\$ 64,836,895	\$ (14,677,594)	\$ 50,159,301	\$ 120,000,000	\$ (69,840,699)
(WFS) Wichita Falls MPO	\$ 15,608,361	\$ 1,885,315	\$ 17,493,676	\$ 10,100,640	\$ 7,393,036
(YKM) Victoria MPO	\$ 21,166,950	\$ 10,440,000	\$ 31,606,950	\$ 26,700,000	\$ 4,906,950
<b>Grand Total</b>	<b>\$ 3,538,254,681</b>	<b>\$ 1,343,089,711</b>	<b>\$ 4,881,344,392</b>	<b>\$ 8,495,153,727</b>	<b>\$ (3,613,809,335)</b>

\* Projected Base Adjustment is the difference of the annual allocation (FY18 to FY20) compared to the actual lettings and adjustments (FY18 to July 2020) and projected lettings (August 2020).

\*\* Projected Available Balance as of 8/9/2020

Formula Calculations: D + E = F, F - G = H

Draft 2021 UTP: 4-Year Construct Authority Target

	D	E	F	G	H
Draft 2021 Category 4U Projected Balances					
District	Draft 2021 UTP 4-Year Allocation (FY21-FY24)	Projected Base Adjustment (FY18-FY20)*	Draft 4-Year Target	FY21-FY24 Programming (Authorization)	Projected Available Construct Balance**
Abilene	\$ 9,250,751	\$ 3,798,368	\$ 13,049,119	\$ 22,250,000	\$ (9,200,881)
Amarillo	\$ 15,692,879	\$ 250,000	\$ 15,942,879	\$ 37,470,000	\$ (21,527,121)
Atlanta	\$ 5,073,097	\$ 5,460,000	\$ 10,533,097	\$ 19,380,000	\$ (8,846,903)
Austin	\$ 149,006,317	\$ 49,991,133	\$ 198,997,450	\$ 104,400,000	\$ 94,597,450
Beaumont	\$ 36,225,933	\$ 37,250,000	\$ 73,475,933	\$ 133,100,000	\$ (59,624,067)
Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -
Bryan	\$ 16,693,161	\$ 17,570,000	\$ 34,263,161	\$ 45,740,000	\$ (11,476,839)
Childress	\$ -	\$ -	\$ -	\$ -	\$ -
Corpus Christi	\$ 21,158,085	\$ (10,340,596)	\$ 10,817,489	\$ 23,200,000	\$ (12,382,511)
Dallas	\$ 321,448,680	\$ 92,625,811	\$ 414,074,491	\$ 522,651,185	\$ (108,576,694)
El Paso	\$ 48,626,145	\$ (72,101,499)	\$ (23,475,354)	\$ 27,979,725	\$ (51,455,079)
Fort Worth	\$ 151,269,967	\$ 73,106,707	\$ 224,376,674	\$ 452,820,000	\$ (228,443,326)
Houston	\$ 408,783,001	\$ 169,222,855	\$ 578,005,856	\$ 1,288,873,000	\$ (710,867,144)
Laredo	\$ 14,846,504	\$ (15,757,973)	\$ (911,469)	\$ -	\$ (911,469)
Lubbock	\$ 14,052,820	\$ 14,980,000	\$ 29,032,820	\$ 46,680,000	\$ (17,647,180)
Lufkin	\$ -	\$ -	\$ -	\$ 10,300,000	\$ (10,300,000)
Odessa	\$ 28,596,529	\$ (10,320,000)	\$ 18,276,529	\$ 53,550,000	\$ (35,273,471)
Paris	\$ 12,848,339	\$ (23,375,227)	\$ (10,526,888)	\$ 2,660,000	\$ (13,186,888)
Pharr	\$ 69,898,694	\$ (80,626,614)	\$ (10,727,920)	\$ 90,900,000	\$ (101,627,920)
San Angelo	\$ 5,366,245	\$ (10,499,769)	\$ (5,133,524)	\$ 3,600,231	\$ (8,733,755)
San Antonio	\$ 148,285,487	\$ (54,160,000)	\$ 94,125,487	\$ 355,600,000	\$ (261,474,513)
Tyler	\$ 30,683,498	\$ 31,430,000	\$ 62,113,498	\$ 117,630,000	\$ (55,516,502)
Waco	\$ 59,730,508	\$ (38,770,000)	\$ 20,960,508	\$ 16,200,000	\$ 4,760,508
Wichita Falls	\$ 6,987,526	\$ 5,754,442	\$ 12,741,968	\$ 18,763,523	\$ (6,021,555)
Yoakum	\$ 9,475,986	\$ 9,460,000	\$ 18,935,986	\$ 25,000,000	\$ (6,064,014)
<b>Grand Total</b>	<b>\$ 1,584,000,153</b>	<b>\$ 194,947,638</b>	<b>\$ 1,778,947,791</b>	<b>\$ 3,418,747,664</b>	<b>\$ (1,639,799,873)</b>

\* Projected Base Adjustment is the difference of the annual allocation (FY18 to FY20) compared to the actual lettings and adjustments (FY18 to July 2020) and projected lettings (August 2020).

\*\* Projected Available Balance as of 8/9/2020

Formula Calculations: D + E = F, F - G = H

Draft 2021 UTP: 4-Year Construct Authority Target

	D	E	F	G	H
Draft 2021 Category 11ES Projected Balances					
District	Draft 2021 UTP 4-Year Allocation (FY21-FY24)	Projected Base Adjustment (FY18-FY20)*	Draft 4-Year Target	FY21-FY24 Programming (Authorization)	Projected Available Construct Balance**
Abilene	\$ 49,273,962	\$ (49,364,546)	\$ (90,584)	\$ 59,159,467	\$ (59,250,051)
Amarillo	\$ 23,396,484	\$ (67,697,393)	\$ (44,300,909)	\$ 5,000,000	\$ (49,300,909)
Atlanta	\$ 12,228,885	\$ (25,760,754)	\$ (13,531,869)	\$ 2,100,000	\$ (15,631,869)
Austin	\$ 8,427,313	\$ 3,346,486	\$ 11,773,799	\$ 13,335,000	\$ (1,561,201)
Beaumont	\$ 13,480,243	\$ (11,102,754)	\$ 2,377,489	\$ -	\$ 2,377,489
Brownwood	\$ 12,960,475	\$ 7,026,098	\$ 19,986,573	\$ 7,500,000	\$ 12,486,573
Bryan	\$ 22,024,965	\$ 5,620,000	\$ 27,644,965	\$ 34,950,000	\$ (7,305,035)
Childress	\$ 8,729,556	\$ (3,187,166)	\$ 5,542,390	\$ 13,500,000	\$ (7,957,610)
Corpus Christi	\$ 47,460,456	\$ (65,323,830)	\$ (17,863,374)	\$ 46,500,000	\$ (64,363,374)
Dallas	\$ 27,036,975	\$ 22,900,000	\$ 49,936,975	\$ 73,279,694	\$ (23,342,719)
El Paso	\$ 24,111,264	\$ (23,372,036)	\$ 739,228	\$ 38,154,554	\$ (37,415,326)
Fort Worth	\$ 23,170,268	\$ 20,880,000	\$ 44,050,268	\$ 44,904,787	\$ (854,519)
Houston	\$ 23,412,945	\$ 21,630,000	\$ 45,042,945	\$ 33,927,000	\$ 11,115,945
Laredo	\$ 52,375,635	\$ (127,813,960)	\$ (75,438,325)	\$ -	\$ (75,438,325)
Lubbock	\$ 37,205,568	\$ (63,635,764)	\$ (26,430,196)	\$ -	\$ (26,430,196)
Lufkin	\$ 9,798,402	\$ (4,298,093)	\$ 5,500,309	\$ 20,065,000	\$ (14,564,691)
Odessa	\$ 226,564,613	\$ (232,735,291)	\$ (6,170,678)	\$ 305,149,615	\$ (311,320,293)
Paris	\$ 17,914,424	\$ 15,770,000	\$ 33,684,424	\$ -	\$ 33,684,424
Pharr	\$ 12,088,263	\$ (26,666,210)	\$ (14,577,947)	\$ -	\$ (14,577,947)
San Angelo	\$ 45,786,545	\$ (48,341,432)	\$ (2,554,887)	\$ 84,240,825	\$ (86,795,712)
San Antonio	\$ 34,384,144	\$ (101,387,078)	\$ (67,002,934)	\$ 3,863,990	\$ (70,866,924)
Tyler	\$ 17,848,910	\$ 15,790,000	\$ 33,638,910	\$ 37,150,000	\$ (3,511,090)
Waco	\$ 11,713,182	\$ (22,471,265)	\$ (10,758,083)	\$ -	\$ (10,758,083)
Wichita Falls	\$ 16,911,477	\$ 9,163,982	\$ 26,075,459	\$ 17,351,025	\$ 8,724,434
Yoakum	\$ 39,778,819	\$ 14,796,461	\$ 54,575,280	\$ 112,636,010	\$ (58,060,730)
<b>Grand Total</b>	<b>\$ 818,083,772</b>	<b>\$ (736,234,545)</b>	<b>\$ 81,849,227</b>	<b>\$ 952,766,967</b>	<b>\$ (870,917,740)</b>

\* Projected Base Adjustment is the difference of the annual allocation (FY18 to FY20) compared to the actual lettings and adjustments (FY18 to July 2020) and projected lettings (August 2020).

\*\* Projected Available Balance as of 8/9/2020

Formula Calculations: D + E = F, F - G = H



## Advancing Projects through the UTP

Transportation projects are identified years in advance of their actual funding and construction, and the UTP is focused on identifying and managing the volume of projects that are to be advanced from their planning phases through detailed project development to construction. For a project to become reality, it must pass through many developmental steps, including establishing a need or problem, exploring alternatives, studying potential impacts and costs, gathering input from the public and local officials, acquiring right of way, designing structures and roadways, and awarding construction contracts. At any point along this path, TxDOT and its planning partners (MPOs and regional transportation authorities) may alter their decisions to implement projects as a result of changing conditions or expectations, or the project may evolve based on changing community needs, environmental findings, or cost considerations.

Before a mobility or connectivity project reaches construction, it proceeds through TxDOT’s three major stages of project advancement: Plan Authority, Develop Authority, and Construct Authority. In each stage, a project is authorized for specific progressive steps in the development and funding process.

### PLAN AUTHORITY (OUTSIDE THE UTP)

Plan Authority is the holding area for proposed future projects. At this stage, a project is likely only a rough concept, and no funds may be expended on the project other than for feasibility studies and certain limited development activities. Many projects in Plan Authority will eventually enter the UTP development pipeline and be authorized for expenditures. Other proposed projects may be reconsidered or eliminated based on changing priorities.

### DEVELOP AUTHORITY (UTP YEARS 5-10)

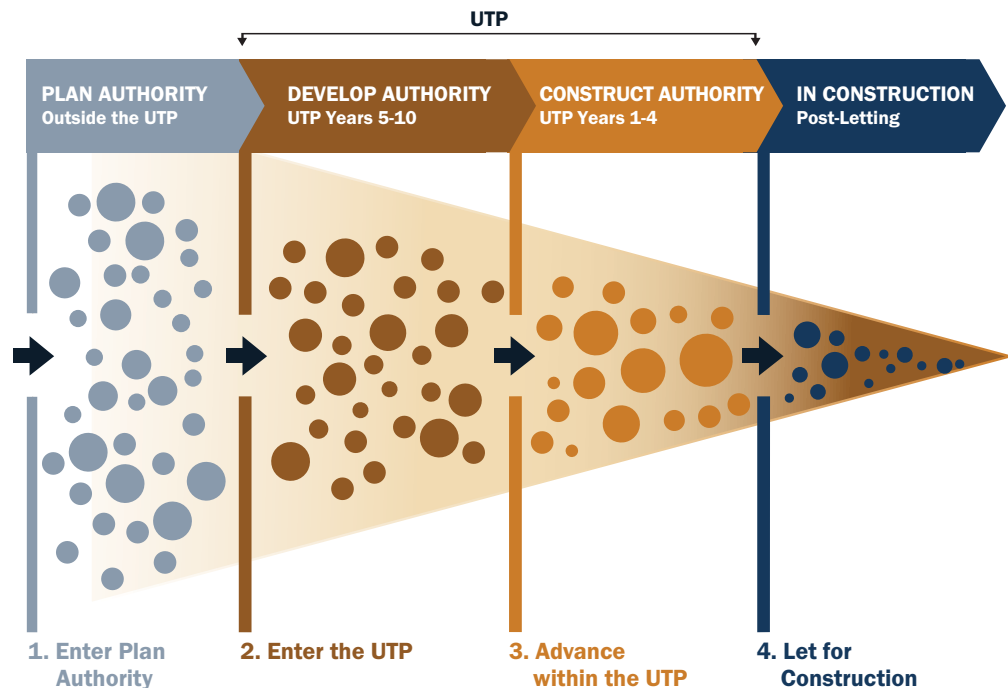
Projects in Develop Authority are authorized to begin preliminary design, environmental review, cost estimates, and other early development activities. To advance into Develop Authority, a project must rank highly among other potential projects at the regional level, and the project’s estimated construction cost must fit within the 10-year planning constraints. With the authorization of the UTP, TxDOT districts determine when projects are ready to move into Develop Authority.

### CONSTRUCT AUTHORITY (UTP YEARS 1-4)

Projects in Construct Authority can proceed to the final stages of development in preparation for construction. This includes completed plans, specifications, and estimates (PS&E); right of way acquisition; utility relocation; railroad adjustments; and other local agreements. To advance to Construct Authority, a project must be on track to let for construction in UTP years 1-4 based on its development progress. The project must also be fully funded for the amount of the estimated construction cost. TxDOT districts determine when projects are ready to move into Construct Authority.

Projects that will be ready for construction within the first two years of the UTP are listed in TxDOT’s two-year Letting Schedule. Let Authority is considered a subset of Construct Authority.

**FIGURE 7**  
A Project's Path through the UTP



# RESOLUTION 2020-08

## SUBJECT: APPROVAL OF Category #7 Funding for Construction Purposes Only

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

**WHEREAS**, the RGVMPO is responsible for the project selection process for the Transportation Improvement Program (TIP) and the Long-Range Plan (MTP) and

**WHEREAS**, the project selection process was approved by both the Technical Advisory Committee and Transportation Policy Board as well as the public by following the RGVMPO's public participation process and 30 days of public involvement: and

**WHEREAS**, the RGVMPO is the recipient of Category 7, Metropolitan Mobility funding for the selection of regionally significant off-system projects in consultation with TxDOT.

**NOW THEREFORE, BE IT RESOLVED**, that the Rio Grande Valley Metropolitan Planning Organization, Transportation Policy Board agreed by a majority vote to approve the use of Category 7 funding for construction purposes only. This measure will take affect with the November 2020 TIP and MTP amendment/update. The Rio Grande Valley Metropolitan Planning Organization, Transportation Policy Board is aware that projects within the 10-year horizon of the MTP and the 4 year TIP have already been allocated funding and have executed Advance Funding Agreements and therefore this measure shall take full affect beginning with Fiscal Year 2031 and shall remain in perpetuity or until amended by the RGVMPO Policy Board.

**September 30, 2020**

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The Honorable Ambrosio "Amos" Hernandez  
Mayor of the City of Pharr,  
Chairman of the Rio Grande Valley MPO Policy Committee

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Pedro R. Alvarez, P.E.  
Pharr District  
District Engineer

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Andrew A. Canon  
Executive Director  
Rio Grande Valley MPO

**FY 2020-2029 TIP/MTP CAT 7 Funding – Phase Totals**

**Hidalgo County Area**

**FY 2020**

ROW: \$10,570,000

Construction: \$1,000,000

**FY 2021**

ROW: \$3,786,754

Construction: \$25,815,361

CE: \$1,833,619

**FY 2022**

ROW: \$4,746,313

Construction: \$20,138,799

CE: \$1,574,421

**FY 2023**

ROW: \$1,360,000

Construction: \$14,930,000

**FY 2024**

Construction: \$8,776,764

CE: \$723,236

**FY 2025**

ROW: \$750,000

CE: \$1,890,000

Construction: \$24,690,418

**FY 2026**

ROW: \$1,280,000

Construction: \$11,700,000

**FY 2027**

ROW: \$4,570,000

CE: \$5,427,995

Construction: \$44,305,473

**FY 2028**

CE: \$3,095,172

Construction: \$20,802,761

**FY 2029**

ROW: \$3,500,000

CE: \$3,067,300

Construction: \$26,340,585

**Hidalgo County Area Totals:**

**ROW: \$30,563,067**

**Construction: \$198,500,161**

**CE: \$17,611,743**

**Cameron County Area**

**FY 2020**

Construction: \$11,198,000

**FY 2021**

PE: \$1,000,000

Construction: \$15,224,747

CE: \$1,631,503

**FY 2022**

PE: \$8,938,485

Construction: \$6,968,000

**FY 2023**

PE: \$380,300

**FY 2024**

Construction: \$4,960,000

**FY 2025**

Construction: \$1,510,000

CE: \$660,000

**FY 2026**

Construction: \$16,155,604

CE: \$1,444,396

**FY 2029**

Construction: \$19,000,000

CE: \$2,090,000

**Cameron County Area Totals:**

**PE: \$10,318,785**

**Construction: \$75,016,351**

**CE: \$5,825,899**

**RGVMPO Regional Totals:**

**ROW: \$30,563,067**

**PE: \$10,318,785**

**Construction: \$273,516,512**

**CE: \$23,437,642**

**FY 2020 – 2029 TIP/MTP Projects with CAT 7 Funding**

**-Fact Sheet-**

**There is a total of 56 projects funded with CAT 7 within FYs 2020-2029**

**\*17 total projects fund Right of Way (ROW)** – 11 of those projects fund *ROW Only* (8 of those projects funding *ROW Only* fall within the 2021-2024 TIP years)

- 6 of those projects also fund Construction

**\*38 total projects fund Construction** – 15 of those projects fund *Construction Only* (11 of those projects funding Construction only fall within the 2021-2024 TIP years)

- 20 projects are funding both Construction & Construction Engineering (CE)

