RIO GRANDE VALLEY
METROPOLITAN PLANNING ORGANIZATION (RGVMPO)

TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, October 8, 2020
AT 10:00 A.M.

Join Microsoft Teams Meeting

AMENDED AGENDA

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 September 17, 2020
B. Discussion on TASA Project Call update
C. Discussion and Consideration of Category 7 workshop date(s)
D. Discussion and Update of Federal Certification review
E. Discussion and update on Active Transportation Plan

V. RGVMPO EXECUTIVE DIRECTORS' REPORTS AND UPDATES

A. Director Update
B. Introduction of new RGVMPO staff
   - TAC Meeting Moved to November 19, 2020
   - Update from statewide MPO meeting, TEMPO
C. 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
Microsoft Teams Minutes

September 16, 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:

MEMBERS PRESENT	
ENTITY	**VOTING MEMBERS**
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	Comm. Eleazar Guajardo (ABSENT)
City of San Benito	Bernard Rodriguez (ABSENT)
Cameron County	Benjamin Worsham
Hidalgo County	Armando Garza, Jr.
TxDOT Pharr District	Melba Schaus
Valley Metro	Frank Jaramillo (ABSENT)
Brownsville Metro	Antonio Zubieta
McAllen Metro	Jon Ray Bocanegra
Port of Brownsville	Ariel Chavez, III (ABSENT)
Port of Harlingen	Neil Harman /ABSENT
Port Isabel-San Benito Navigation District	ABSENT
Hidalgo County RMA	Eric Davila
Cameron County Spaceport Dev. Corp.	Marks Yates
STAFF	
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 August 13, 2020

Pete Sepulveda (Cameron County RMA) Chairman asked if there were any corrections to the minutes of August 13, 2020.

No corrections were noted to the minutes of August 13, 2020, City of Brownsville made a motion to approve the minutes as presented by staff. The motion was seconded by the City of McAllen; and upon a vote, the motion carried unanimously.

B. Consideration and Action on Resolution 2020-14 - National Highway System (NHS) Modification

Andrew A. Canon, RGVMPO Executive Director, presented a NHW review PowerPoint to discuss characteristics of principal and minor arterials, corridoes dropped from NHS, intermodal facilities review, facilities added to the NHS and corridoes not NHS final review.

Akila Thamizharasan, TxDOT, clarified the reasoning for deferring roadways for member Yvette Barrera, City of McAllen. Based on Map-21, TxDOT is having a statewide review for proper classifications.

Pete Sepulveda reassured the committee regarding TxDOT recommendations for classification on NHS would not affect projects.

Genevieve Bales, FHWA, further discussed the recommendations.

RGVMPO staff, recommend Bicentennial and 2nd St. to be left on the NHS. Andrew clarified, agreed on 2nd St. but not Bicentennial.

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

After some discussion on this item, City of McAllen made a motion to recommend approval with the removal of references to Bicentennial and 2nd St. for the resolution. The motion was seconded by the City of Harlingen. and upon a vote, the motion passed unanimously.

C. Consideration and Action to Approve the Public Participation Plan Amendment (PPP)

RGVMPO staff continues to be complaint with Bylaws and federal guidelines for PPP.

Below is the Public Participant Plan COVID-19 details:

Due to the 2020 COVID-19 Pandemic, RGVMPO 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. RGVMPO 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 RGVMPO 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 RGVMPO committee and board meetings.

No further discussion took place on this item, City of McAllen made a motion for approval. The motion was seconded by the City of Edinburg. and upon a vote, the motion passed unanimously.

D. Consideration and Action to Approve FY2021-2022 TASA Project Call

Andrew A. Canon, RGVMPO Executive Director, gave notice for FY2021-2022 TASA projects due Friday, October 23rd at 5:00p.m.

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

Joel Garza, City of Brownsville, inquired if the TASA funding is available for the Hidalgo, McAllen and Brownsville urbanized or just McAllen urbanized. Andrew Canon responded, both.

No further discussion took place on this item, City of Edinburg made a motion for approval. The motion was seconded by the City of Harlingen. and upon a vote, the motion passed unanimously.

E. Consideration and Action to Approve FY2020-2021 UPWP Amendment

Tasks 4 and 5 were moved to Fiscal Year 2020 to 2021 for financial adjustments due to contracted documents.

No further discussion took place on this item, City of McAllen made a motion for approval. The motion was seconded by the City of Harlingen. and upon a vote, the motion passed unanimously.

F. Consideration and Action to Approve the Changes for UTP Fiscal Constraint

Norma Garza, TxDOT, presented proposed changes for UTP fiscal constraints. She was advised in August about overprogrammed for CAT-2.

Pete recommended having workshop next year to provide TAC members opportunities to recommend project in authority plan versus let construction period which will ultimately answer any questions or concerns on the process on which those projects are assigned on the UTP fiscally constraint for approval.

No further discussion took place on this item, City of Brownsville made a motion for approval. The motion was seconded by the City of Harlingen, and upon a vote, the motion passed unanimously.

G. Discussion on Category 7 Projects Funding

TAC members gave direction to staff to get clear guidance from the Policy Board on what exactly they need for TAC members to review regarding CAT 7 projects funding. Noting that TAC members had already voted on this item to deny approval at their last TAC meeting.

No further discussion took place on this item, HCRMA made a motion for approval. The motion was seconded by the City of Edinburg. and upon a vote, the motion passed unanimously.

V) RGVMPO STAFF REPORTS AND UPDATES

A. Director Update

- TAC Meeting Moved to November 19, 2020
- TTI Certification Visit Update

G. Financial Update –

Budget Report – Staff gave an update on the RGVMPO Budget and noted "still below budget" year to date. Due to COVID19, invoices have been in back log, extensions of time will be requested for several vendors. (Report part of the Packet)

VI) STATUS REPORTS

A. TxDOT Project Status Reports

An update was provided by Norma Garza regarding PSJA Tri-City Ped Safety improvement moved up from May 2021 to December 2020 for Letting.

B. Cameron County RMA

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

D. McAllen Metro

Jon Ray Bocanegra provided a brief updated report Via Teams and noted Ridership was down due to **COVID 19.** The McAllen Metro report is filed within the RGVMPO Packet. ***Report only, no action taken at this time.***

E. Brownsville Metro

Antonio Zubieta provided a brief updated report Via Teams and noted the Combined Ridership (Brownsville Metro and Island Metro) was down by **-63.6%, due to COVID 19.** The Brownsville Metro / Island Metro reports is filed within the RGVTAC Packet. ***Report only, no action taken at this time.***

F. Valley Metro

Valley Metro Representative was not able to provide Via Teams; however, report is filed within RGVTAC 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 RGVTAC Members, City of Edinburg called for a motion to adjourn. The City of Harlingen made a motion to adjourn the meeting at 11:37 AM. The motion was seconded by Hidalgo County; and upon a vote, the motion carried unanimously.

TEXAS TRANSPORTATION COMMISSION

ALL Counties

MINUTE ORDER

ALL Districts

The Texas Transportation Commission (commission) finds it necessary to propose amendments to §§11.403-11.406, and §11.411 relating to Transportation Alternatives Set-Aside Program to be codified under Title 43, Texas Administrative Code, Part 1.

The preamble and the proposed amendments, attached to this minute order as Exhibits A and B, are incorporated by reference as though set forth verbatim in this minute order, except that they are subject to technical corrections and revisions, approved by the general counsel, necessary for compliance with state or federal law or for acceptance by the Secretary of State for filing and publication in the *Texas Register*.

IT IS THEREFORE ORDERED by the commission that the amendments to §§11.403-11.406, and §11.411 are proposed for adoption and are authorized for publication in the *Texas Register* for the purpose of receiving public comments.