**\*7 total projects fund Preliminary Engineering (PE)**

**The total amount for those 11 projects funding ROW only: \$22,346,313**

**The total amount for those 7 projects funding PE only: \$7,506,285**

## RIO GRANDE VALLEY MPO FY 2020-2021 UPWP

TASK NAME	UPWP TASK	UPWP Budget	FY 2020 Budget	FY 2020 ADJUSTED BUDGET	October	November	December	January	February	March	April	May	June	July	August	September	FY 2020 TOTAL	FY 2020 BALANCE
					2019	2019	2019	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020
MPO Administration	1.1	\$1,069,367.13	\$445,036.00	\$445,036.00	\$30,067.26	\$31,275.87	\$35,531.58	\$20,796.97	\$36,156.59	\$31,601.77	\$39,516.84	\$42,539.57	\$51,913.28	\$36,465.71			\$355,865.44	\$89,170.56
Public Participation Plan	1.2	\$276,628.66	\$121,785.00	\$121,785.00	\$8,727.57	\$4,584.03	\$2,853.38	\$2,739.26	\$1,647.87	\$1,419.60	\$3,548.95	\$1,419.58	\$2,129.30	\$1,863.49			\$30,933.03	\$90,851.97
Training for TAC & TPC	1.3	\$5,468.25	\$2,250.00	\$2,250.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25.83	\$0.00	\$0.00	\$0.00	\$0.00			\$25.83	\$2,224.17
Computer Purchases	1.4	\$47,100.00	\$23,550.00	\$23,550.00	\$155.00	\$2,982.79	\$3,722.50	\$0.00	\$3,037.50	\$9,100.00	\$0.00	\$0.00	\$558.90	\$310.00			\$19,866.69	\$3,683.31
Staff Development	1.5	\$129,530.67	\$55,320.00	\$55,320.00	\$635.87	\$3,308.54	\$5,415.28	\$5,328.88	\$6,382.72	\$6,473.91	\$0.00	\$0.00	\$2,144.39	\$221.91			\$29,911.50	\$25,408.50
Demographic Data	2.1	\$127,163.33	\$51,775.00	\$51,775.00	\$1,477.82	\$0.00	\$4,710.58	\$2,037.54	\$4,115.22	\$5,876.20	\$6,992.15	\$6,569.75	\$7,140.49	\$3,964.34			\$42,884.09	\$8,890.91
Title VI Civil Rights Evaluation	2.2	\$102,930.67	\$42,020.00	\$42,020.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,226.32			\$3,226.32	\$38,793.68
Model Work	2.3	\$78,700.49	\$32,266.00	\$32,266.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			\$12,266.09	\$19,999.91
Land Use Map	2.4	\$78,700.49	\$32,266.00	\$32,266.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			\$0.00	\$32,266.00
Service Coordination	3.1	\$152,946.00	\$62,305.00	\$62,305.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,130.00			\$6,130.00	\$56,175.00
Planning Assistance	3.2	\$219,344.00	\$88,420.00	\$88,420.00	\$2,380.65	\$6,188.84	\$17,447.18	\$10,709.66	\$11,652.69	\$12,499.31	\$5,203.05	\$5,348.16	\$7,514.80	\$6,764.89			\$85,709.23	\$2,710.77
Project Selection Criteria	4.1	\$24,235.15	\$9,756.00	\$9,756.00	\$293.66	\$0.00	\$0.00	\$0.00	\$0.01	\$0.00	\$1,531.19	\$177.54	\$0.00	\$0.00			\$2,002.40	\$7,753.60
Bike And Pedestrian	4.2	\$396,996.00	\$309,330.00	\$59,330.00	\$880.95	\$1,101.19	\$862.58	\$0.00	\$819.21	\$1,926.93	\$1,680.69	\$2,827.39	\$523.29	\$21,806.80			\$32,429.03	\$26,900.97
Truck Route & Freight Planning	4.3	\$72,700.49	\$29,266.00	\$29,266.00	\$0.00	\$0.00	\$293.63	\$0.00	\$426.29	\$0.00	\$296.54	\$0.00	\$0.00	\$259.46			\$1,275.92	\$27,990.08
County Thoroughfare Plan	4.4	\$30,485.15	\$12,881.00	\$12,881.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,452.01	\$1,096.94	\$0.00	\$0.00	\$0.00			\$3,548.95	\$9,332.05
Metropolitan Transportation Plan	4.5	\$316,772.67	\$295,795.00	\$195,795.00	\$5,857.10	\$6,786.13	\$11,320.21	\$13,100.59	\$26,530.26	\$9,806.98	\$35,243.25	\$8,408.00	\$120,563.64	\$92,423.18			\$145,192.98	\$50,602.02
Regional Transit Plan	5.1	\$504,465.33	\$472,510.00	\$222,510.00	\$880.95	\$587.30	\$0.00	\$287.91	\$157.01	\$0.00	\$0.00	\$0.00	\$0.00	\$168,093.94			\$170,007.11	\$52,502.89
Incident Management & Safety Study	5.2	\$48,465.33	\$19,510.00	\$19,510.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			\$0.00	\$19,510.00
Congestion Data Collection	5.3	\$379,101.69	\$361,901.00	\$286,901.00	\$0.00	\$0.00	\$1,463.09	\$12,004.39	\$39,175.11	\$0.00	\$65,511.63	\$0.00	\$34,804.27	\$1,935.84			\$154,894.33	\$132,006.67
Corridor Study	5.4	\$74,285.15	\$59,781.00	\$59,781.00	\$0.00	\$2,124.37	\$0.00	\$0.00	\$0.11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			\$2,124.48	\$57,656.52
Traffic Counts	5.5	\$45,956.37	\$18,500.00	\$18,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			\$0.00	\$18,500.00
<b>Totals</b>		<b>\$4,181,343.02</b>	<b>\$2,546,223.00</b>	<b>\$1,871,223.00</b>	<b>\$51,356.83</b>	<b>\$58,939.06</b>	<b>\$83,620.01</b>	<b>\$67,005.20</b>	<b>\$130,100.59</b>	<b>\$81,182.54</b>	<b>\$160,621.23</b>	<b>\$67,289.99</b>	<b>\$227,292.36</b>	<b>\$170,885.61</b>			<b>\$1,098,293.42</b>	<b>\$772,929.58</b>

TASK NAME	UPWP TASK	UPWP Budget	FY 2021 Budget	FY 2021 ADJUSTED BUDGET	October	November	December	January	February	March	April	May	June	July	August	September	FY 2021 TOTAL	FY 2021 BALANCE
					2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021
MPO Administration	1.1	\$1,069,367.13	\$624,331.13	\$624,331.13														\$624,331.13
Public Participation Plan	1.2	\$276,628.66	\$154,843.66	\$154,843.66														\$154,843.66
Training for TAC & TPC	1.3	\$5,468.25	\$3,218.25	\$3,218.25														\$3,218.25
Computer Purchases	1.4	\$47,100.00	\$23,550.00	\$23,550.00														\$23,550.00
Staff Development	1.5	\$129,530.67	\$74,210.67	\$74,210.67														\$74,210.67
Demographic Data	2.1	\$127,163.33	\$75,388.33	\$75,388.33														\$75,388.33
Title VI Civil Rights Evaluation	2.2	\$102,930.67	\$60,910.67	\$60,910.67														\$60,910.67
Model Work	2.3	\$78,700.49	\$46,434.49	\$46,434.49														\$46,434.49
Land Use Map	2.4	\$78,700.49	\$46,434.49	\$46,434.49														\$46,434.49
Service Coordination	3.1	\$152,946.00	\$90,641.00	\$90,641.00														\$90,641.00
Planning Assistance	3.2	\$219,344.00	\$130,924.00	\$130,924.00														\$130,924.00
Project Selection Criteria	4.1	\$24,235.15	\$14,479.15	\$14,479.15														\$14,479.15
Bike And Pedestrian	4.2	\$396,996.00	\$87,666.00	\$337,666.00														\$337,666.00
Truck Route & Freight Planning	4.3	\$72,700.49	\$43,434.49	\$43,434.49														\$43,434.49
County Thoroughfare Plan	4.4	\$30,485.15	\$17,604.15	\$17,604.15														\$17,604.15
Metropolitan Transportation Plan	4.5	\$316,772.67	\$20,977.67	\$120,977.67														\$120,977.67
Regional Transit Plan	5.1	\$504,465.33	\$31,955.33	\$281,955.33														\$281,955.33
Incident Management & Safety Study	5.2	\$48,465.33	\$28,955.33	\$28,955.33														\$28,955.33
Congestion Data Collection	5.3	\$379,101.69	\$17,200.69	\$92,200.69														\$92,200.69
Corridor Study	5.4	\$74,285.15	\$14,504.15	\$14,504.15														\$14,504.15
Traffic Counts	5.5	\$45,956.37	\$27,456.37	\$27,456.37														\$27,456.37
<b>Totals</b>		<b>\$4,181,343.02</b>	<b>\$1,635,120.02</b>	<b>\$2,310,120.02</b>														<b>\$2,310,120.02</b>

FY 2020 Task	Adjusted upwp	FY 2020 Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference	FY 2021 Task	Adjusted upwp	FY 2021 Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1	\$647,941.00	\$436,602.49	67.38%	\$539,951	\$103,348	1	\$880,153.71	\$0.00	0.00%	\$0	\$0
2	\$158,327.00	\$58,376.50	36.87%	\$131,939	\$73,563	2	\$229,167.98	\$0.00	0.00%	\$0	\$0
3	\$150,725.00	\$91,839.23	60.93%	\$125,604	\$33,765	3	\$221,565.00	\$0.00	0.00%	\$0	\$0
4	\$307,028.00	\$184,449.28	60.08%	\$255,857	\$71,407	4	\$534,161.46	\$0.00	0.00%	\$0	\$0
5	\$607,202.00	\$327,025.92	53.86%	\$506,002	\$178,976	5	\$445,071.87	\$0.00	0.00%	\$0	\$0
<b>Totals</b>	<b>\$1,871,223.00</b>	<b>\$1,098,293.42</b>	<b>58.69%</b>	<b>\$1,559,352.50</b>	<b>\$461,059.08</b>	<b>Totals</b>	<b>\$2,310,120.02</b>	<b>\$0.00</b>	<b>0.00%</b>	<b>\$0.00</b>	<b>\$0.00</b>

FY 2020 Task	UPWP	FY 2020 Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1	\$1,528,094.71	\$436,602.49	28.57%	\$636,706	\$200,104
2	\$387,494.98	\$58,376.50	15.07%	\$161,456	\$103,080
3	\$372,290.00	\$91,839.23	24.67%	\$155,121	\$63,282
4	\$841,189.46	\$184,449.28	21.93%	\$350,496	\$166,046
5	\$1,052,273.87	\$327,025.92	31.08%	\$438,447	\$111,422
<b>Totals</b>	<b>\$4,181,343.02</b>	<b>\$1,098,293.42</b>	<b>26.27%</b>	<b>\$1,742,226.26</b>	<b>\$643,932.84</b>

September 3, 2020

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

### PROJECTS TO BE LET IN December 2020

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
North Alamo Rd 0921-02-311	HID	FM 1925 to .54 Miles North of FM 1925	New Location – 2 Lane Rural Roadway	\$703,041 / \$0.00	CAT 3 & 7
Various 0921-06-345	CAM	On Robles Rd from FM 1846 to Arroyo Colorado	Port of Harlingen Authority Queuing Area	\$5,262,841 / \$0.00	Rider 38
LL-BMetro Transfer Station 0921-06-304	CAM	@ Jose Coluga Jr & Billy Mitchell	Construct BUS Facility	\$812,862 / \$0.00	CAT 3 & 9

### PROJECTS TO BE LET IN April 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
365 Tollway 0921-02-368	HID	FM 396 TO US 281	Construct 4 Ln Controlled Access Tolled Facility	\$255,000,000 / \$0.00	CAT 3, 10, 11B & 12
S Parallel Corridor 0921-06-252	CAM	FM 509 to FM 1577	Construct 2 Lane Rural	\$7,500,000 / \$0.00	CAT 3, 10, 11B

### PROJECTS TO BE LET IN May 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-PSJA Tri-City Ped Safety Improvement 0921-02-391	HID	Within City Limits of Alamo, Pharr & San Juan	Construct Safety Ped Improvements	\$2,286,000 / \$0.00	CAT 3 & 9
LL-Cano St Hike & Bike 0921-02-392	HID	Cano St to Freddy Gonzalez St	Installation of Solar Powered Lighting	\$528,000 / \$0.00	CAT 3 & 9

### PROJECTS TO BE LET IN July 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-FM 1926 1804-01-068	HID	@ FM 1926 (23 <sup>rd</sup> St) & Hackberry Ave	Addition of North & South Bound Center Turn Lanes	\$86,265 / \$0.00	CAT 7
FM 1926 1804-01-069	HID	@ FM 1926 (23 <sup>rd</sup> St) & Kendlewood Ave	Addition of North & South Bound Center Turn Lanes	\$94,785 / \$0.00	CAT 7

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 8-26-2020)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6					STATEWIDE FUND 6			Cat 11 (RIDER 11B)/(Rider 45)	Cat 11 (Energy Sector)	Overall Total	
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 10 Charge (CBI)	Cat 12	DISTRICT FUND 6 TOTALS	Cat 6/RGS	Cat 3 Local				STATEWIDE FUND 6 TOTALS
<b>Construction Lettings</b>																	
Sep-20	HID	FM 1017	1227-04-022, etc.	Seal Coat	Hidalgo/Starr C.L. to US 281		\$ 1,532,884	\$ 1,532,884			\$ -			\$ -		\$ -	\$ 1,532,884
	HID	>FM 494	0864-01-077	Seal Coat	RR Tracks to FM 1016		\$ 155,138	\$ 155,138			\$ -			\$ -		\$ -	\$ 155,138
	HID	>FM 681	0669-01-063	Seal Coat	FM 1017 TO FM 490		\$ 598,288	\$ 598,288			\$ -			\$ -		\$ -	\$ 598,288
	HID	>FM 88	0698-03-097	Seal Coat	18th St. to 0.05 Miles South of West Chaparral Dr.		\$ 25,998	\$ 25,998			\$ -			\$ -		\$ -	\$ 25,998
	HID	>FM 3072	3098-01-015	Seal Coat	I Rd. (Veterans Blvd.) to FM 907		\$ 131,331	\$ 131,331			\$ -			\$ -		\$ -	\$ 131,331
	HID	>FM 1423	1427-02-007	Seal Coat	BUS 83 to (1.389 Miles South of Bus 83)		\$ 121,834	\$ 121,834			\$ -			\$ -		\$ -	\$ 121,834
	HID	>US 281	0220-01-036	Seal Coat	FM 2557 to FM 1015		\$ 27,272	\$ 27,272			\$ -			\$ -		\$ -	\$ 27,272
	CAM	>FM 3068	0684-04-007	Seal Coat	FM 511 to FM 1419		\$ 70,752	\$ 70,752			\$ -			\$ -		\$ -	\$ 70,752
	CAM	>LP 499	1137-02-039	Seal Coat	BUS 77 to BUS 77 SS 206/FM 106		\$ 121,118	\$ 121,118			\$ -			\$ -		\$ -	\$ 121,118
	CAM	>FM 510	1057-03-049	Seal Coat	BUS 77 to FM 3462		\$ 108,749	\$ 108,749			\$ -			\$ -		\$ -	\$ 108,749
	CAM	>FM 507	0873-01-027	Seal Coat	FM 508 to BUS 77		\$ 237,376	\$ 237,376			\$ -			\$ -		\$ -	\$ 237,376
	CAM	>FM 1575	1505-01-017	Seal Coat	FM 510 to SH 100		\$ 199,266	\$ 199,266			\$ -			\$ -		\$ -	\$ 199,266
	CAM	>FM 3248	2717-01-028	Seal Coat	US 281 to IH 69E		\$ 322,538	\$ 322,538			\$ -			\$ -		\$ -	\$ 322,538
	HID	>FM 88	0698-04-009	Seal Coat	0.05 Miles South of West Chaparral Dr. to US 281		\$ 997,470	\$ 997,470			\$ -			\$ -		\$ -	\$ 997,470
	HID	>SH 107	0528-01-119	Seal Coat	0.2 Mi E of Stewart Rd. to FM 2061		\$ 596,911	\$ 596,911			\$ -			\$ -		\$ -	\$ 596,911
	CAM	>SH 48	0220-07-062	Seal Coat	SH 550 to SH 100		\$ 1,404,130	\$ 1,404,130			\$ -			\$ -		\$ -	\$ 1,404,130
	CAM	>FM 2556	2529-01-023	Seal Coat	IH-2 to Bus 83		\$ 570,685	\$ 570,685			\$ -			\$ -		\$ -	\$ 570,685
	CAM	>FM 510	1057-03-050	SealCoat	FM 2480 to Buena Vista Rd.		\$ 161,685	\$ 161,685			\$ -			\$ -		\$ -	\$ 161,685
	CAM	>FM 510	0775-01-019	SealCoat	Buena Vista Rd. to SH 100		\$ 260,018	\$ 260,018			\$ -			\$ -		\$ -	\$ 260,018
						\$ -	\$ 7,643,443	\$ 7,643,443	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,643,443
Oct-20		NO PROJECTS		NO PROJECTS													
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Nov-20	HID	FM 88	0698-03-099	Overlay	Mile 12 Rd to IH-2		\$ 2,893,724	\$ 2,893,724			\$ -			\$ -		\$ -	\$ 2,893,724
	HID	>SH 107	0528-01-120	Overlay	SH 495 to BUS 83		\$ 738,879	\$ 738,879			\$ -			\$ -		\$ -	\$ 738,879
	HID	>SH 107	0219-01-060	Overlay	BUS 83 to IH-2		\$ 543,436	\$ 543,436			\$ -			\$ -		\$ -	\$ 543,436
	HID	>FM 88	0698-03-098	Overlay	IH 2 to BUS 83		\$ 557,518	\$ 557,518			\$ -			\$ -		\$ -	\$ 557,518
	HID	>FM 681	0669-01-065	Overlay	FM 1925 to .25 Miles North of FM 2221		\$ 871,243	\$ 871,243			\$ -			\$ -		\$ -	\$ 871,243
	HID	>FM 88	0698-03-103	Overlay	Bus 83 to 18th St.		\$ 761,536	\$ 761,536			\$ -			\$ -		\$ -	\$ 761,536
Nov-20	CAM	SH 100	0331-01-052	Rehabilitation	S Mesquite St. to 567 Ft. East of Ebanos St.	\$ 4,241,029	\$ 4,241,029	\$ 4,241,029	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,241,029
						\$ 4,241,029	\$ 6,366,336	\$ 10,607,365	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,607,365
Dec-20		NO PROJECTS															
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jan-21		NO PROJECTS															
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Feb-21	HID	FM 1423	1427-01-040, etc.	Overlay	IH-2 to Bus 83		\$ 1,261,821	\$ 1,261,821			\$ -			\$ -		\$ -	\$ 1,261,821
	HID	>FM 1423	1427-01-041	Overlay	SH 107 to Wisconsin Rd		\$ 1,033,699	\$ 1,033,699			\$ -			\$ -		\$ -	\$ 1,033,699
	HID	>FM 493	0863-01-071	Overlay	IH-2 to Bus 83		\$ 464,251	\$ 464,251			\$ -			\$ -		\$ -	\$ 464,251
	HID	>FM 2061	1939-02-040	Overlay	Ridge Rd to FM 3072		\$ 2,684,572	\$ 2,684,572			\$ -			\$ -		\$ -	\$ 2,684,572
	CAM	>BUS 77X	0327-08-099	Overlay	FM 507 to Floodway Bridge		\$ 1,642,379	\$ 1,642,379			\$ -			\$ -		\$ -	\$ 1,642,379
	CAM	>BUS 77X	0039-12-255	Overlay	Floodway Bridge to LP 499		\$ 380,247	\$ 380,247			\$ -			\$ -		\$ -	\$ 380,247
						\$ -	\$ 7,466,969	\$ 7,466,969	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,466,969
Mar-21	HID	FM 2221	0862-01-059	Rehabilitation	FM 492 to FM 681	\$ 2,612,843	\$ 2,612,843	\$ 2,612,843	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,612,843
						\$ 2,612,843	\$ -	\$ 2,612,843	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,612,843
Apr-21		NO PROJECTS							\$ 22,537,243	\$ 14,386,688	\$ 36,923,931	\$ 101,557,577	\$ 101,557,577	\$ 112,055,735	\$ 112,055,735	\$ 4,462,757	\$ 255,000,000
						\$ -	\$ -	\$ -	\$ 22,537,243	\$ 14,386,688	\$ 36,923,931	\$ -	\$ 101,557,577	\$ 101,557,577	\$ 112,055,735	\$ 112,055,735	\$ 4,462,757
May-21		NO PROJECTS															
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jun-21	CAM	FM 511	0684-02-014	Replace Bridge and Approaches	4 Mi S of SH 4 STR# 0684-02-007 To Over Drainage Ditch						\$ 894,932		\$ 894,932				\$ 894,932
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ 894,932	\$ -	\$ 894,932	\$ -	\$ -	\$ -	\$ 894,932
Jul-21		NO PROJECTS															
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Aug-21	VAR	Various	0921-02-465	Network, Integrate, and Updgrade Signal Cabinet Equipment	Various				\$ 7,089,795	\$ 7,089,795							\$ 7,089,795
						\$ -	\$ -	\$ -	\$ 7,089,795	\$ 7,089,795	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,089,795
						\$ -	\$ -	\$ -	\$ 28,330,620	\$ -	\$ 44,013,726	\$ 102,452,509	\$ 112,055,735	\$ 4,462,757	\$ -	\$ 291,315,347	