The executive director is directed to take the necessary steps to implement the actions as ordered in this minute order, pursuant to the requirements of the Administrative Procedure Act, Government Code, Chapter 2001.

Submitted and reviewed by:

Director, Public Transportation Division

Recommended by:

Executive Director

Minute Number

Date Passed

Proposed Preamble

The Texas Department of Transportation (department) proposes amendments to §§11.403-11.406, and §11.411, concerning Transportation Alternatives Set-Aside Program.

EXPLANATION OF PROPOSED AMENDMENTS

The department is amending its current Transportation Alternative Set-Aside Program (TASA) rules to encourage and improve project proposals from communities with a population of 50,000 or less, reduce the department's risk of federal funds lapsing in the nonurban funding category, streamline project delivery, and improve the likelihood of successful completion of awarded projects. Changes to the rules regarding eligible activities, allowable costs, local fund matching requirements, and project selection by metropolitan planning organizations (MPO) and the department are proposed.

Under federal guidelines, the department is responsible for project oversight for preliminary engineering and construction whether TASA funds are administered by the department or an MPO. These direct state costs are federally reimbursable and are included as a part of the overall project award for the department's program and some MPO programs. However, some MPOs require the project sponsor to cover direct state costs at 100 percent.

Amendments to §11.403, Project Selection by MPOs, add a new subsection (e) to require an MPO to include the department's direct state costs for oversight of preliminary engineering and construction in TA Set-Aside project awards. This change reduces the financial exposure for communities applying for TASA funds administered by MPOs and establishes consistency among the MPOs across state. This change also provides consistency among projects administered by an MPO and projects administered by the department. Existing subsections (e)-(j) are re-designated accordingly.

The amendment to re-designated subsection (j) restricts project sponsors from submitting a project to both a department TASA program call and an MPO program call concurrently.

The department's Public Transportation Division's (PTN) Bicycle and Pedestrian Section administers TASA funds for projects located outside Census Urbanized Areas of 200,000 or greater, which are identified as Transportation Management Areas (TMAs). MPOs administer TASA funds within their entire planning area. This results in areas of overlap, where communities that fall inside an MPO but outside the TMA boundary are eligible to apply for TASA funds from both the department and the relevant MPO. Currently, a project sponsor in an overlapping area that submits a project to an MPO's call for projects and is not awarded funds, is prohibited from submitting that same project to any department TASA program call. This prohibition reduces the pool of

potential applications to the department's TASA call for projects, especially applications from smaller communities within MPO boundaries that may have a hard time competing with larger communities within their MPO. Additionally, smaller MPOs receive limited TASA funding, which may result in their funding only a few projects in each program call.

The amendment to re-designated subsection (j) also removes the restriction that prohibits a project sponsor from submitting a project to a future department TASA program call or future MPO program call.

Under federal guidelines, TASA funds are available for obligation for a period ending three years after the last day of the federal fiscal year for which the funds are authorized. TASA funds are allocated based on population, with approximately half of the department's TASA funds being eligible to communities with a population of 5,000 or less (nonurban) and the other half being eligible to communities with a population of 5,001 – 200,000 (small urban). In large urbanized areas with populations over 200,000, FHWA requires that the state suballocate TASA funding directly to MPOs, based on their relative share of population, to administer according to the MPO's needs. The department is responsible for preliminary engineering and construction oversight on both state-selected and MPO-selected projects. Communities with populations of 50,000 or less are ideal candidates for the program because they

have a significant need to construct basic infrastructure for safer walking and bicycling but have limited financial resources. However, these communities face challenges in developing TASA projects because they are more likely to request the use of in-kind contributions to reduce their cash local match, more likely to lack financial resources and technical expertise to oversee project development and construction, and more likely to withdraw projects from the program, resulting in funds being returned to the program and the project sponsor reimbursing the department for federal expenditures without the project being constructed. These factors result in smaller communities being less likely to apply for TASA funds and therefore limiting competition for and use of funds, especially in the nonurban category. The following rule additions and revisions address these factors.