# CCRMA

## Project Status Presentation

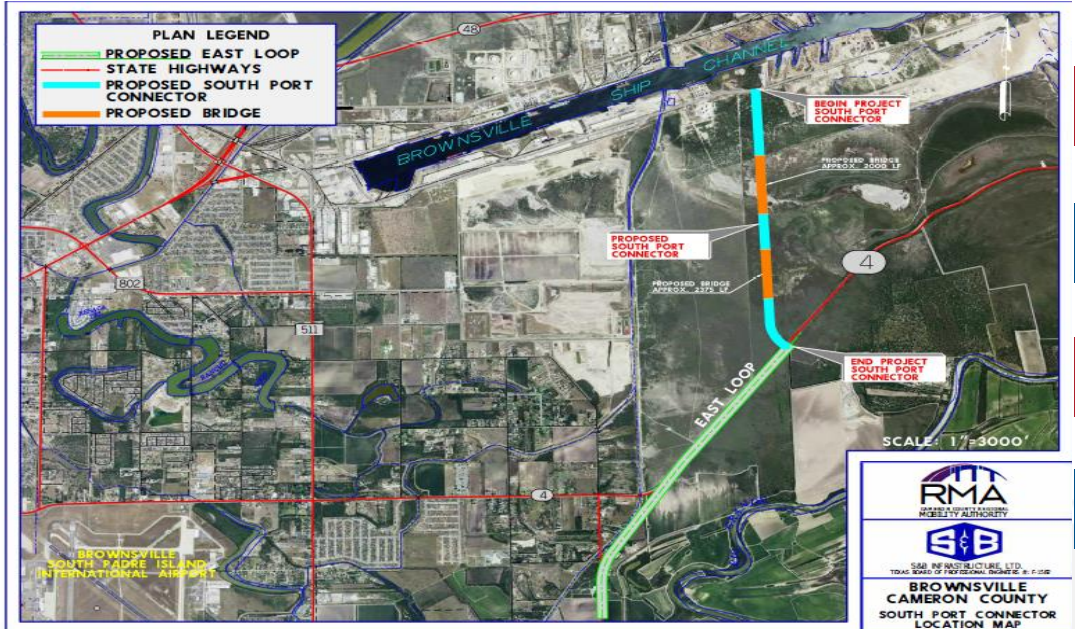
### RGVMPO Technical Advisory Committee

September 11, 2020



# South Port Connector

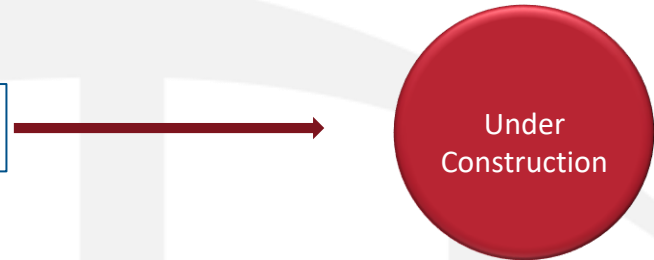
## CSJ: 0921-06-288



### Recent Activity:

- Construction Began 08.10.20

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





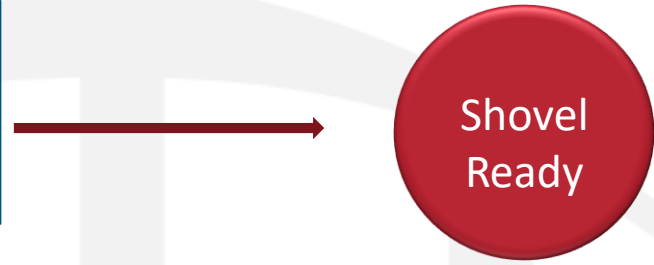
# SH 550 GAP 2 Project

## CSJ: 0684-01-068



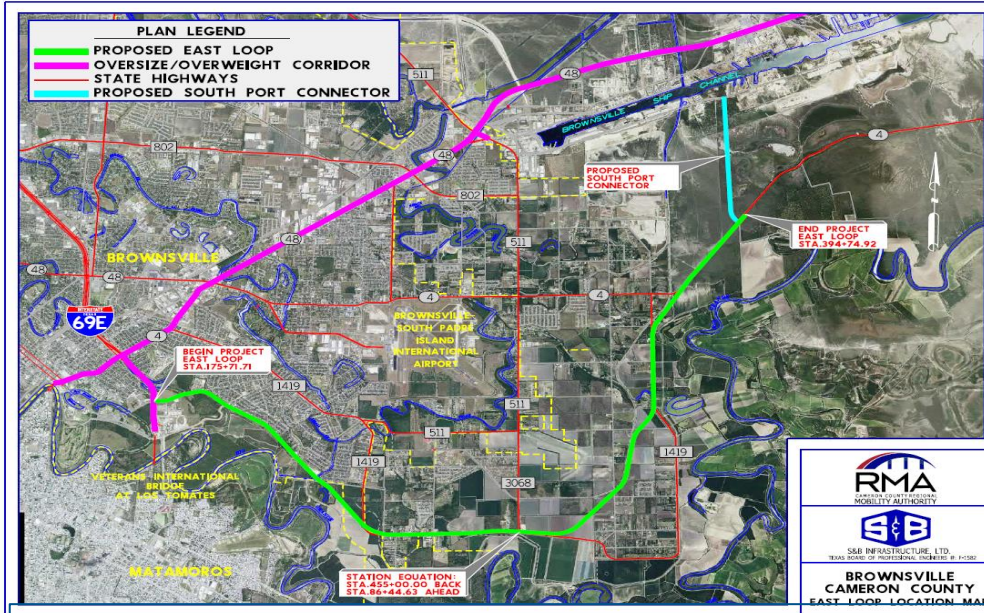
- 1 **Environmental** ✓
- 2 **Preliminary Engineering** ✓
- 3 **ROW & Utilities:** ✓
- 4 **Design** - Update in Progress
- 5 **Funding** ✓

- Recent Activity:**
- ROW in Place / Utilities Adjusted
  - Environmental Re Evaluation Underway
  - PS&E Update In Progress
  - Anticipated Ready to Let in FY 2021
  - TxDOT Commission Approved 2.5 Miles of Interstate Designation - March 2020



# East Loop

## CSJ: 0921-06-315



### Recent Activity:

- USFWS Land Swap Agreement in Final Stage of Approval
- Environmental Documents are 80% complete
- USFWS and IBWC Addressing 90% schematic comments
- Funded for Construction in approved 2021 UTP

1	<b>Environmental</b>	- 80% complete
2	<b>Preliminary Engineering</b>	✓
3	<b>ROW &amp; Utilities:</b>	- In Process
4	<b>Design</b>	- Under Design
5	<b>Funding</b>	- Partially Funded

# Old Alice Rd

## CSJ: 0921-06-290



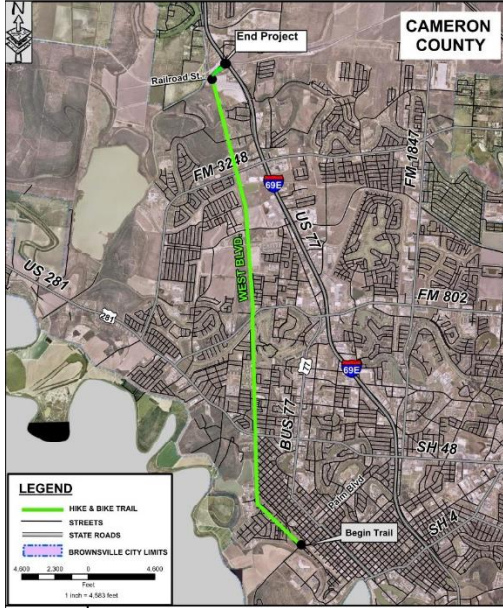
1	<b>Environmental</b>	- 85% Complete
2	<b>Preliminary Engineering</b>	✓
3	<b>ROW &amp; Utilities:</b>	✓
4	<b>Design</b>	- Pending
5	<b>Funding</b>	✓

### Recent Activity:

- Preliminary Engineering Underway with 100% Local Funds
- Submitted 90% Schematics to TxDOT on May 22, 2020, DCC on March 13, 2020
- ROW is in Place
- Virtual Public Meeting Held August 11, 2020
- Currently fully funded in FY 2028, Pending Construction AFA from TxDOT
- Anticipated Ready to Let in FY 2021

# West Rail Trail

## CSJ: 0921-06-293

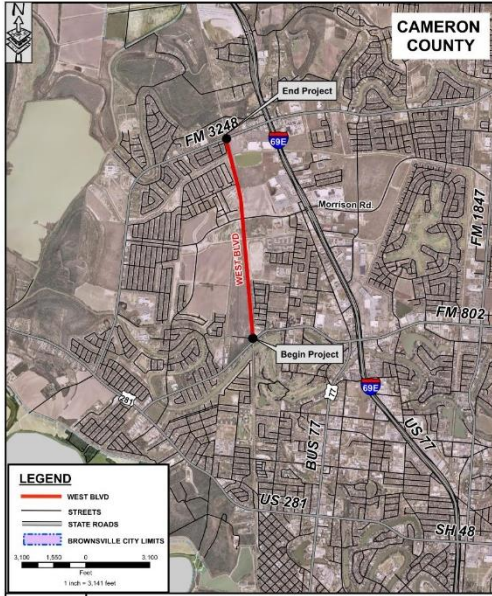


- 1 **Environmental** - Underway
- 2 **Preliminary Engineering** - Underway
- 3 **ROW & Utilities:** - Existing ROW
- 4 **Design** - In Process
- 5 **Funding** ✓

### Recent Activity:

- Preliminary Engineering is being completed with 100% Local Funds
- Trail Construction Funding - \$2.16M in FY 2025 of the MTP
- Schematic at 90% and Environmental Documents at 60%.
- Existing ROW
- PS&E Underway

# West Blvd – Roadway CSJ:



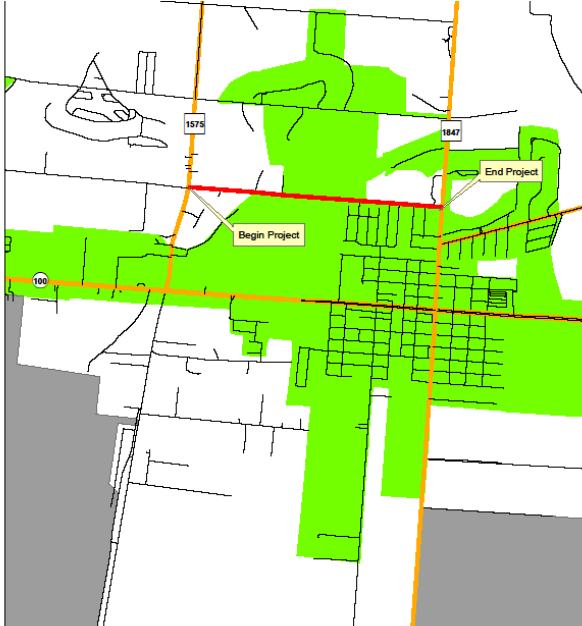
- |   |                                |                |
|---|--------------------------------|----------------|
| 1 | <b>Environmental</b>           | - Underway     |
| 2 | <b>Preliminary Engineering</b> | - Underway     |
| 3 | <b>ROW &amp; Utilities:</b>    | - Existing ROW |
| 4 | <b>Design</b>                  | - Pending      |
| 5 | <b>Funding</b>                 | ✓              |

### Recent Activity:

- Preliminary Engineering is being completed with 100% Local Funds
- Functional Classification under review by FHWA
- Roadway Construction Funding - FY 2022 of the TIP / MTP
- Environmental Documents Under Development In-House (CCRMA)
- Existing ROW

# Whipple Road

## CSJ: 0921-06-292



- |   |                                |            |
|---|--------------------------------|------------|
| 1 | <b>Environmental</b>           | - Underway |
| 2 | <b>Preliminary Engineering</b> | - Underway |
| 3 | <b>ROW &amp; Utilities:</b>    | ✓          |
| 4 | <b>Design</b>                  | - Pending  |
| 5 | <b>Funding</b>                 | ✓          |

### Recent Activity:

- Construction Funds in UTP
- Consultant Negotiations Completed

# Dana Rd. CSJ: TBD



- |   |                                |           |
|---|--------------------------------|-----------|
| 1 | <b>Environmental</b>           | - Pending |
| 2 | <b>Preliminary Engineering</b> | - Pending |
| 3 | <b>ROW &amp; Utilities:</b>    | - Pending |
| 4 | <b>Design</b>                  | - Pending |
| 5 | <b>Funding</b>                 | ✓         |

### Recent Activity:

- 2.4 Mile Project is fully funded for construction in FY 2030 at RGVMPPO (\$10.56M)
- Project is a prime candidate for acceleration of construction into the early UTP years.
- Coordination underway for inclusion in the TxDOT 2021-2030 UTP
- Cameron County and Brownsville have Executed Interlocal agreements with CCRMA for funding of PE Phase
- PE Phase is Under Procurement

# FM 509

## CSJ: 0921-06-254

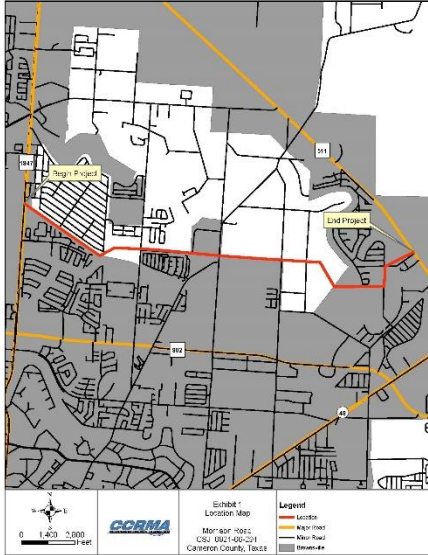


- |   |                                |            |
|---|--------------------------------|------------|
| 1 | <b>Environmental</b>           | - Underway |
| 2 | <b>Preliminary Engineering</b> | - Underway |
| 3 | <b>ROW &amp; Utilities:</b>    | - Pending  |
| 4 | <b>Design</b>                  | - Pending  |
| 5 | <b>Funding</b>                 | ✓          |

- Recent Activity:**
- TxDOT is developing On-System Minute Order
  - TxDOT has funded the project fully in the DRAFT 2021 UTP
  - Consultant negotiations for Preliminary Engineering Underway

# Morrison Road

## CSJ: 0921-06-291

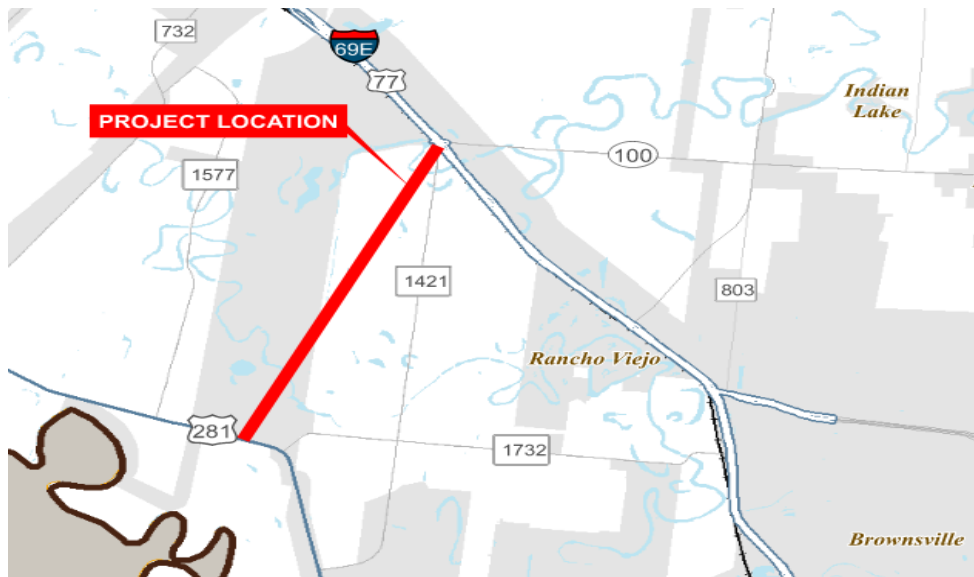


1	<b>Environmental</b>	- Underway
2	<b>Preliminary Engineering</b>	- Underway
3	<b>ROW &amp; Utilities:</b>	- Pending
4	<b>Design</b>	- Pending
5	<b>Funding</b>	✓

### Recent Activity:

- AFA Amendment #1 Fully Executed November 2019
- Construction Funding in Planning Documents - MTP
- Consultant selected and environmental and schematic are under development
- Preliminary Coordination with City and Drainage / District Underway

## US 281 Connector



### Recent Activity:

- CCRMA is engaged with TxDOT and its consultants to develop potential alignment alternatives through the NEPA process
- This project would serve as a connection from US 281 (Military Highway) to I-69E, SH 100, and SH 550/I 169.
- Study will include direct connectors

1

**Environmental** - CCRMA Lead

2

**Preliminary Engineering** - CCRMA Lead

3

**ROW & Utilities:** - CCRMA Lead

4

**Design** - CCRMA Lead

5

**Funding** - CCRMA Lead



\*Currently being updated to reflect additional \$540 Million included in 2021 TxDOT UTP\*

# U.S. 77 – I69E Plan

## Fully Funded by TxDOT - 2021 UTP



PROJECT #	TxDOT CSJ	DESCRIPTION	CONSTRUCTION COST (INTERIM)
1	0074-06-241	IH 37 from REDBIRD LN. (OVERPASS) to Nueces River. Widen Freeway By Constructing Additional 2 Travel Lanes Nb & 1 Additional Travel Lane sb	\$ 60,000,000
2	0102-02-101	South of County Road 28 (Control Break) to North of FM 2826	\$ 13,000,000
3	0102-03-083	County Road 16 to South of County Road 28 Driscoll Relief Route	\$ 86,158,273
4	0102-03-082	FM 3354 to County Road 16	\$ 23,240,669
5	0102-04-099	County Road 2130 to FM 1356 in Kingsville	\$ 45,000,000
6	0102-04-097	County Road 2130 to 1.5 miles north of SH 285	\$ 95,000,000
7	0327-09-002	1.5 miles north of SH 285 to Kenedy/Kleberg County Line Riviera Relief Route	\$ 120,000,000
8	0327-02-056	8 miles South of La Parra Ave. to Kenedy/Kleberg County Line Riviera Relief Route	\$ 20,500,000
9	0327-03-048	9.6 miles North of Norias Rd. to 8 Miles South of La Parra Ave.	\$ 22,225,000
10	0327-04-037	9.6 MILES NORTH OF NORIAS RD TO NORIAS RD.	\$ 47,792,728
11	0327-05-041	NORIAS RD to 1.34 MI N OF WILLACY/KENEDY C.L.	\$ 76,159,272
12	0327-05-042	Willacy/Kenedy County Line to 1.34 miles North of Willacy/Kenedy County Line	\$ 7,192,983
13	0327-10-062	0.93 miles South of Willacy/Kenedy County line to Willacy/Kenedy County Line	\$ 8,216,284
14	0327-10-057	BUS 77 to 0.93 miles South of Willacy/Kenedy County Line	\$ 22,671,108
15	0327-10-063	SPUR 413 to Cameron/Willacy County Line	\$ 4,380,000
16	0039-07-049	Industrial Blvd to LP499 - NB & SB RAMPS REVERSAL	\$ 2,758,554.00
<b>Subtotals</b>			<b>\$ 654,294,871</b>



**HCRMA**  
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

## BOARD OF DIRECTORS MEETING FOR SEPTEMBER 2020

### HCRMA Board of Directors

**S. David Deanda, Jr., Chairman**  
**Forrest Runnels, Vice-Chairman**  
**Ricardo Perez, Secretary/Treasurer**  
**Francisco “Frank” Pardo, Director**  
**Paul S. Moxley, Director**  
**Alonzo Cantu, Director**  
**Ezequiel Reyna, Jr., Director**

### HCRMA Administrative Staff

**Pilar Rodriguez, PE, Executive Director**  
**Eric Davila, PE, PMP, CCM, Chief Dev. Eng.**  
**Ramon Navarro IV, PE, CFM, Chief Constr. Eng.**  
**Celia Gaona, CIA, Chief Auditor/Compliance Ofcr.**  
**Jose Castillo, Chief Financial Ofcr.**

### General Engineering Consultant

**HDR ENGINEERING, INC.**

***Report on HCRMA Program Management Activity***  
***Chief Development Engineer – Eric Davila, PE, PMP, CCM***

## ▶ OVERVIEW

- ❑ 365 TOLL Project Overview
- ❑ IBTC Project Overview
- ❑ Overweight Permit Summary
- ❑ Construction Economics Update