Amendments to §11.404, Eligible Activities, add new subsection (b) and re-designate the existing subsections accordingly. New subsection (b) allows planning and design activities for the construction of bicycle and pedestrian facilities to be eligible for reimbursement but only for projects located in communities with a population of 50,000 or less.

Amendments to §11.405, Allowable Costs, make various changes to the section, add new subsections (b) and (e), and re-designate the existing subsections accordingly. Subsection (a) is amended to clarify which costs are allowable. New subsection (b)

transfers and revises existing §11.406(b) to provide that costs incurred before the execution of the local agreement or before federal and state authorization to proceed are not eligible for reimbursement. Re-designated subsection (c) is changed to provide that the costs of preliminary engineering, including environmental studies and documentation, design, and plans, specifications, and estimates (PS&E), are allowable only for projects located in communities with a population of 50,000 or less. This change reduces the financial burden of plan development for smaller communities. New subsection (e) and the change to re-designated subsection (d) clarify that pre-construction costs are the responsibility of the project sponsor unless the section provides otherwise.

Currently, the department's TASA program only funds construction. Allowing project sponsors to use expenses that were incurred in the plans, specifications, and estimate development phase of a project as in-kind contributions was intended to alleviate the burden of the local match for construction. However, experience has shown that in-kind contributions complicate project development and billing, delay project delivery and obligation of funds, and require substantial district and division staff time for oversight.

Amendments to §11.406, Local Funding Match, eliminate in-kind contributions as an option for local match. The amendments add a new subsection (b), which expands options for local match in

communities with a population of 50,000 or less to include consideration of transportation development credits, state funds, or both on an economic needs basis, subject to the availability of funds. In subsection (c), the phrase "or regulation" is deleted as an editing change because the reference to federal law includes federal regulations. In subsection (f), language is revised regarding the department's direct state cost for consistency in the subchapter.

Preliminary cost estimates used to determine funding awards can vary considerably from final engineer's estimates. Current rules require project sponsors to be responsible for all of the costs of overruns, which has led to withdrawal of projects or reductions in project scope. Meanwhile, excess funds from projects that are completed at a cost under the amount awarded are returned to the department's TASA program balance, leading to increased risk of funds lapsing due to federal guidelines' limitation on the time during which TASA funds are available for obligation.

Amendments to §11.411, Selection of Projects by the Commission, authorize available program funds to be used for certain project overruns. Subsection (d) is modified to replicate the existing language in the Safe Routes to School (SRTS) Program rules (43 TAC §25.505(d)) to allow the responsible division administering the program to consider applying program funds that remain after the awards or that are returned to the program due to cost

underruns to projects with overruns, which will help minimize risk of lapsing TASA funds. Additional criteria language is added describing how the responsible division will apply these additional funds to projects with overruns on a needs basis.

The last sentence of subsection (d) is re-designated as subsection (e) and subsection (e) is re-designated accordingly.

FISCAL NOTE

Brian Ragland, Chief Financial Officer, has determined, in accordance with Government Code, §2001.024(a)(4), that as a result of enforcing or administering the rules for each of the first five years in which the proposed rules are in effect, there will be no fiscal implications for state or local governments as a result of enforcing or administering the rules.

LOCAL EMPLOYMENT IMPACT STATEMENT

Eric Gleason, Director, Public Transportation Division, has determined that there will be no significant impact on local economies or overall employment as a result of enforcing or administering the proposed rules and therefore, a local employment impact statement is not required under Government Code, §2001.022.

PUBLIC BENEFIT

Eric Gleason has determined, as required by Government Code, §2001.024(a)(5), that for each year of the first five years in

which the proposed rules are in effect, the public benefit anticipated as a result of enforcing or administering the rules will be more efficient and streamlined implementation of bicycle and pedestrian infrastructure in Texas communities with less than 50,000 in population.