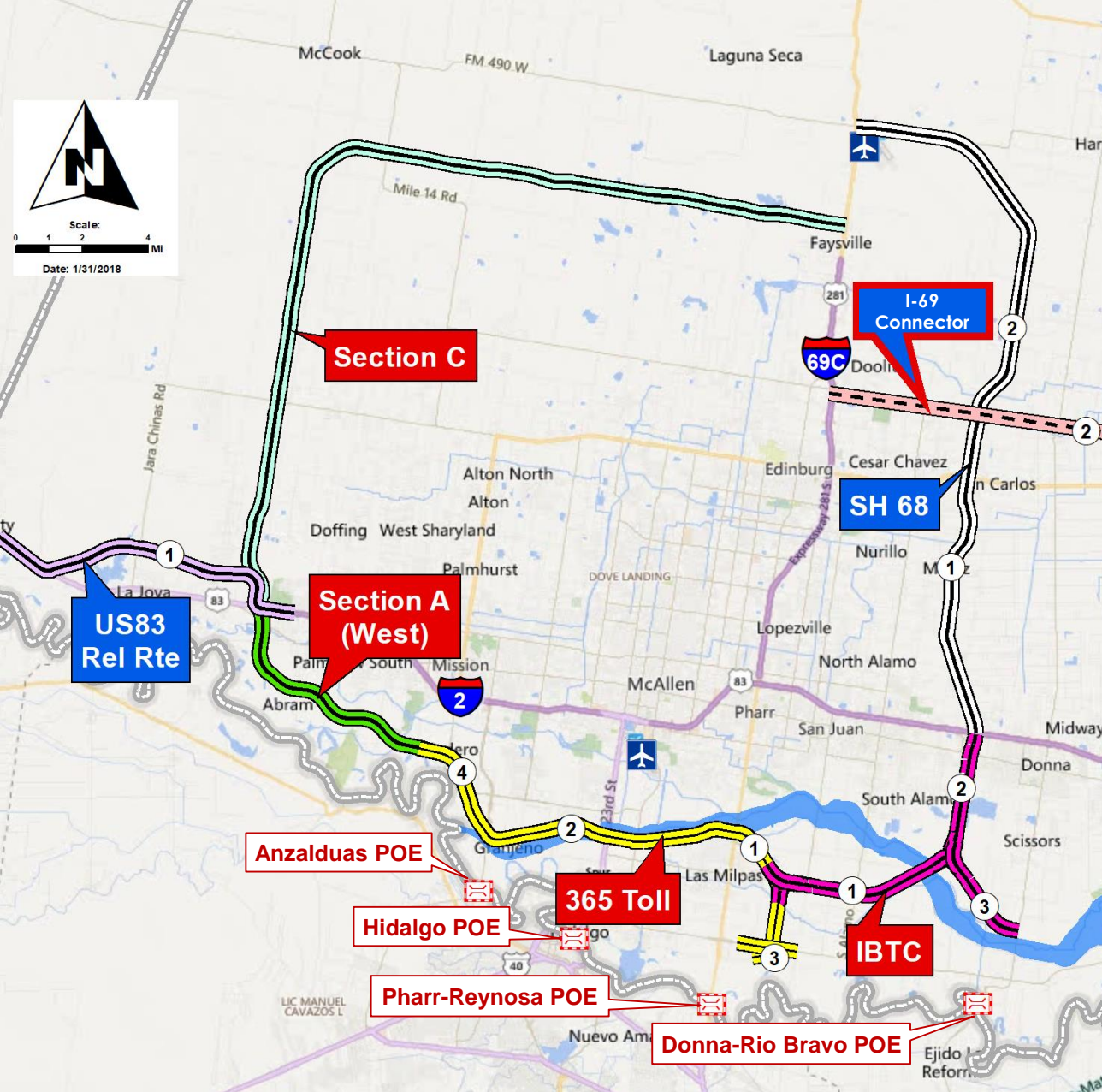
### MISSION STATEMENT:

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



# HCRMA STRATEGIC PLAN

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



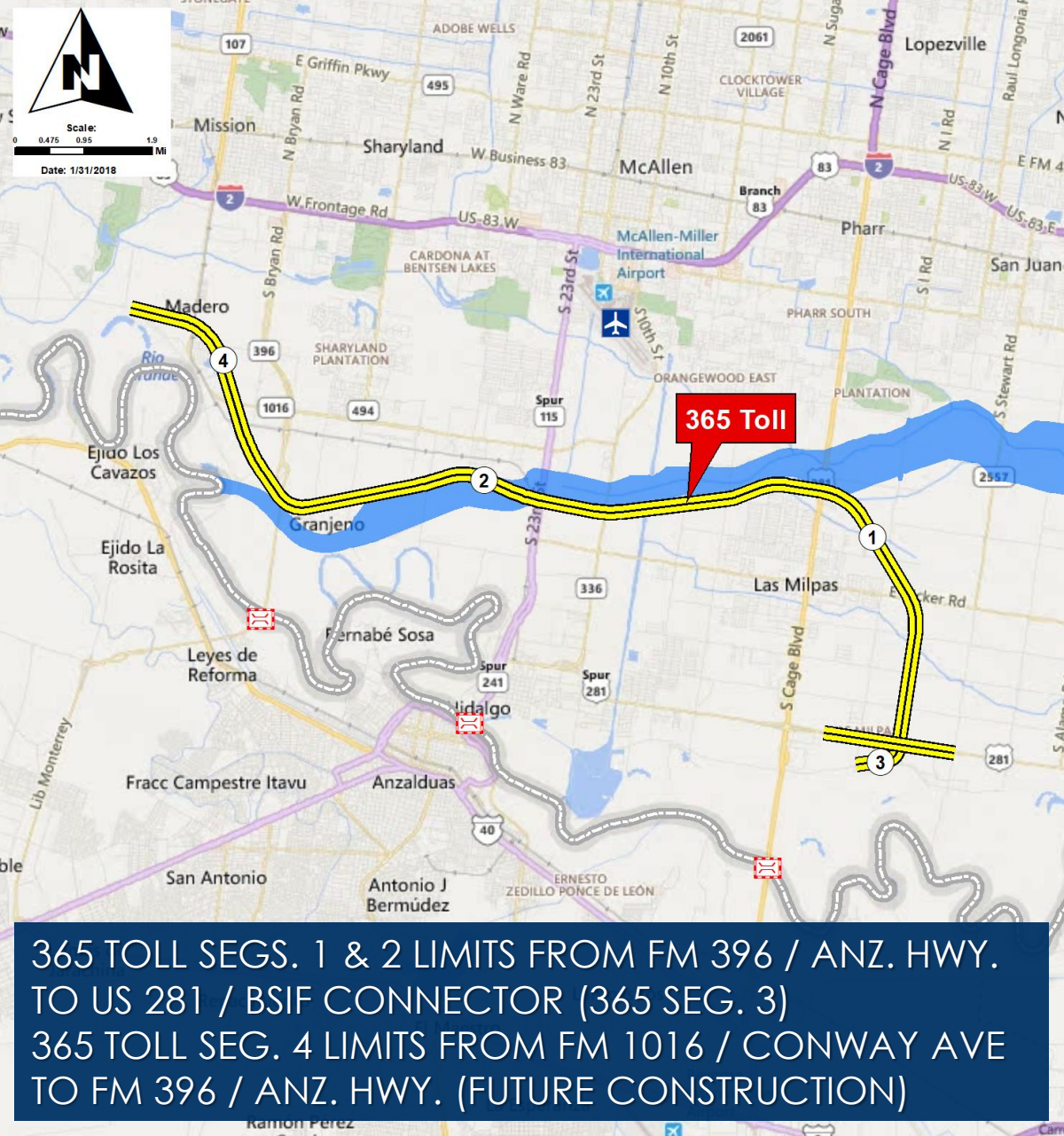
# SYSTEM WIDE

## ► Post 2021 UTP APPROVAL

- ❑ Approval of 2021 UTP (Aug 2020)
  - 365 Toll: gap-funded construction – project needs 2<sup>nd</sup> FAA to move forward with letting after the TIP is approved by FHWA (earliest is end of Dec 2020).
  - IBTC: the \$15.5M listed under Cat 12 / TBD needs revised PDA and direction from TxDOT as to whether approved funding can be used for advanced planning (e.g. design, ROW, and/or utility) work.
- ❑ What's in the RGV MPO (Local Plan)
  - 365 Toll Project (TIP / MTP) thru construction
  - IBTC Project (TIP / MTP) thru design (pending funding commitments for construction)

**PDA** – Project Development Agreement  
**FAA** – Financial Assistance Agreement  
**TIP** – Transportation Improvement Program (Short range)  
**MTP** – Metropolitan Transportation Plan (Long Range)





365 TOLL SEGS. 1 & 2 LIMITS FROM FM 396 / ANZ. HWY. TO US 281 / BSIF CONNECTOR (365 SEG. 3)  
 365 TOLL SEG. 4 LIMITS FROM FM 1016 / CONWAY AVE TO FM 396 / ANZ. HWY. (FUTURE CONSTRUCTION)



**MAJOR MILESTONES:**

NEPA CLEARANCE  
 07/03/2015

98% ROW AS OF  
 09/30/2018

**PH 1: 365 SEG. 3 –**  
 LET: 08/2015  
 STARTED: 02/2016

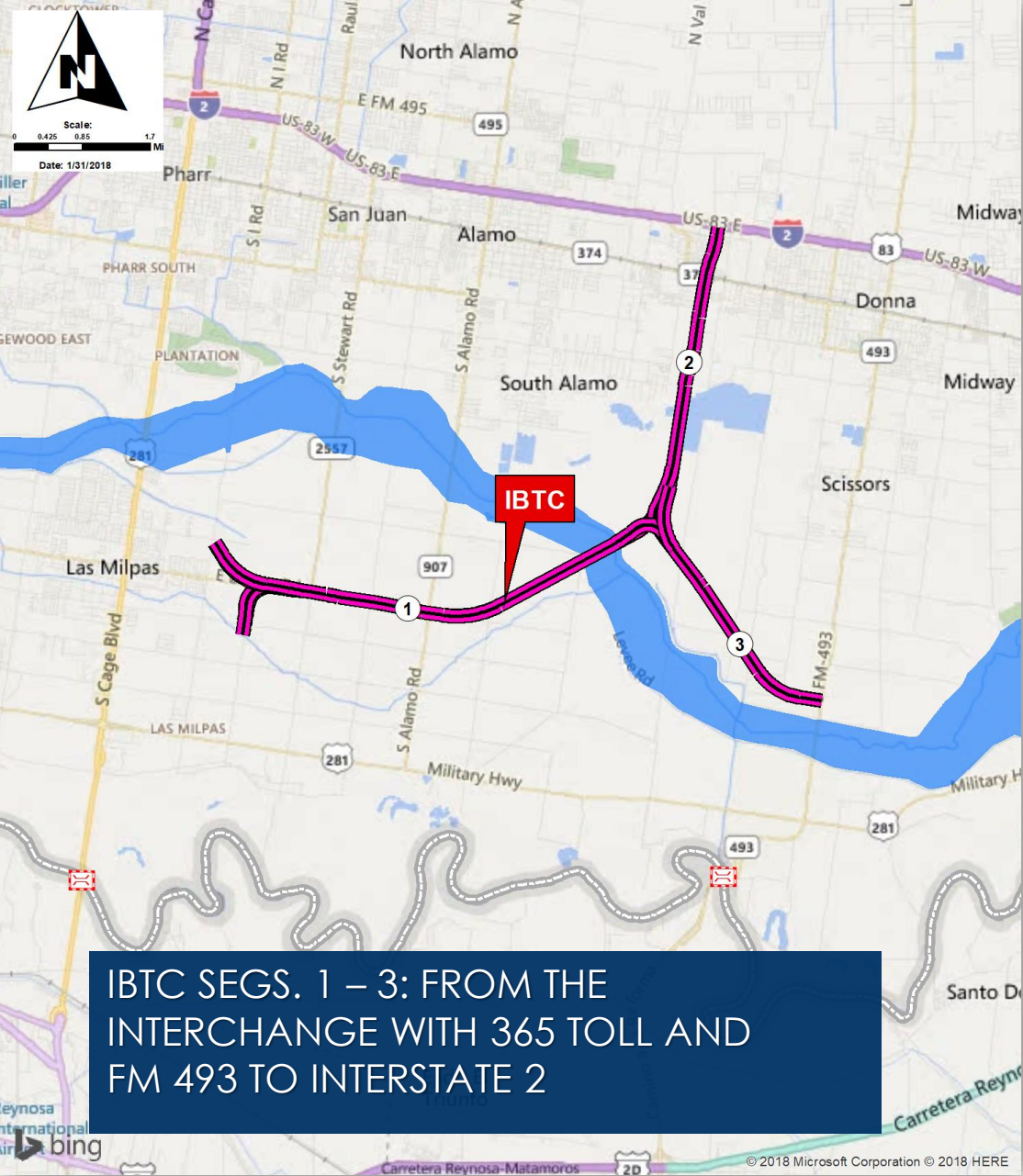
**PH 2: 365 TOLL**  
**SEGS. 1 & 2 –**  
 RE-LET: TBD  
 START: TBD



# 365 TOLL

## ► SCHEDULE:

- ❑ ~~04/2020-05/2020~~, Submit RGVMPOTIP Revisions based on draft 2021 UTP Funding Tables that are up for potential adoption by the Texas Transportation Commission (TTC) in 08/2020,
- ❑ ~~08/2020~~, Obtain addl. funding commitments via adoption of 2021 UTP,
- ❑ ~~08/2020~~, HCRMA to provide NTP on Investment Grade T&R Study with a 5-month completion period ending 04/2021,
- ❑ **09/2020 - 10/2020**, TTC to read then adopt a new Minute Order (M.O.) for a new FAA to incorporate the gap funding into the project,
- ❑ **11/2020**, Revise RGVMPOTIP listing for 365 Toll showing the approved funding source(s) for approval by FHWA 01/2021,
- ❑ **12/2020**, HCRMA to submit Utility Mitigation Plan for approval by TxDOT ahead of Federal Project Authorization and Agreement (FPAA) Modification request,
- ❑ **01/2021-02/2021**, TxDOT to process the FPAA Modification for the gap funding on 365 Tollway,
- ❑ **03/2021**, TxDOT to provide “release to advertise” notice to HCRMA,
- ❑ **03/2021 - 04/2021**, HCRMA to advertise the 365 Toll (60 days) & hold prebid last week in that period,
- ❑ **05/2021**, Open Bids by 1st week & by 2nd week conditionally award contract,
- ❑ **07/2021**, Receive TxDOT / FHWA concurrence with award of contract,
- ❑ **07/2021-08/2021**, HCRMA meets with rating agencies, prices bonds, and conducts toll revenue bond sale,
- ❑ **08/2021**, Purchase remaining 5% or ROW and finalize remaining utility relocation agreements,
- ❑ **09/2021**, Commence 42-month construction, and
- ❑ **03/2025**, Open to traffic.



IBTC SEGS. 1 – 3: FROM THE INTERCHANGE WITH 365 TOLL AND FM 493 TO INTERSTATE 2

# IBTC

## MAJOR MILESTONES:

OBTAINED EA ENV CLASSIF.: 11/2017

EST. NEPA CLEARANCE: LATE 2020

EST. LETTING: 06/2021

EST. OPEN: 03/2025

# ▶ IBTC SCHEDULE

## International Bridge Trade Corridor (IBTC) (CSJ: 0921-02-142)

(From the Interchange with 365 Toll and FM 493 to Interstate 2)

Project Milestones	2020												2021												2022											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Environmental (Ongoing)	█	█	█	█	█	█	█	█	█	█	█	█																								
Surveys (65%)										█	█	█	█	█	█	█	█	█	█	█	█	█	█	█												
ROW Title Research / Appraisals										█	█	█	█	█	█	█	█	█	█	█	█	█	█													
ROW Acquisition (5% Adv. Acq.)													█	█	█	█	█	█	█	█	█	█	█	█												
Plans, Specs., & Estimates (50%)													█	█	█	█	█	█	█	█	█	█	█	█												
Utility Coord / Relocation													█	█	█	█	█	█	█	█	█	█	█	█												
Constr. Contract Letting Phase																									█	█	█	█	█	█	█	█	█	█	█	█
Constr. Award / Commence																									◆	█	█	█	█	█	█	█	█	█	█	█

CONSTRUCTION FROM 10/2021 TO 03/2025



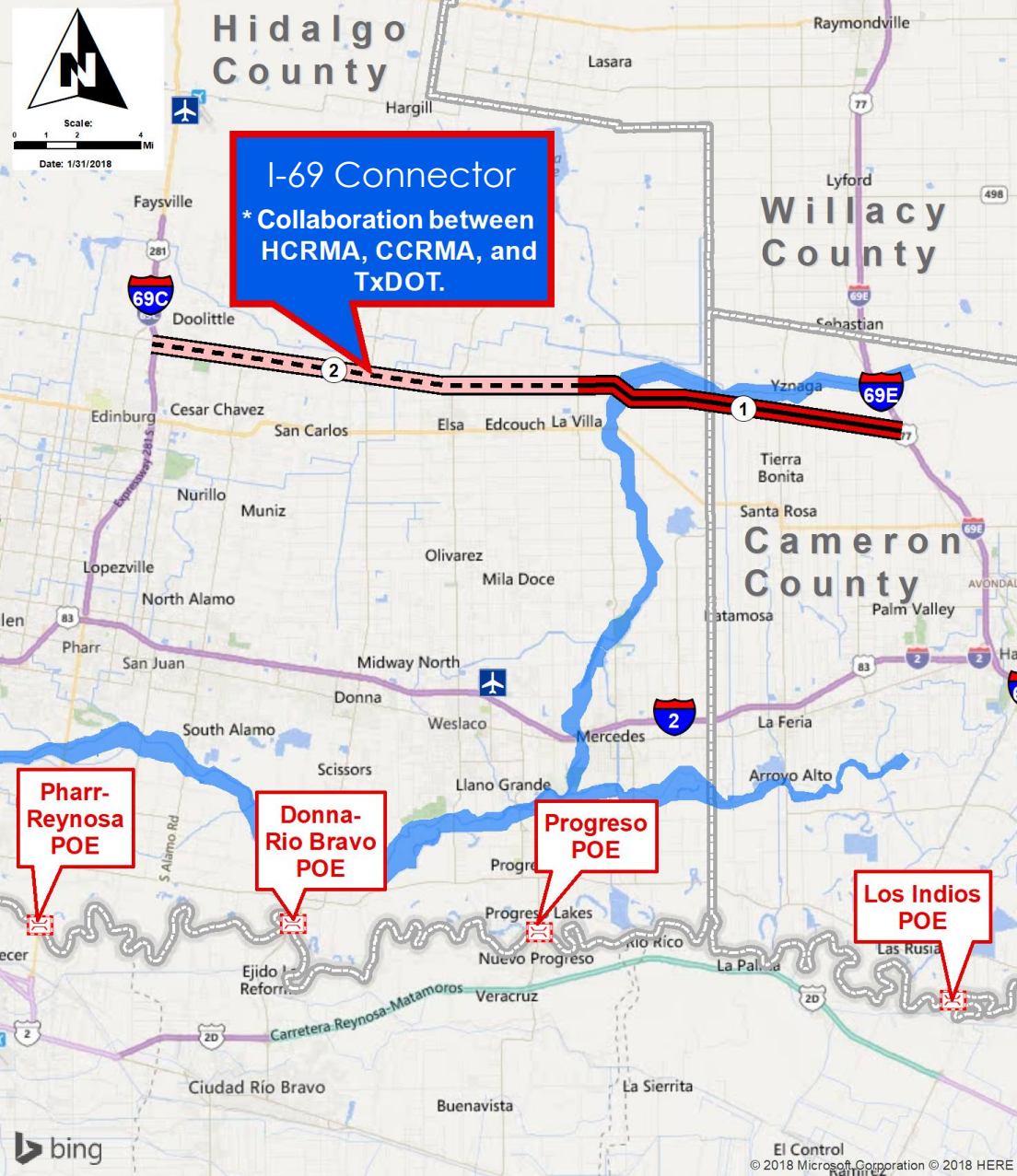
## ▶ **ADVANCE PLANNING**

- ❑ Env.: Classification Letter and Scoping Toolkit Submitted Aug 2017
- ❑ Held IBTC Environmental Kick off with TxDOT PHR / ENV April 6, 2018.
- ❑ VRF UTP Matching Funds request processed at the HCMPO—pending adoption by TxDOT at State Level.
- ❑ All env. fieldwork complete: Waters of the US and Archeological trenching—Internal ROE efforts were instrumental to accelerating this work.
- ❑ Meeting held with EPA/TCEQ/TxDOT to discuss Donna Reservoir site for the Hazmat portion of the NEPA Document Oct 2018.
- ❑ Public Meeting took place at Donna High School March 29, 2019.
- ❑ All major milestone reports submitted and undergoing reviews: Project Description, Hazmat, Historic Resources, Public Meeting Summary Report, Waters of the US, and Archaeological Resources.
- ❑ Pending review / approval from TxDOT on: Noise Report, Archaeological Mitigation Plan, and CIC Report – so that final document can be submitted.

## ▶ **OTHER:**

- ❑ Surveys (65% complete) – anticipate new survey pool procurement once TxDOT approves new federalized procurement procedures by end of Fall 2019.
- ❑ ROW Acquisition (5% complete)
- ❑ Utility Relo. (SUE 100%, coordination initiated, Overall 20%)
- ❑ Design (PS&E, 50% complete): On Hold





# I-69 Connector

**(COLLABORATION W/ TXDOT, CCRMA, AND HCRMA)**

## DESCRIPTION:

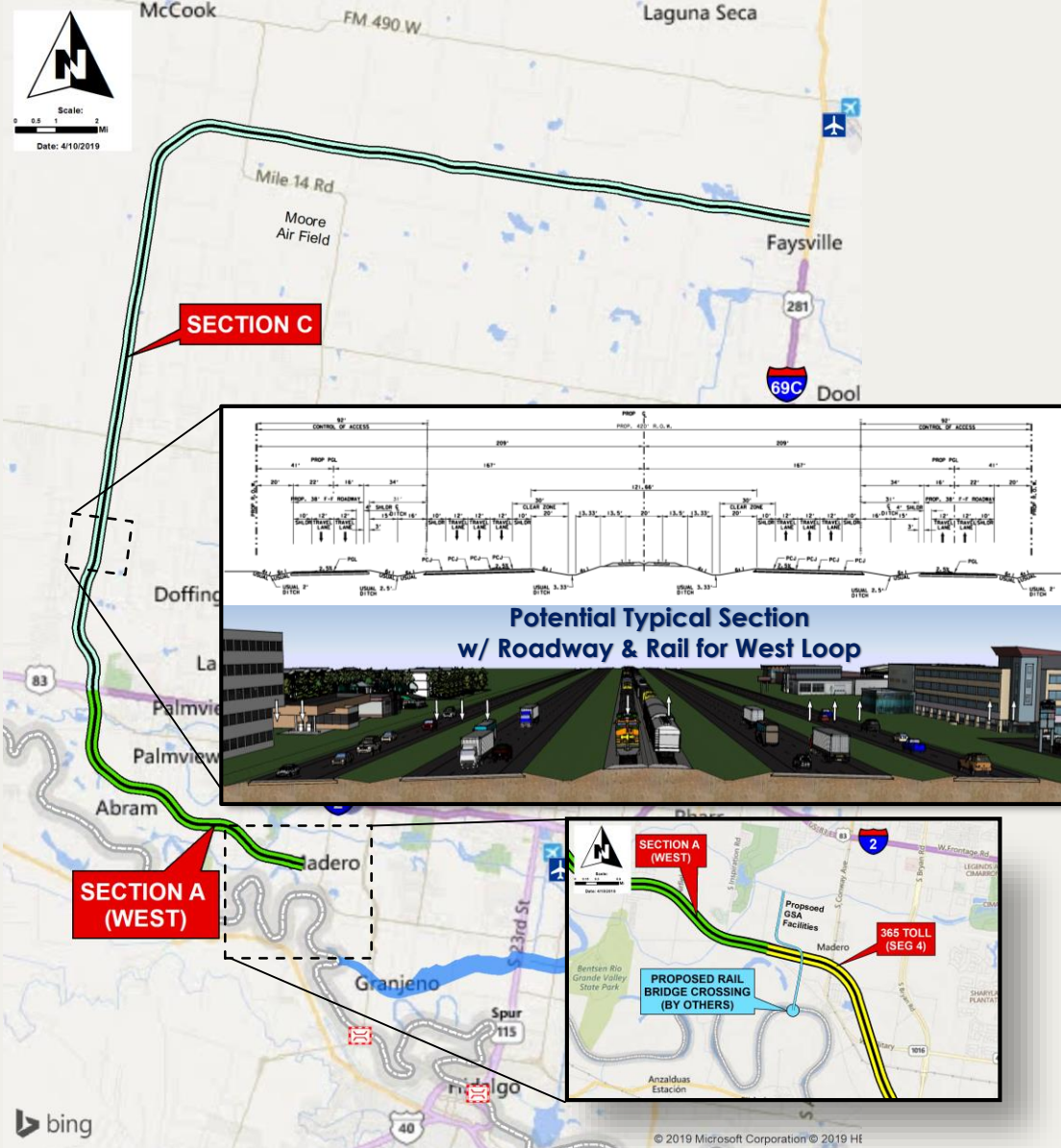
- ▶ PROJECT LENGTH ~27 MILES
- ▶ FROM I-69C IN HIDALGO COUNTY TO I-69-E IN CAMERON COUNTY
- ▶ KEY PARALLEL CORRIDOR TO I-2 WITH IMPORTANCE TO MOBILITY PROJECTS BY TXDOT, CCRMA AND HCRMA
- ▶ TXDOT COMMITTED SUPPLEMENTAL DEVELOPMENT AUTHORITY FUNDS FOR THE ENTIRE 27 MILE CORRIDOR AS AN EXPRESSWAY FACILITY.
- ▶ TXDOT HAS COMMITTED TO FUNDING THE DEVELOPMENT OF THE SCHEMATIC DESIGN AND ENVIRONMENTAL DOCUMENTS.
- ▶ FEASIBILITY STUDIES KICKED OFF WITH A STAKEHOLDER MEETING OCT 2019.
- ▶ PUBLIC MEETING ON FEASIBILITY STUDIES HELD DECEMBER 2019.

# WEST LOOP

## SECTION A(WEST) / SECTION C \*COMPLIMENTS PROPOSED MISSION/MADERO-REYNOSA INTERNATIONAL BORDER CROSSING (BY OTHERS)

### DESCRIPTION:

- ▶ COMBINED PROJECT LENGTH:  
38 MILES FROM FM 1016 / CONWAY AVE  
(MISSION/MADERO) TO I-69C (NORTH EDINBURG)
- ▶ LIKELY TO BE CLASSIFIED AS AN ENVIRONMENTAL  
IMPACT STATEMENT (EIS) NEPA DOCUMENT (36 TO 48  
MONTHS)—TO BE ENGAGED AFTER IBTC ENV.
- ▶ POTENTIAL FOR CLASS I RAIL WITHIN THE ROW  
PENDING DEVELOPMENTS FOR RAIL CROSSING IN  
MISSION AREA.
- ▶ INTERLOCAL AGREEMENT IN PLACE WITH CITY OF  
MISSION FOR HCRMA'S ASSISTANCE WITH  
ENVIRONMENTAL CLEARANCE EFFORTS.
- ▶ MARCH 2020 - HELD AN ILA KICK OFF MEETING WITH  
THE CITY OF MISSION TO BEGIN ALIGNING ENV.  
CLEARANCE EFFORTS WITH THE CITY'S INTENDED  
OVERALL PROJECT PLAN.
- ▶ MAY 2020 – HCRMA PROVIDED CITY OF MISSION W  
DRAFT SCOPES FOR ENV / TRAFFIC ENG. FOR THEIR  
PROPOSED ENV. CLEARANCE EFFORTS AT THE  
PROPOSED RAIL BRIDGE CROSSING.
- ▶ SEPTEMBER 2020 – TXDOT APPROVED CITY OF  
MISSION PROCUREMENT RULES TO ALIGN WITH THE  
“FEDERAL PROCESS”

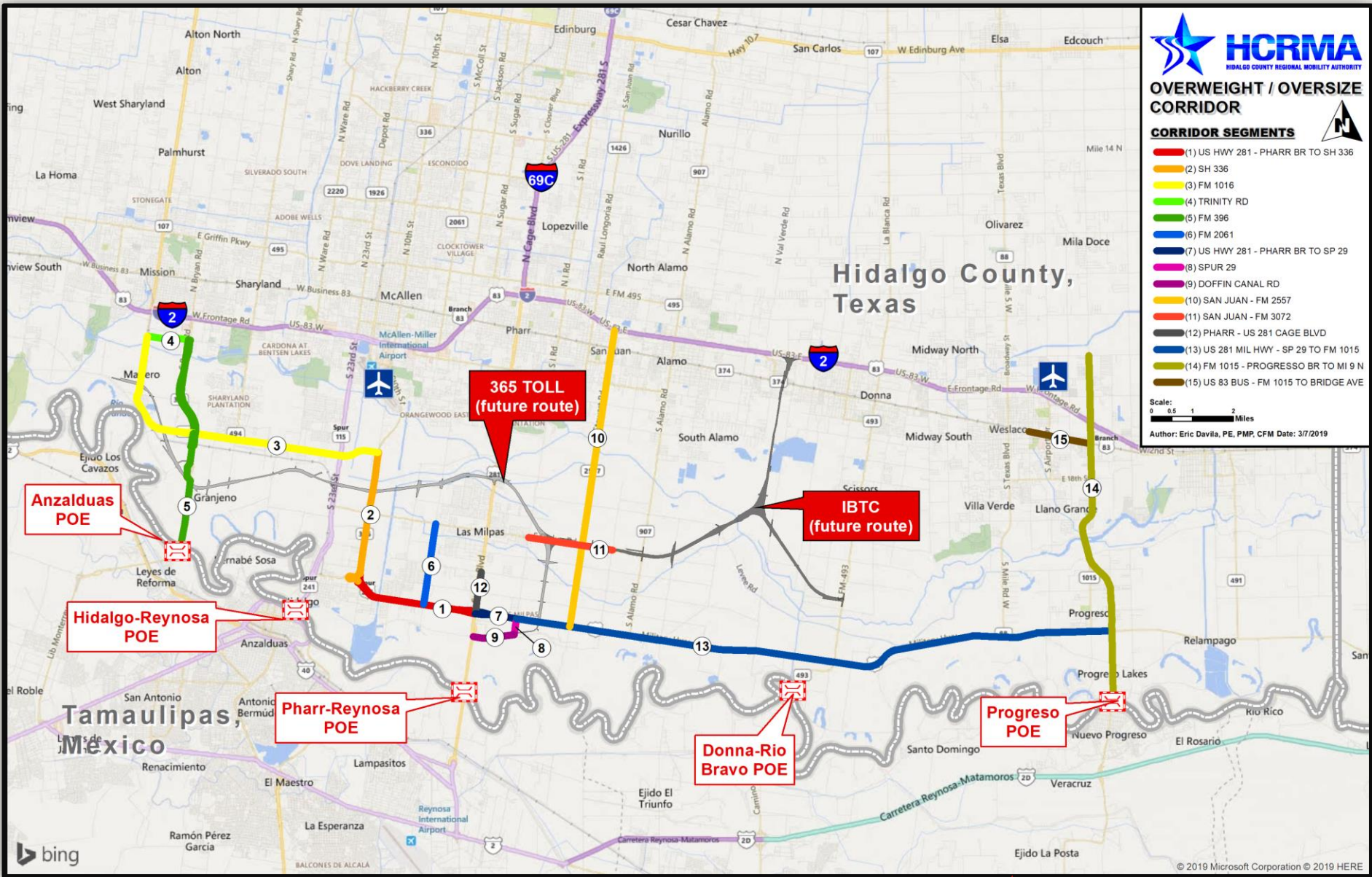


**OVERWEIGHT / OVERSIZE  
CORRIDOR**

**CORRIDOR SEGMENTS**

- █ (1) US HWY 281 - PHARR BR TO SH 336
- █ (2) SH 336
- █ (3) FM 1016
- █ (4) TRINITY RD
- █ (5) FM 396
- █ (6) FM 2061
- █ (7) US HWY 281 - PHARR BR TO SP 29
- █ (8) SPUR 29
- █ (9) DOFFIN CANAL RD
- █ (10) SAN JUAN - FM 2557
- █ (11) SAN JUAN - FM 3072
- █ (12) PHARR - US 281 CAGE BLVD
- █ (13) US 281 MIL HWY - SP 29 TO FM 1015
- █ (14) FM 1015 - PROGRESSO BR TO MI 9 N
- █ (15) US 83 BUS - FM 1015 TO BRIDGE AVE

Scale: 0 0.5 1 2 Miles  
Author: Eric Davila, PE, PMP, CFM Date: 3/7/2019



▶ **OVERWEIGHT REPORT FOR 2014 – PRESENT**  
**PERIOD: JAN 1, 2014 – AUG 31, 2020**

**OW**

<b>Total Permits Issued:</b>	<b>174,123</b>
<b>Total Amount Collected:</b>	<b>\$ 26,266,980</b>
■ <b>Convenience Fees:</b>	<b>\$ 606,180</b>
■ <b>Total Permit Fees:</b>	<b>\$ 25,660,800</b>
– Pro Miles:	\$ 522,369
– TxDOT:	\$ 21,811,680
– HCRMA:	\$ 3,326,751



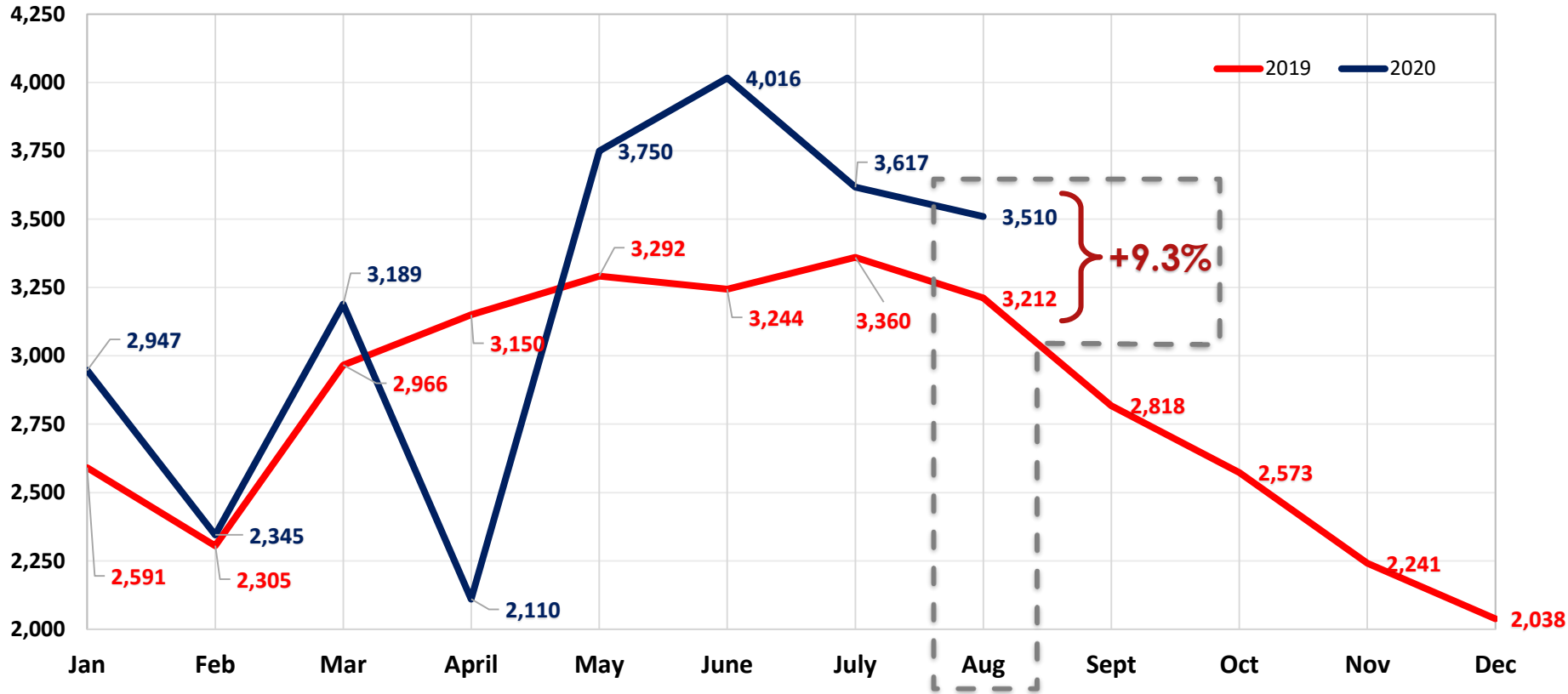
▶ **OVERWEIGHT REPORT FOR YEAR 2020**  
**PERIOD: JAN 1, 2020 – AUG 31, 2020**

**OW**

<b>Total Permits Issued:</b>	<b>174,123</b>
<b>Total Amount Collected:</b>	<b>\$ 26,266,980</b>
■ <b>Convenience Fees:</b>	<b>\$ 606,180</b>
■ <b>Total Permit Fees:</b>	<b>\$ 25,660,800</b>
– Pro Miles:	\$ 522,369
– TxDOT:	\$ 21,811,680
– HCRMA:	\$ 3,326,751



## Overweight/Oversized Permit Count 2019 - 2020 Monthly Comparison

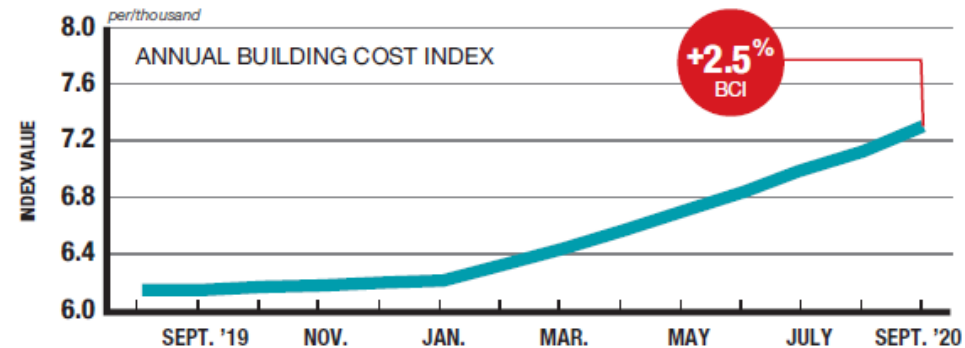
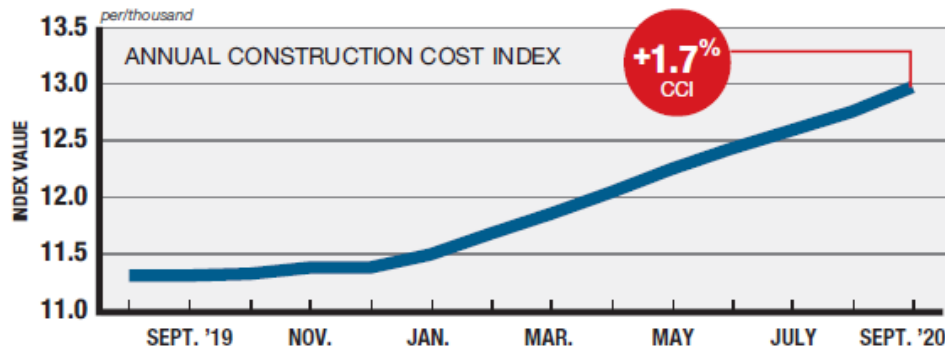
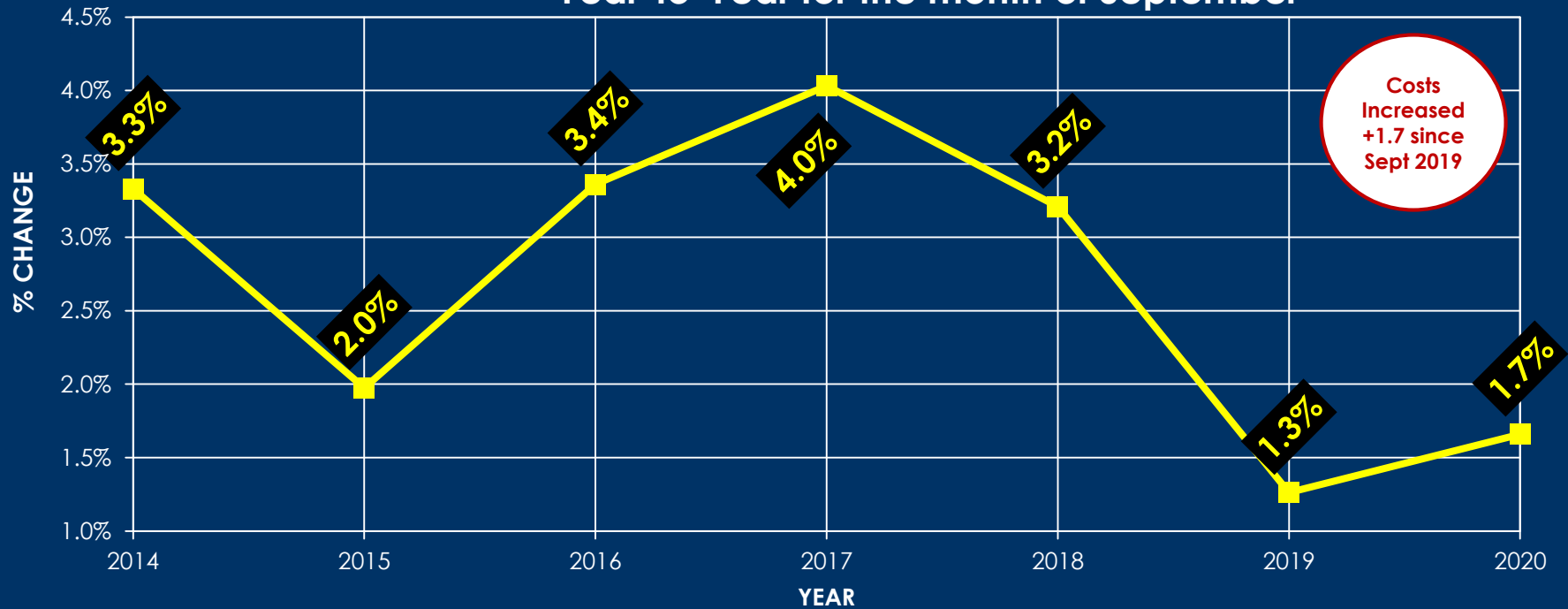


**Notes:**

1. Unprecedented stay at home orders in response to COVID-19 containment in April 2020 on both sides of the US/ Mexico Border attributed toward a 33% drop in overweight permit purchases within Hidalgo County – April 2019 (3,150 permits) vs. April 2020 (2,110 permits).
2. By the end of May 2020, the total permit count of 3,750 was a 14% increase compared to May 2019 permit count of 3292 – showing a resurgence in the utilization of overweight permits to allow for greater efficiencies in the transport of perishable agricultural goods.