COSTS ON REGULATED PERSONS

Eric Gleason, has also determined, as required by Government Code, §2001.024(a)(5), that for each year of that period there are no anticipated economic costs for persons, including a state agency, special district, or local government, required to comply with the proposed rules and therefore, Government Code, §2001.0045, does not apply to this rulemaking.

ECONOMIC IMPACT STATEMENT AND REGULATORY FLEXIBILITY ANALYSIS

There will be no adverse economic effect on small businesses, micro-businesses, or rural communities, as defined by Government Code, §2006.001, and therefore, an economic impact statement and regulatory flexibility analysis are not required under Government Code, §2006.002.

GOVERNMENT GROWTH IMPACT STATEMENT

Eric Gleason has considered the requirements of Government Code, §2001.0221 and anticipates that the proposed rules will have no effect on government growth. He expects that during the first five years that the rule would be in effect:

(1) it would not create or eliminate a government program;

(2) its implementation would not require the creation of new employee positions or the elimination of existing employee positions;

(3) its implementation would not require an increase or decrease in future legislative appropriations to the agency;

(4) it would not require an increase or decrease in fees paid to the agency;

(5) it would not create a new regulation;

(6) it would not expand, limit, or repeal an existing regulation;

(7) it would not increase or decrease the number of individuals subject to its applicability; and

(8) it would not positively or adversely affect this state's economy.

TAKINGS IMPACT ASSESSMENT

Eric Gleason has determined that a written takings impact assessment is not required under Government Code, §2007.043.

SUBMITTAL OF COMMENTS

Written comments on the proposed amendments to §§11.403-11.406, and §11.411 may be submitted to Rule Comments, General Counsel Division, Texas Department of Transportation, 125 East 11th Street, Austin, Texas 78701-2483 or to RuleComments@txdot.gov with the subject line "*Transportation Alternatives Set-Aside Program Rule Revisions*." The deadline for receipt of comments is 5:00 p.m. on November 9, 2020. In accordance with

Transportation Code, §201.811(a)(5), a person who submits comments must disclose, in writing with the comments, whether the person does business with the department, may benefit monetarily from the proposed amendments, or is an employee of the department.

STATUTORY AUTHORITY

The amendments are proposed under Transportation Code, §201.101, which provides the Texas Transportation Commission (commission) with the authority to establish rules for the conduct of the work of the department.

CROSS REFERENCE TO STATUTES IMPLEMENTED BY THIS RULEMAKING

Title 23, United States Code, §133(h).

SUBCHAPTER G. TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

§11.403. Project Selection by MPOs.

(a) This section applies only to an MPO serving an urbanized area with a population over 200,000 and the award of TA Set-Aside funds suballocated for such an urbanized area.

(b) The MPO, in consultation with the department, shall develop a competitive process to allow project sponsors to submit project applications for funding that achieve the objectives of the TA Set-Aside Program.

(c) The MPO shall coordinate determinations regarding project eligibility, subject to audit by the FHWA.

(d) The MPO, in consultation with the department, shall conduct project selection in accordance with all applicable federal and state laws and regulations.

(e) The MPO, in consultation with the department, shall include the department's direct state costs for oversight of preliminary engineering and construction in TA Set-Aside project awards.

(f)[~~(e)~~] Following the conclusion of the competitive process, the MPO shall provide to the department a list of all projects submitted during the program call on which the selected projects are identified, and immediately shall begin the process required to include the selected projects in its TIP.

(g)[~~(f)~~] The project sponsor shall conduct project implementation in accordance with all applicable federal and state laws and regulations.

(h)[~~(g)~~] If a project is located on state right-of-way, the project sponsor is responsible for securing a land-use permit from the department prior to construction.