# ▶ CONSTR. ECONOMICS SEPTEMBER 2020

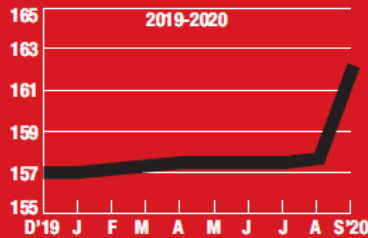
Construction Cost Index (CCI) Change (%)  
Year-to-Year for the month of September



## CONCRETE BLOCK

**+3.0%**

MONTHLY PRICES INCREASED 3%, WHILE YEARLY PRICES ROSE 3.3%.

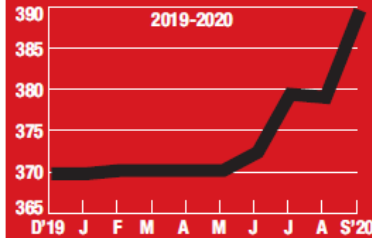


1992=100

## READY-MIX CONCRETE

**+2.8%**

READY-MIX CONCRETE PRICES INCREASED 2.8% SINCE LAST MONTH.

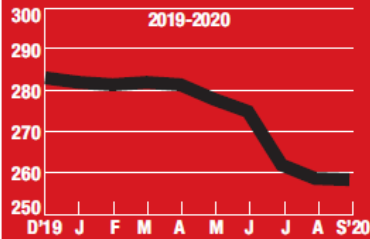


1992=100

## ASPHALT PAVING

**-0.1%**

ASPHALT PRICES FELL 0.1% THIS MONTH, WHILE YEARLY PRICES ARE DOWN 7.7%.

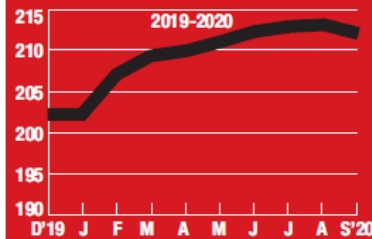


1992=100

## PORTLAND CEMENT

**-0.5%**

MONTHLY PRICES FOR PORTLAND CEMENT FELL 0.5% IN SEPT.



1992=100

## 20-CITY AVERAGE

ITEM	UNIT	\$PRICE	%MONTH	%YEAR
<b>ASPHALT PAVING</b>				
PG 58	TON	391.69	-0.1	-7.7
Cutback, MC800	TON	369.44	-1.4	-5.9
Emulsion, RAPID SET	TON	355.21	-0.3	-1.4
Emulsion, SLOW SET	TON	366.12	-0.4	-1.2
<b>PORTLAND CEMENT</b>				
Type one	TON	147.82	-0.5	+5.2
<b>MASONRY CEMENT</b>				
70-lb bag	TON	10.75	-0.1	+1.3
<b>CRUSHED STONE</b>				
Base course	TON	12.60	+0.1	+3.1
Concrete course	TON	11.79	0.0	+8.6
Asphalt course	TON	13.90	+0.9	+3.0
<b>SAND</b>				
Concrete	TON	10.45	0.0	+12.6
Masonry	TON	12.45	+0.2	+3.3
<b>READY-MIX CONCRETE</b>				
3,000 psi	CY	125.01	+2.8	+5.6
4,000 psi	CY	142.81	+1.5	+6.6
5,000 psi	CY	193.40	+1.5	+5.5
<b>CONCRETE BLOCK</b>				
Normal weight: 8" x 8" x 16"	C	151.40	+3.0	+3.3
Lightweight: 8" x 8" x 16"	C	172.76	+0.5	+1.5
12" x 8" x 16"	C	183.07	+0.2	+0.4



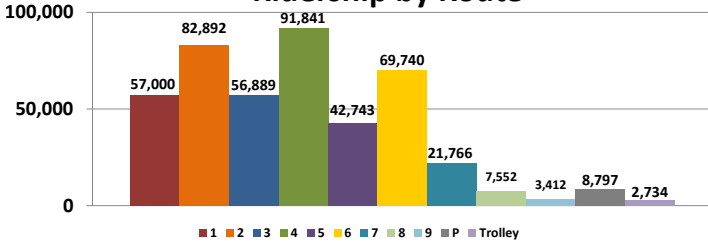
# FY 2019-2020 METRO MCALLEN

## OCTOBER 1, 2019 thru JULY 31, 2020 Ridership and Fares

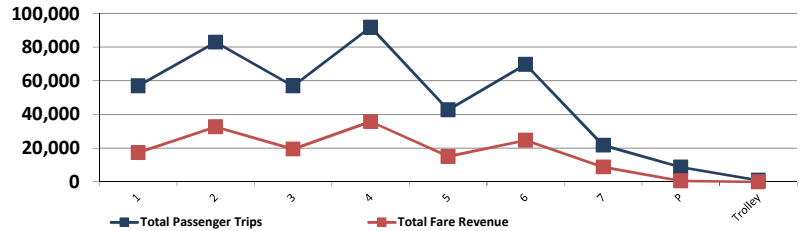
**TOTAL RIDERSHIP= 465,647**

**TOTAL ANNUAL FARE REVENUE= \$157,150**

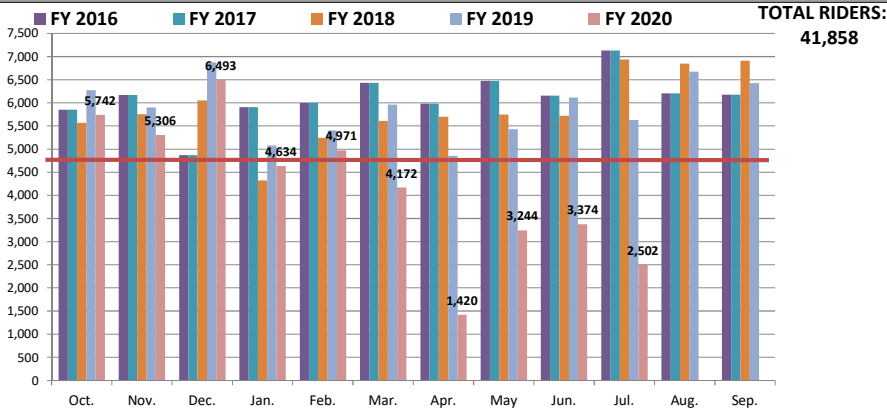
### Ridership by Route



### Route Summary



## SERVICE EXTENSION - YTD Ridership



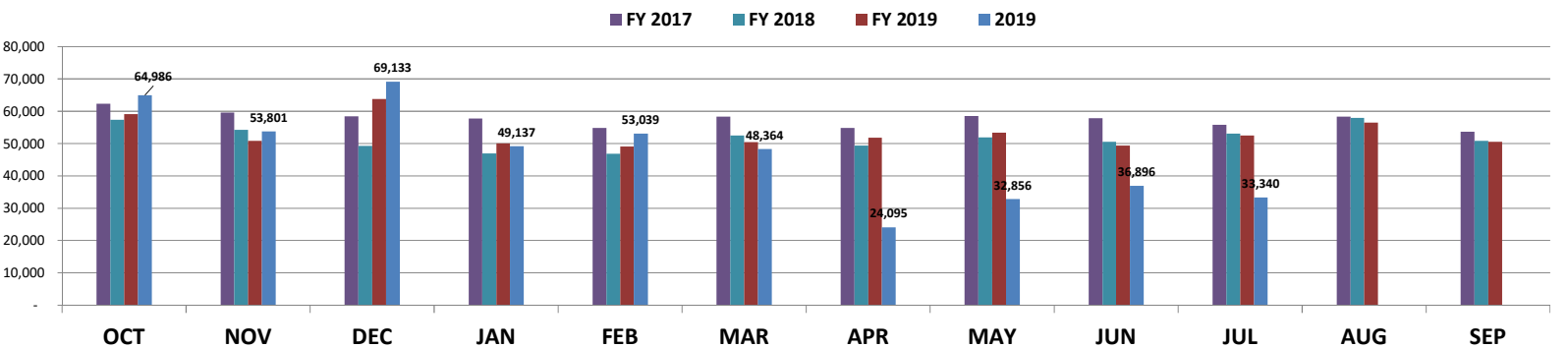
MONDAY-SATURDAY 6:00PM - 9:00PM  
&  
SUNDAY 8:00PM - 6:00PM  
ROUTES

① ② ④ ⑥ P

### MONTHLY RIDERSHIP OF SERVICE EXPANSION

Fiscal Year	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	TOTAL
FY 2017	5,848	6,166	4,867	5,907	5,998	6,435	5,982	6,468	6,158	7,130	6,201	6,177	73,337
FY 2018	5,566	5,750	6,052	4,318	5,245	5,607	5,700	5,747	5,718	6,937	6,847	6,910	70,397
FY 2019	6,271	5,901	6,875	5,077	5,397	5,963	4,853	5,425	6,114	5,632	6,674	6,422	70,606
FY 2020	5,742	5,306	6,493	4,634	4,971	4,172	1,420	3,244	3,374	2,502			41,858
<b>MONTHLY GOAL</b>	<b>3,750</b>	<b>3,750</b>	<b>3,750</b>	<b>3,750</b>	<b>3,750</b>	<b>3,750</b>	<b>3,750</b>	<b>3,750</b>	<b>3,750</b>	<b>3,750</b>	<b>3,750</b>	<b>3,750</b>	<b>45,000</b>

## FY 2017 - FY 2020 RIDERSHIP SUMMARY



Fiscal Year	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	TOTAL	%Change
FY 2017	62,302	59,579	58,435	57,775	54,853	58,309	54,799	58,516	57,869	55,857	58,318	53,713	690,326	-4%
FY 2018	57,362	54,208	49,299	46,919	46,832	52,501	49,400	51,919	50,509	53,107	57,952	50,802	620,809	-10%
FY 2019	59,124	50,893	63,768	50,089	49,104	50,408	51,768	53,334	49,413	52,514	56,433	50,512	637,360	3%
FY 2020	64,986	53,801	69,133	49,137	53,039	48,364	24,095	32,856	36,896	33,340			465,647	-27%

# Brownsville Metro & Island Metro Transit Reports



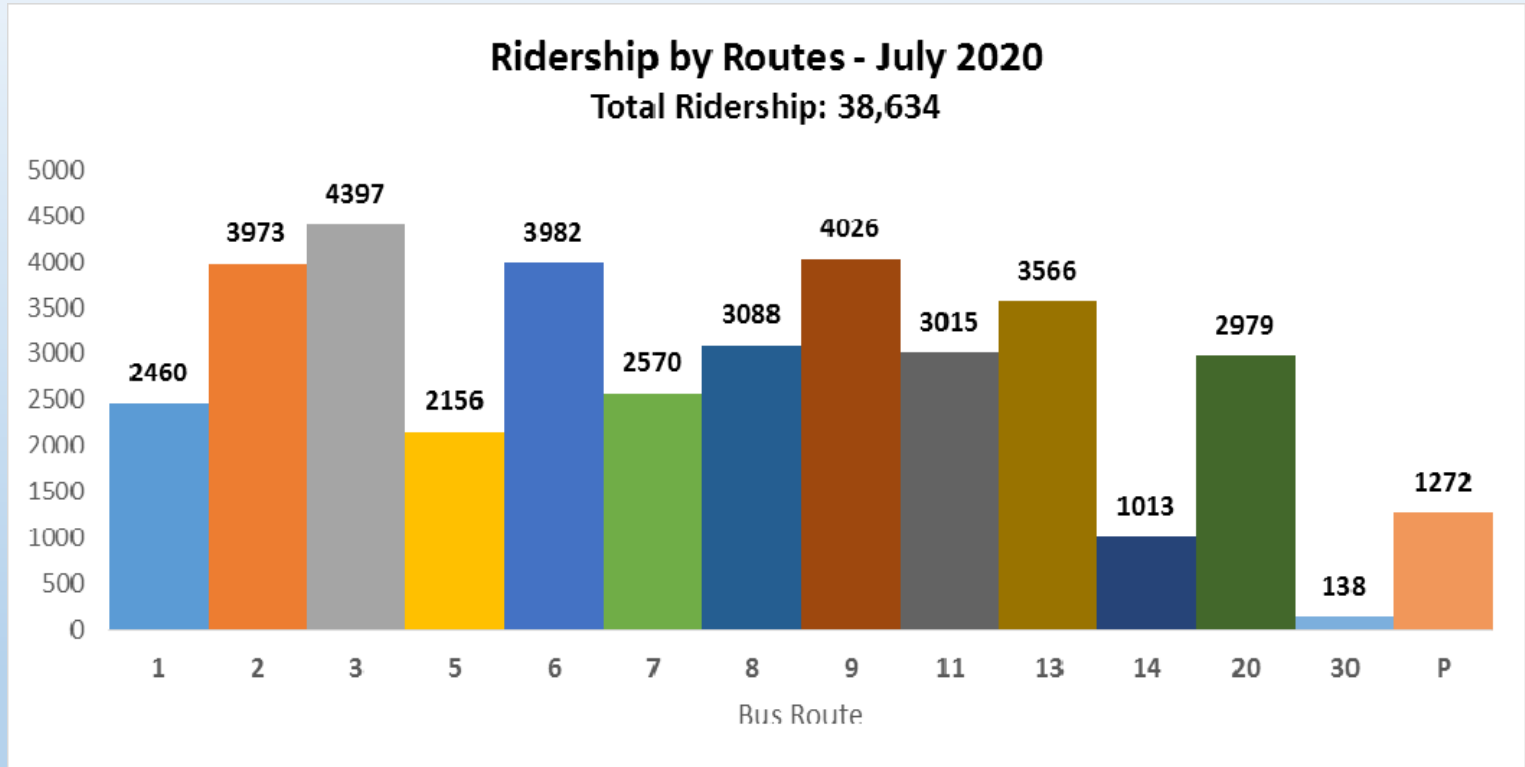
By: Norma Zamora

Multimodal Transportation Department  
Transit Director  
City of Brownsville





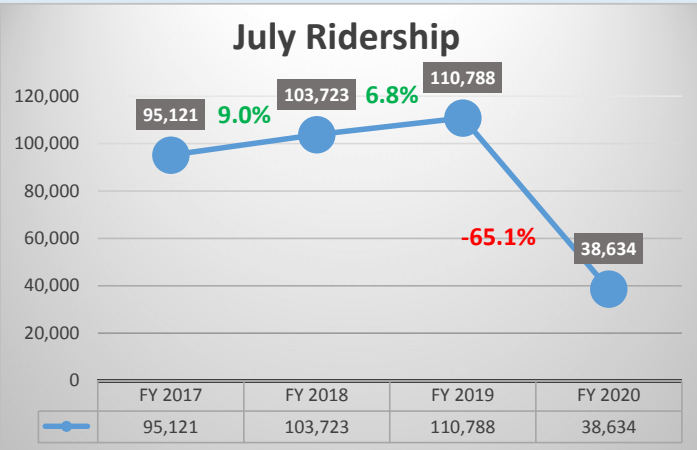
# Brownsville Metro



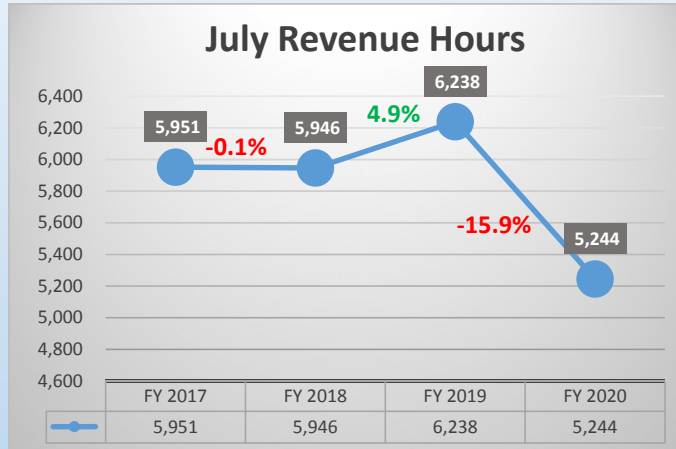


# Brownsville Metro

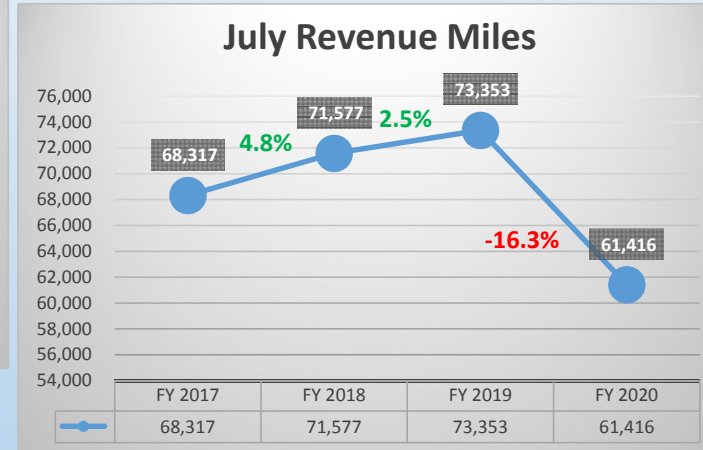
### July Ridership



### July Revenue Hours



### July Revenue Miles





# On-going Connecting Communities Project

Total Estimated Project Cost- **\$14,830,141**

- **Project 1**- (A) Improve the Site Safety and Function (ISS&F)  
(B) New Passenger Facility to Site (NPFS)
- **Project 2**- Improve Bus Stop Safety and Comfort
- **Project 3**- Purchase of Replacement Revenue Vehicles (**COMPLETED**)





# Project 1 – (A) Improve the Site Safety and Function (ISS&F)

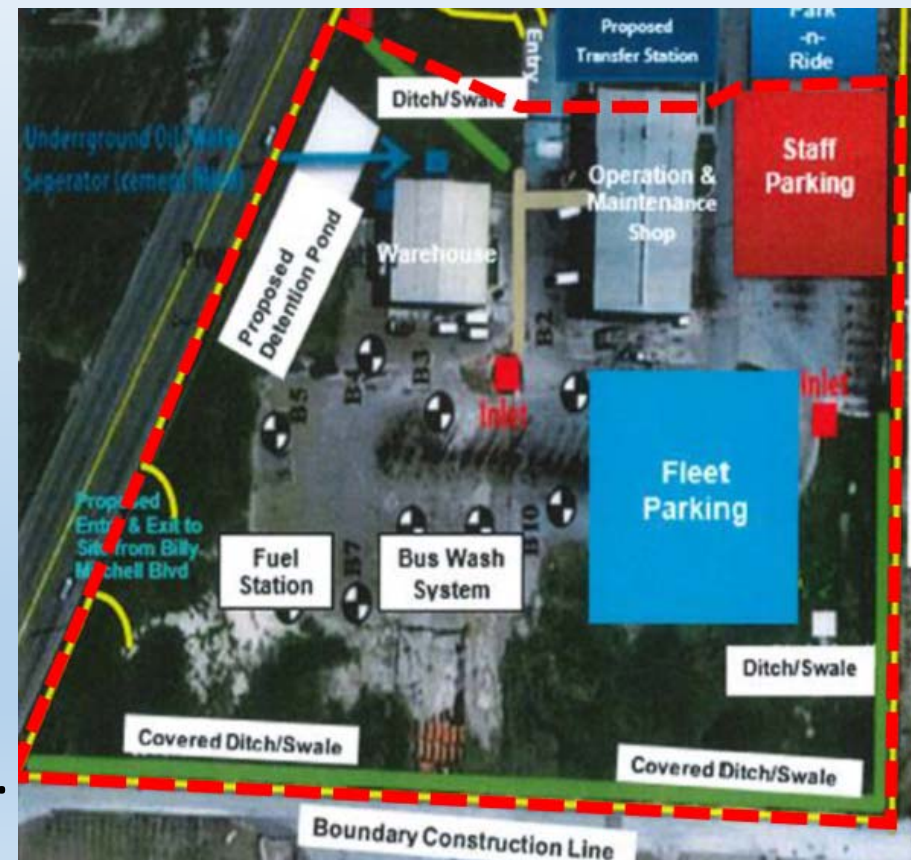
Description- Improves safety and the daily operational functions on Brownsville Metro's Maintenance and Operations Facility

**(NO UPDATES)**

1. Pre. Engineering - **40%**
2. Environmental - **100%**
3. ROW & Utilities - **100%**
4. Design - **50%**
5. Funding - TIGER: **\$3,140,141**
6. Total Estimated Project Cost- **\$6,079,007**

Project Needs: **A&E, Design & Final Construction Docs.**

Letting Date: **November 2020**



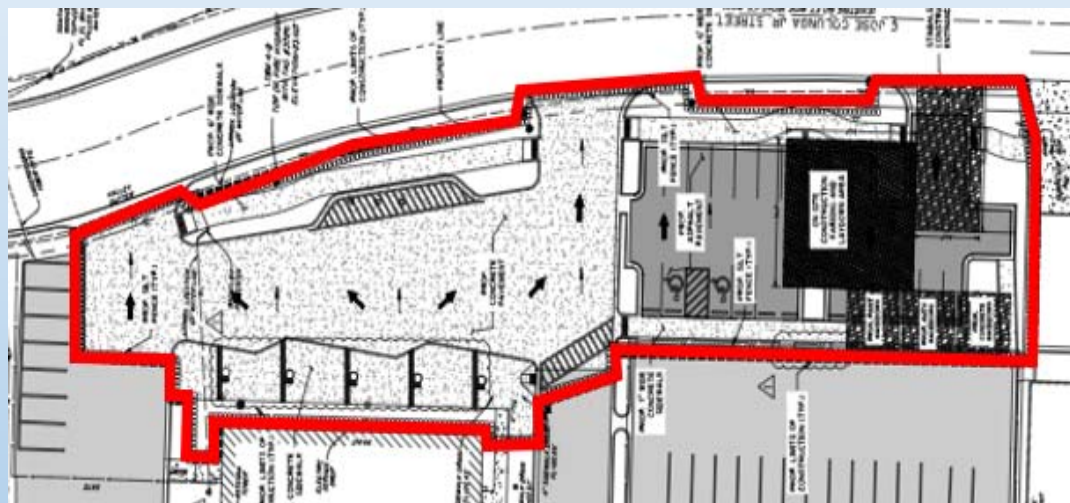


# Project 1 – (B) New Passenger Facility to Site (NPFS)

**CSJ #: 0921-06-304**

Description- New Passenger Facility-Eastside Transfer Station to include a park and ride

1. Pre. Engineering - **100%**
2. Environmental - **100%**
3. ROW & Utilities - **100%**
4. Design - **100%**
5. Funding - Cat. 9 (TAP): **\$407,486;**
6. Total Estimated Project Cost - **\$1,033,000**



Project Needs: **Procurement Process**

Letting Date: **City of Brownsville & TxDOT staff are working on finalizing review of Construction Documents and Bid Document.**





# Project 2 – Improve Bus Stop Safety and Comfort

Description- Improvements to approximately 54 existing bus stops that consist of adding ADA accessible sidewalks, benches, shelters, bus pads and bike amenities.

1. Pre. Engineering - **100%**
2. Environmental - **100%**
3. ROW & Utilities – **N/A**
4. Design - **100%**
5. Construction – **20% \***
6. Funding - TIGER: **\$539,859/\*\***
7. Total Estimated Project Cost - **\$2,000,000**

**Project Update:** Brownsville Metro is working with City of Brownsville staff on the procurement for the purchase and construction work required for 8 bus shelters that are being funded with CBDG matching dollars.

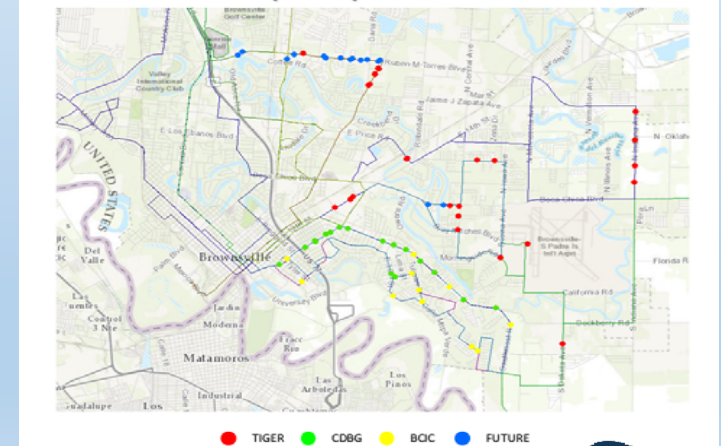
\*Pending Completion of **43 Bus stops**

\* 11 Bus Stops completed in 2017

\*\* (BCIC, CBDG, COB, other partners)



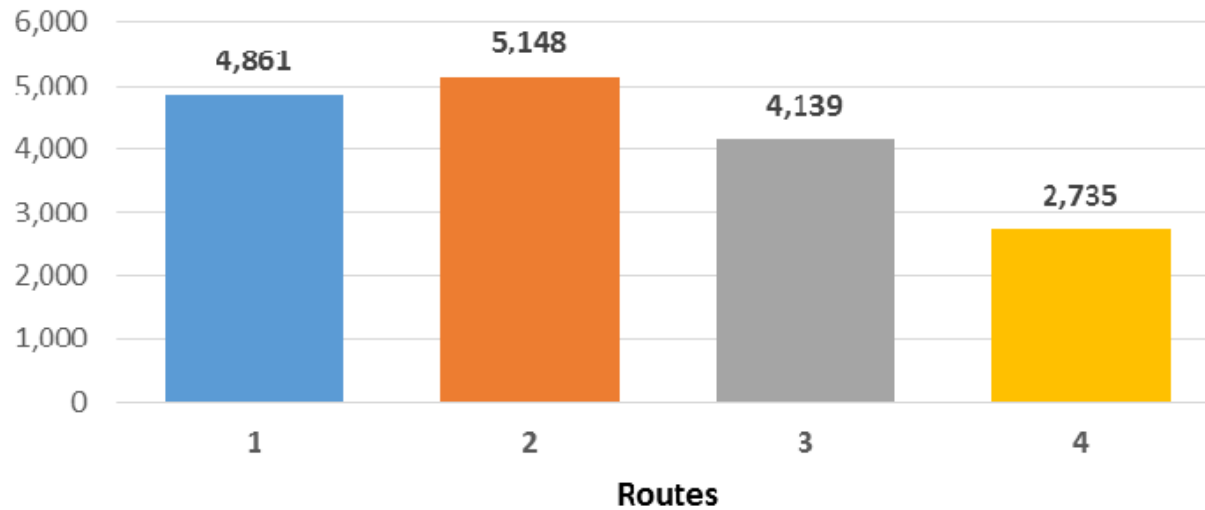
TIGER Bus Stop Improvement locations





# Island Metro

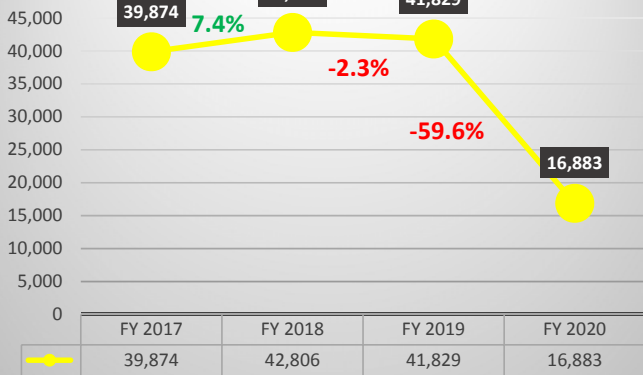
**Ridership by Routes - July 2020**  
**Total Ridership: 16,883**



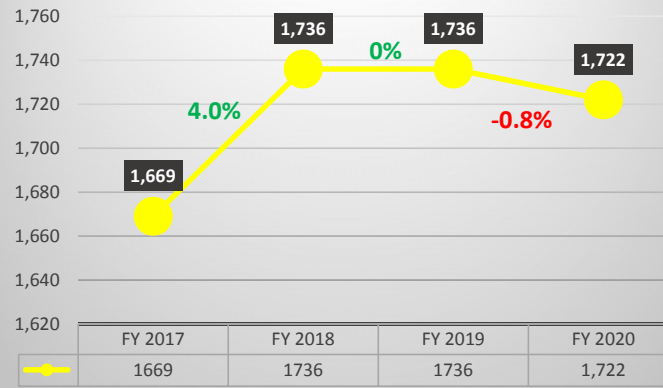


# Island Metro

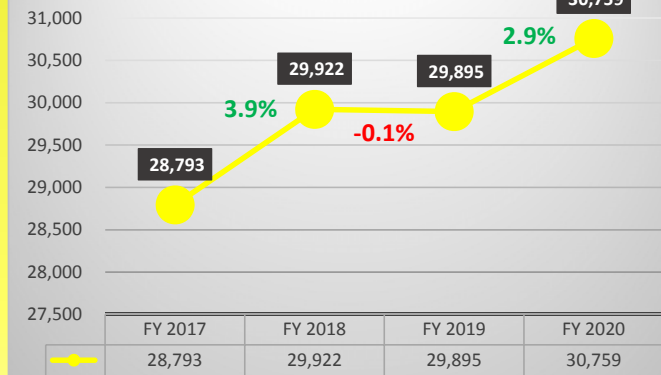
### July Ridership



### July Revenue Hours



### July Revenue Miles

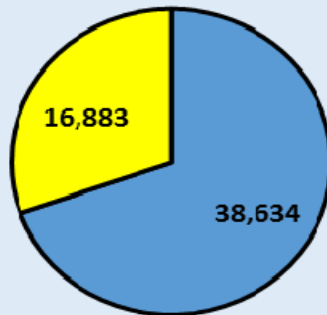




# Combined Ridership

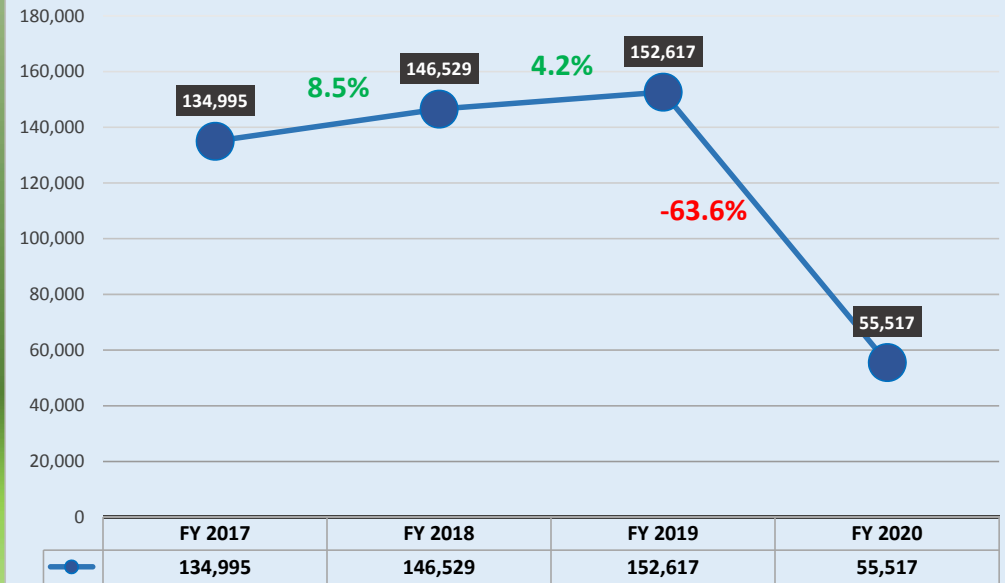


## July 2020 Total Ridership 55,517



■ Brownsville Metro   ■ Island Metro

## July's Ridership

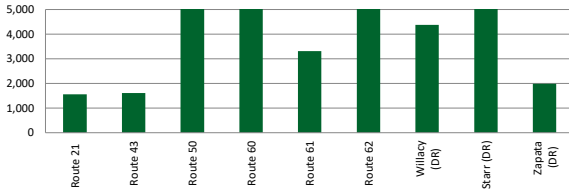


**Thank You**

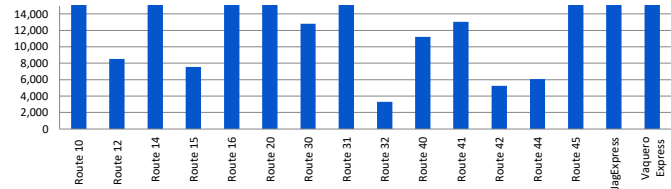


LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL  
Valley Metro Service Summary  
FY 2020 July

RURAL  
Ridership by Route

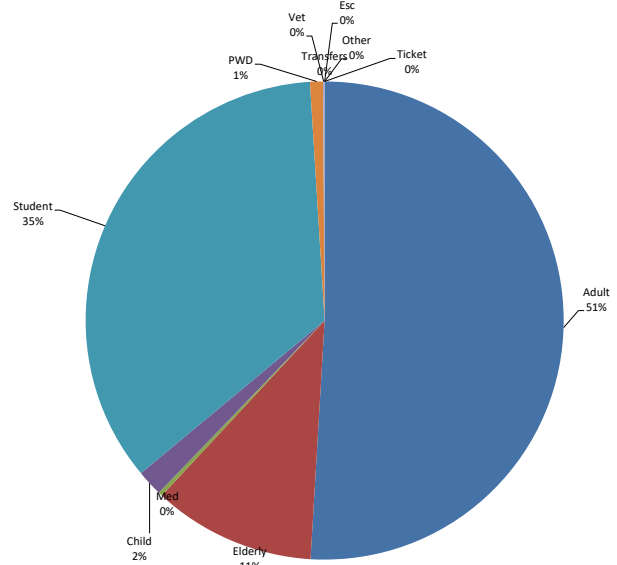


URBAN  
Ridership by Route



	Route	Total Passenger Trips	Route Activity	Area(s) Served
RURAL	Route 21	1,556	0%	Sullivan City, West Hidalgo County
	Route 43	1,612	0%	South Cameron County
	Route 50	42,534	7%	Brownsville, Port Isabel
	Route 60	5,443	1%	Roma, Rio Grande City
	Route 61	3,307	1%	Rio Grande City
	Route 62	5,304	1%	Rio Grande City
	Willacy (DR)	4,370	1%	Willacy County
	Starr (DR)	7,901	1%	Starr County
	Zapata (DR)	1,987	0%	Zapata County
Metro Express	43,054	7%	Rio Grande Valley	
URBAN	Route 10	22,933	4%	Edinburg
	Route 12	8,543	1%	Edcouch, Elsa, Edinburg
	Route 14	18,476	3%	Edinburg
	Route 15	7,542	1%	Edinburg
	Route 16	41,224	7%	Edinburg
	Route 20	21,736	4%	Mission
	Route 30	12,816	2%	Pharr, San Juan
	Route 31	47,429	8%	Hidalgo County
	Route 32	3,302	1%	Donna
	Route 40	11,212	2%	Harlingen
	Route 41	13,023	2%	Harlingen
	Route 42	5,259	1%	San Benito
	Route 44	6,084	1%	Primera, La Feria, Santa Rosa
	Route 45	29,024	5%	Cameron County
	JagExpress	43,006	8%	Weslaco, Pharr, McAllen
	Vaquero Express	194,378	32%	Edinburg
Hidalgo	353	0%	City of Hidalgo	
<b>TOTAL</b>	<b>603,408</b>	<b>100%</b>		

Ridership Breakdown by Category

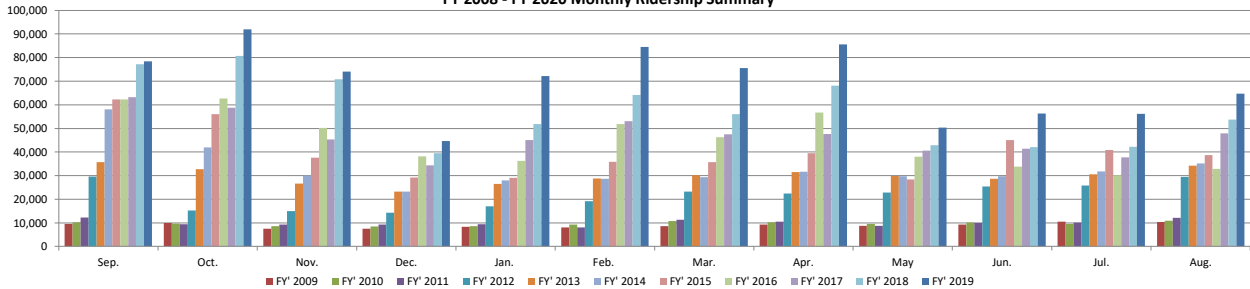


YEAR TO DATE RIDERSHIP REPORT

FY 2019 Sept-July	FY 2020 Sept-July	DIFFERENCE	% DIFFERENCE
770,133	603,408	-166,725	-22%

- \* Rural service - service in rural low -population areas outside of urbanized areas
- \* Urban service- service between or within urbanized areas

FY 2008 - FY 2020 Monthly Ridership Summary



Fiscal Year	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Total	Difference	%Change
FY 2008	9,978	4,927	4,378	4,077	9,057	9,065	8,832	9,195	9,624	9,031	8,706	9,568	96,438	45,095	88%
FY 2009	9,538	9,913	7,540	7,562	8,323	8,113	8,567	9,344	8,720	9,363	10,483	10,428	107,894	11,456	12%
FY 2010	10,274	9,702	8,580	8,471	8,670	9,204	10,836	10,274	9,566	10,107	9,537	10,931	116,152	8,258	8%
FY 2011	12,184	9,480	9,336	9,254	9,445	8,016	11,255	10,460	8,801	10,046	10,176	12,111	120,564	-4,412	4%
FY 2012	29,644	15,256	14,982	14,267	17,057	19,196	23,184	22,450	22,827	25,436	25,807	29,518	259,624	139,060	115%
FY 2013	35,707	32,758	26,634	23,293	26,542	28,858	30,087	31,465	29,911	28,744	30,596	34,255	358,850	99,226	38%
FY 2014	58,118	41,893	30,069	23,338	28,011	28,593	29,386	31,638	29,761	29,806	31,733	35,241	397,587	38,737	11%
FY 2015	62,315	55,976	37,648	29,214	29,063	35,854	35,785	39,503	28,431	45,056	40,891	38,683	478,419	80,832	20%
FY 2016	62,317	62,627	50,274	38,130	36,305	51,887	46,286	56,675	37,990	33,822	30,148	32,939	539,400	60,981	13%
FY 2017	63,305	58,773	45,397	34,433	45,012	53,051	47,542	47,628	40,601	41,409	47,917	562,787	562,787	23,388	4%
FY 2018	77,255	80,744	70,823	39,507	51,877	64,209	56,076	68,058	42,956	42,169	42,264	53,725	689,663	126,876	23%
FY 2019	78,440	91,930	74,137	44,709	72,199	84,562	75,604	85,670	50,318	56,330	56,234	64,773	834,906	145,243	21%
FY 2020	91,929	98,308	83,799	56,545	78,630	89,404	46,276	11,431	15,009	17,932	14,145		603,408	-231,498	-28%
Monthly Change from Previous FY	13,489	6,378	9,662	11,836	6,431	4,842	-29,328	-74,239	-35,309	-38,398	-42,089				
% Change	17%	7%	13%	26%	9%	6%	-39%	-87%	-70%	-68%	-75%				

FY 2018 URBANIZED PERFORMANCE MEASURES\*

COST EFFECTIVENESS

Cost per revenue mile =	\$2.40	State Avg. = \$4.85
Cost per revenue hour =	\$46.22	State Avg. = \$73.39
Cost per passenger =	\$4.16	State Avg. = \$5.21

SERVICE EFFICIENCY

Passengers per revenue mile =	0.58	State Avg. = .93
Passengers per revenue hour =	11.12	State Avg. = 14.10

FY 2018 NONURBANIZED PERFORMANCE MEASURES\*

COST EFFECTIVENESS

Cost per revenue mile =	\$3.03	State Avg. = \$2.99
Cost per revenue hour =	\$71.08	State Avg. = \$59.91
Cost per passenger =	\$14.83	State Avg. = \$20.21

SERVICE EFFICIENCY

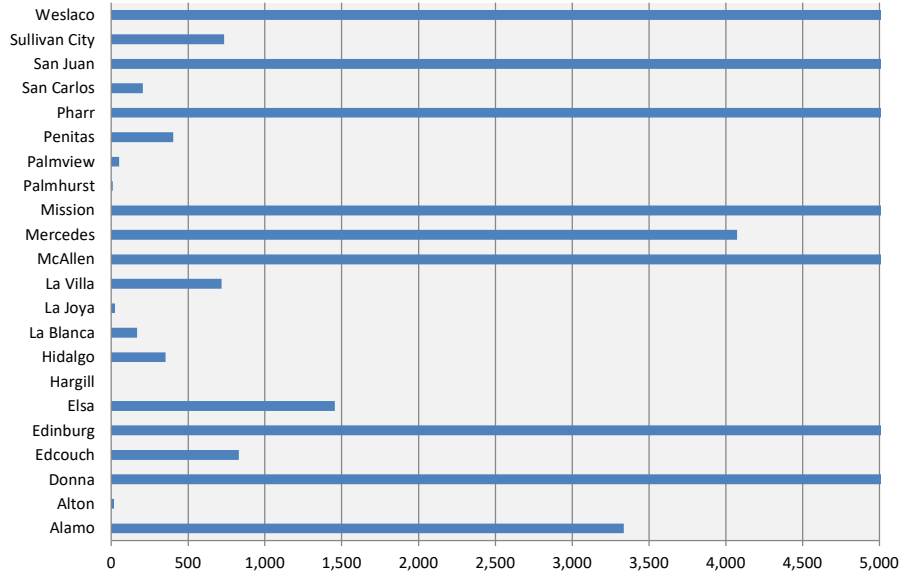
Passengers per revenue mile =	0.20	State Avg. = .15
Passengers per revenue hour =	5.44	State Avg. = 2.96

## Distribution of Ridership

### Hidalgo County

Alamo	3,335
Alton	18
Donna	7,567
Edcouch	830
Edinburg	277,635
Elsa	1,455
Hargill	0
Hidalgo	353
La Blanca	169
La Joya	25
La Villa	718
McAllen	89,987
Mercedes	4,072
Mission	11,944
Palmhurst	11
Palmview	51
Penitas	404
Pharr	16,945
San Carlos	205
San Juan	5,373
Sullivan City	734
Weslaco	11,128
<b>Total</b>	<b>432,959</b>

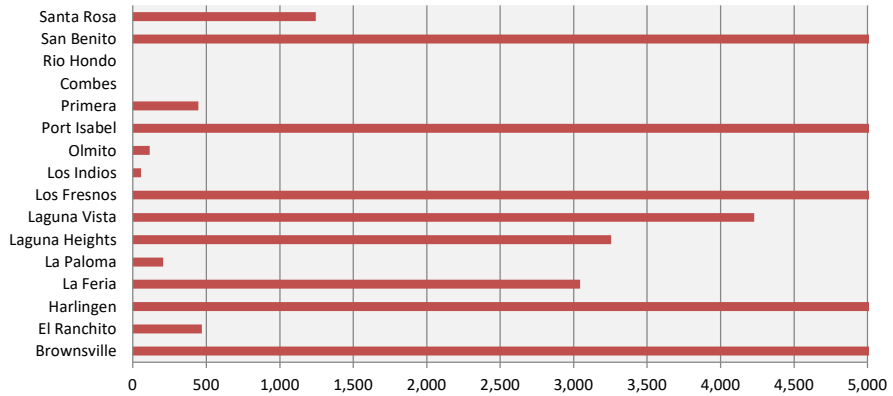
### Hidalgo County by Cities



### Cameron County

Brownsville	53,955
El Ranchito	468
Harlingen	43,981
La Feria	3,044
La Paloma	207
Laguna Heights	3,254
Laguna Vista	4,229
Los Fresnos	5,272
Los Indios	56
Olmito	115
Port Isabel	17,529
Primera	444
Combes	0
Rio Hondo	0
San Benito	8,339
Santa Rosa	1,244
<b>Total</b>	<b>142,137</b>

### Cameron County by Cities



### Willacy County

**Total 4,370**

### Starr County

**Total 21,955**

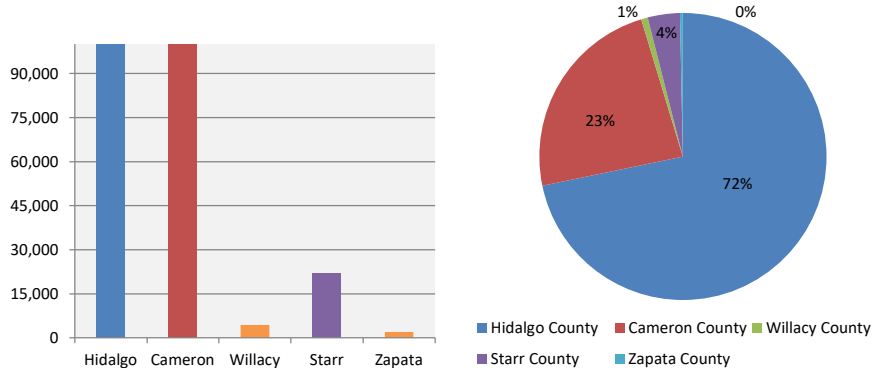
### Zapata County

**Total 1,987**

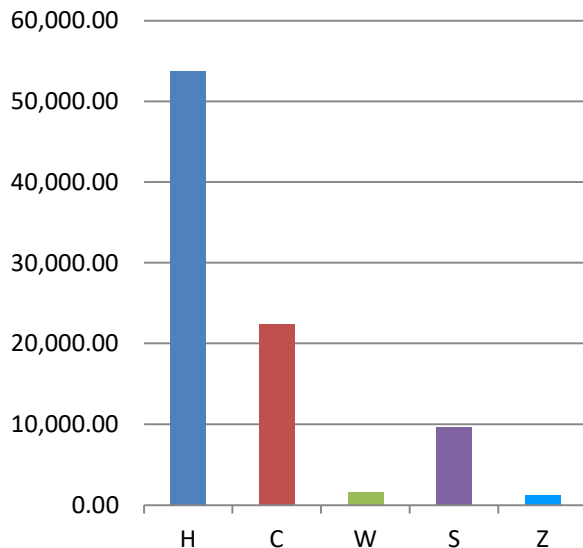
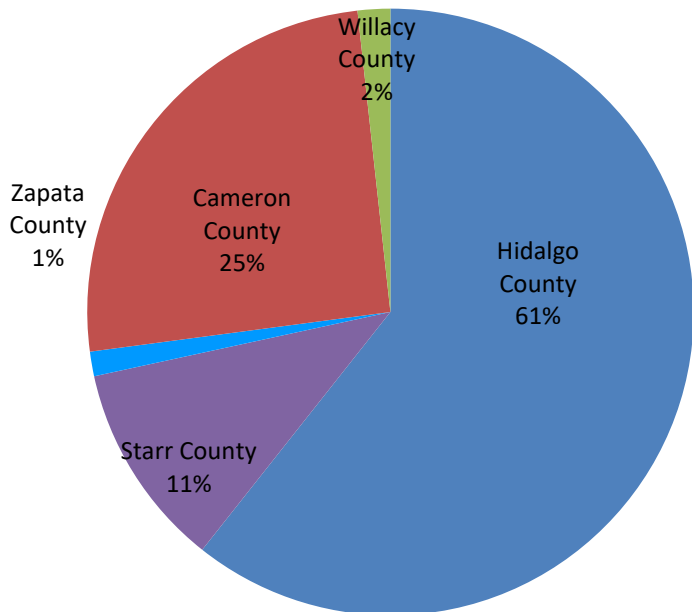
### SYSTEM TOTAL

**603,408**

### Ridership by County

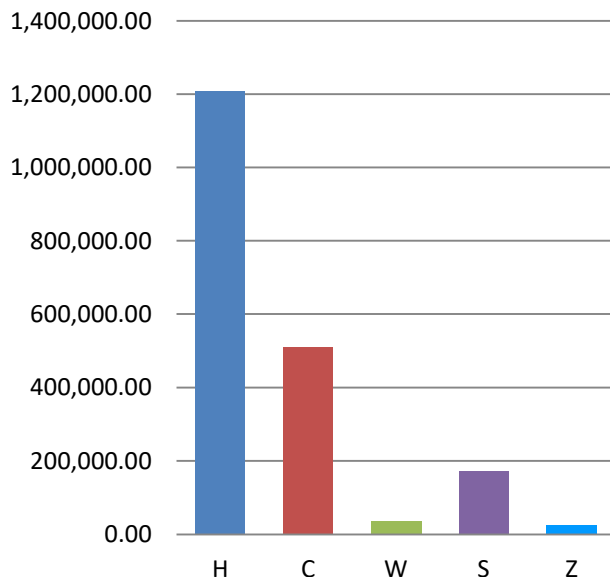
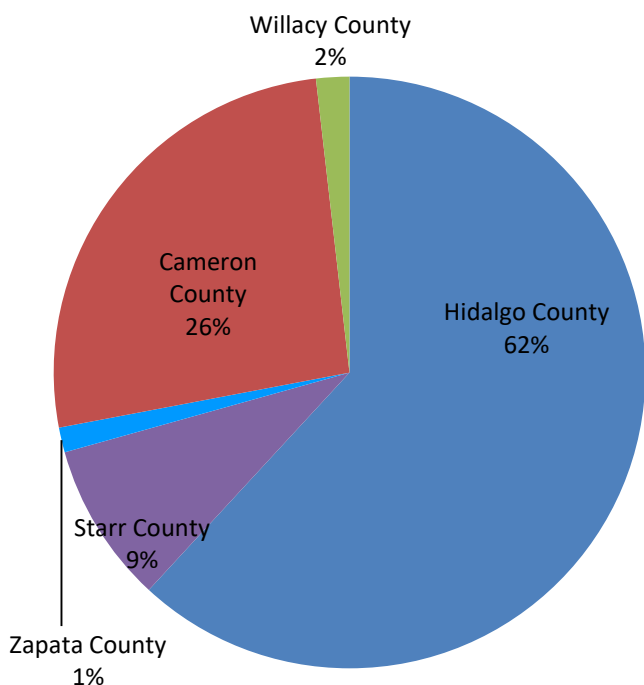


## Distribution of Revenue Hours



Revenue Hours Provided	
Hidalgo County	53,679.08
Starr County	9,688.24
Zapata County	1,152.75
Cameron County	22,440.25
Willacy County	1,538.45
<b>Total Revenue Hours</b>	<b>88,498.77</b>

## Distribution of Revenue Miles



Revenue Miles Provided	
Hidalgo County	1,209,508
Starr County	171,949
Zapata County	26,683
Cameron County	511,406
Willacy County	35,708
<b>Total Revenue Miles</b>	<b>1,955,254</b>

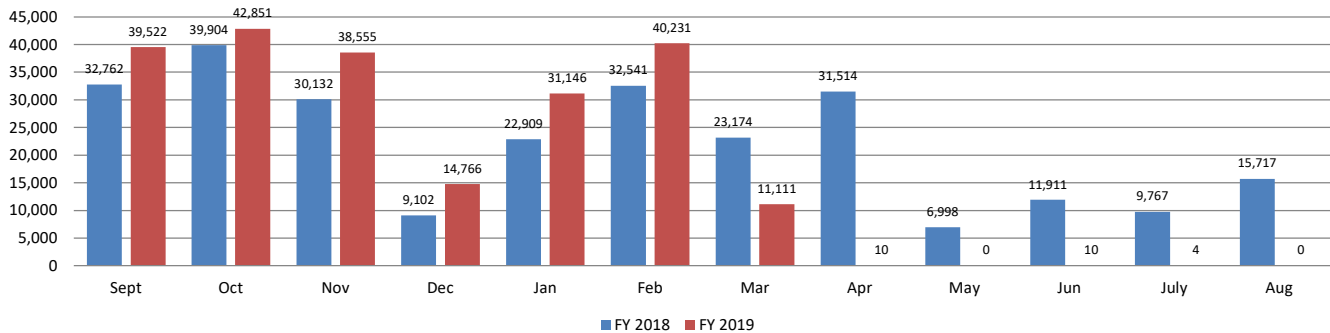


FY 2020 University of Texas Rio Grande Valley  
Valley Metro Routes

Monthly Cumulative Passenger Counts

Routes	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Total
10	176	203	201	116	170	156	39	0	0	0	0		1,061
12	521	538	400	171	236	454	211	8	0	6	3		2,548
14	3,555	3,918	2,433	828	2,395	3,059	749	1	0	0	0		16,938
15	38	10	8	0	0	19	3	0	0	0	0		78
16	0	0	0	0	0	0	0	0	0	0	0		0
20	217	251	179	139	198	270	117	0	0	0	0		1,371
21	0	0	0	0	0	0	0	0	0	0	0		0
30	53	61	50	35	58	64	18	0	0	0	0		339
31	3	3	0	2	4	4	0	0	0	4	1		21
32	0	0	0	0	0	0	0	0	0	0	0		0
40	0	0	0	0	0	0	0	0	0	0	0		0
41	0	7	0	0	0	11	0	0	0	0	0		18
42	0	0	0	0	3	10	2	0	0	0	0		15
44	9	3	3	0	1	0	0	0	0	0	0		16
45	147	298	241	114	172	270	112	0	0	0	0		1,354
50	24	12	10	5	9	4	5	0	0	0	0		69
Vaquero Express	34,779	37,547	35,030	13,356	27,900	35,910	9,855	1	0	0	0		194,378
<b>Total</b>	<b>39,522</b>	<b>42,851</b>	<b>38,555</b>	<b>14,766</b>	<b>31,146</b>	<b>40,231</b>	<b>11,111</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>218,206</b>
<b>FY 2018</b>	<b>32,762</b>	<b>39,904</b>	<b>30,132</b>	<b>9,102</b>	<b>22,909</b>	<b>32,541</b>	<b>23,174</b>	<b>31,514</b>	<b>6,998</b>	<b>11,911</b>	<b>9,767</b>	<b>15,717</b>	<b>266,431</b>
Change Over Previous FY	6,760	2,947	8,423	5,664	8,237	7,690	-12,063	-31,504	-6,998	-11,901	-9,763		

2018 - 2019 Valley Metro Routes UTRGV Student Passenger Count





**South Texas College - FY 2020  
Valley Metro Routes  
Monthly Cumulative Passenger Counts**

Routes	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Total
10	7	10	24	10	3	18	14	0	0	0	0		86
12	161	173	108	37	96	241	148	0	0	0	0		964
14	0	0	0	0	0	0	2	0	0	0	0		2
15	0	0	0	0	0	0	0	0	0	0	0		0
16	0	0	0	0	0	0	0	0	0	0	0		0
20	18	24	0	0	0	0	0	0	0	0	0		42
30	0	1	0	0	0	1	0	0	0	0	0		2
31	8	66	69	72	132	96	79	12	44	47	17		642
32	0	0	0	0	0	0	0	0	0	0	0		0
40	0	0	0	0	0	0	0	0	0	0	0		0
41	10	1	3	1	0	7	0	0	0	0	0		22
42	0	2	3	0	18	4	0	0	0	0	0		27
44	16	2	11	5	0	0	0	0	0	0	0		34
45	145	113	101	88	62	103	98	0	0	0	0		710
60	880	1,037	744	339	337	631	309	0	0	0	0		4,277
61	100	177	128	76	101	169	83	0	0	0	0		834
62	62	136	108	58	80	151	71	0	0	0	0		666
DR-RGC	71	94	100	79	61	87	43	0	0	0	0		535
Purpleline	896	845	562	236	433	837	458	0	0	0	0		4,267
Greenline	1,361	1,558	1,205	564	585	1,144	511	0	0	0	0		6,928
<b>Total</b>	<b>3,735</b>	<b>4,239</b>	<b>3,166</b>	<b>1,565</b>	<b>1,908</b>	<b>3,489</b>	<b>1,816</b>	<b>12</b>	<b>44</b>	<b>47</b>	<b>17</b>	<b>0</b>	<b>20,038</b>
Non Valley Metro Routes													
Yellowline	2,638	2,862	2,160	898	1,259	2,371	1,101	0	0	0	0	0	13,289
Park & Ride	4,075	4,608	2,817	1,040	1,659	2,715	1,156	0	0	0	0	0	18,070
<b>Total</b>	<b>6,713</b>	<b>7,470</b>	<b>4,977</b>	<b>1,938</b>	<b>2,918</b>	<b>5,086</b>	<b>2,257</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31,359</b>
<b>Grand Total</b>	<b>10,448</b>	<b>11,709</b>	<b>8,143</b>	<b>3,503</b>	<b>4,826</b>	<b>8,575</b>	<b>4,073</b>	<b>12</b>	<b>44</b>	<b>47</b>	<b>17</b>	<b>0</b>	<b>51,397</b>
Change Over Previous Month			-3,566	-4,640	1,323	3,749	-4,502	-4,061	32	3	-30	-17	



**South Texas College - Mid Valley JagExpress  
STC Student Passenger Counts Comparison  
FY 2019**

**Direct Service**

Routes	STC	UTRGV	General Public	Total
Route 12 Ecouch/Elsa-Edinburg	964	2,548	5,031	8,543
Route 31 Business 83	642	21	46,766	47,429
Purple Line	4,267		1	4,268
Yellow Line	13,289		0	13,289
Green Line	6,928		5,894	12,822
Park & Ride	18,070		-55	18,015
Route 60 Greenline Roma	4,277		1,166	5,443
Route 61 RGC West	834		2,473	3,307
Route 62 RGC East	666		4,638	5,304
DR-RGC	535		7,366	7,901
Vaquero Express		194,378	0	194,378
<b>Total</b>	<b>50,472</b>	<b>196,947</b>	<b>73,280</b>	<b>320,699</b>

**Connecting Service**

Routes	Connection	STC	UTRGV	General Public	Total
Route 10 Edinburg - McAllen	12, 31	86	1,061	21,786	22,933
Route 14 UTRGV VABL	12	2	16,938	1,536	18,476
Route 15 Edinburg	12	0	78	7,464	7,542
Route 20 Mission - McAllen	31	42	1,371	20,323	21,736
Route 30 Pharr San Juan - Edinburg	31	2	339	12,475	12,816
Route 32 Donna International Bridge	31	0	0	3,302	3,302
Route 40 Harlingen Medical	31	0	0	11,212	11,212
Route 41 Harlingen Retail	31	22	18	12,983	13,023
Route 42 San Benito Harlingen	31	27	15	5,217	5,259
Route 44 La Feria/Santa Rosa/Primera	31	34	16	6,034	6,084
Route 45 Cameron Career Connection	31	710	1,354	26,960	29,024
<b>Total</b>		<b>925</b>	<b>21,190</b>	<b>129,292</b>	<b>151,407</b>

**Total Service**

	STC	UTRGV	General Public	Total
<b>Grand Total</b>	<b>51,397</b>	<b>218,137</b>	<b>202,572</b>	<b>472,106</b>



**FY 2020 TSTC  
Valley Metro Routes  
Monthly Cumulative Passenger Counts**

Routes	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Total
10	13	11	0	0	3	0	0	0	0	0	0		27
12	18	2	9	16	6	10	18	0	0	1	0		80
14	0	0	0	0	0	0	0	0	0	0	0		0
31	1	5	0	72	2	1	2	1	1	0	0		85
40	0	1	0	0	0	0	0	0	0	2	0		3
41	67	65	24	20	22	6	0	0	0	0	0		204
42	120	82	52	17	89	108	55	0	0	0	0		523
43	0	0	0	0	0	0	0	0	0	0	0		0
44	75	175	126	31	37	98	39	0	0	0	0		581
45	227	441	319	123	214	232	113	0	1	12	6		1688
50	1	0	1	0	0	0	0	0	0	0	0		2
Willacy	1	0	0	0	0	0	0	0	0	0	0		1
<b>Total</b>	<b>523</b>	<b>782</b>	<b>531</b>	<b>279</b>	<b>373</b>	<b>455</b>	<b>227</b>	<b>1</b>	<b>2</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>3194</b>
<b>Change Over Previous Month</b>		<b>259</b>	<b>-251</b>	<b>-252</b>	<b>94</b>	<b>82</b>	<b>-228</b>	<b>-226</b>	<b>1</b>	<b>13</b>	<b>-9</b>	<b>-6</b>	<b>-523</b>

**TSTC Student Ridership**