(i)[~~(h)~~] A project sponsor requesting an adjustment to the minimum local funding match requirements based on the county's status as an economically disadvantaged county is required to obtain written authorization from the department, in the form prescribed by the department, and must include the form with the application submitted to the MPO. If an adjustment is granted, the adjustment percentage in effect for the county at the time the application is submitted to the MPO will be used. The county must remain eligible for the adjustment until the date the project sponsor enters into the local agreement.

(j)[~~(i)~~] Projects, or substantially similar projects, submitted during a program call administered by the MPO are not eligible for consideration under a concurrent program call administered by the department.

(k)[~~(j)~~] Not later than November 15 of each year, the MPO shall submit to the department a report that describes:

(1) the number of project applications received by the MPO for the preceding federal fiscal year (the period of October 1 through September 30), including the aggregate cost of the projects for which applications are received and the types of projects to be carried out, expressed as percentages of the MPO's total apportionment for TA Set-Asides; and

(2) the number of projects selected for funding by the MPO for the preceding federal fiscal year, including the aggregate cost and location of projects selected.

§11.404. Eligible Activities.

(a) During a program call administered by the department, TA Set-Aside funds may be awarded for any of the following activities:

(1) construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990;

(2) construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs;

(3) conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users; and

(4) construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing

improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.

(b) Planning and design activities for the construction of bicycle and pedestrian facilities are eligible only for projects located in communities with a population of 50,000 or less.

(c)[~~(b)~~] A project that will require the acquisition of real property through the exercise of eminent domain or condemnation is not eligible for participation in the TA Set-Aside Program.

(d)[~~(c)~~] Whether proposed as an independent project or as an element of a larger transportation project, the project must be limited to a logical unit of work and be constructible as an independent project.

§11.405. Allowable Costs.

(a) Costs are allowable only if they are necessary expenditures for a construction-related project and [~~expenditures that~~] are eligible for reimbursement under applicable statutes and regulations.

(b) Costs incurred before the execution of the local agreement or before federal and state approval and authorization to proceed are not eligible for reimbursement.

(c) [~~(b)~~] The costs of preliminary engineering, including environmental studies and documentation [~~planning~~], design, and plans, specifications, and estimates, are [~~not~~] allowable costs

only for projects located in communities with a population of 50,000 or less.

(d) [~~(c)~~] Eligible pre-construction costs incurred by the department are reimbursable. [~~All other pre-construction costs are the responsibility of the project sponsor.~~]

(e) All pre-construction costs are the responsibility of the project sponsor except as provided by this section.

(f)[~~(d)~~] Expenditures for routine operation and maintenance are not allowable costs unless specifically allowed under the individual federal category for which the project qualifies.

§11.406. Local Funding Match.

(a) Except as provided by this section, the [~~The~~] local funding match must be [~~is a~~] cash [~~match or a combination of cash and in-kind contribution~~] provided by or through the project sponsor. [~~An in-kind contribution may include only actual and documented costs incurred by the project sponsor for the development of project plans, specifications, and estimates that would otherwise be eligible for reimbursement under applicable statutes and regulations.~~]

(b) For a community with a population of 50,000 or less, transportation development credits, state funds, or both may be available to apply to all or part of the local funding match if the community:

(1) is in an economically disadvantaged county, as defined in the Transportation Code, §222.053(a) or described by Transportation Code, §222.053(a-1); or

(2) satisfies economic need criteria specified in the program call materials.

[~~(b) Costs incurred prior to execution of the local agreement or prior to federal and state approval and authorization to proceed are not eligible for consideration as in-kind contributions.~~]

(c) Funds from other federal programs may be used as a local funding match only when specifically authorized by federal law [~~or regulation~~].

(d) Donated services may not be accepted as a local funding match[~~,~~] but may be used to reduce the overall cost of the project.

(e) If a project selected by the commission is implemented by the department, the project sponsor must provide the local funding match prior to the commencement of project activities for each phase of work.

(f) Projects selected by the commission will include the department's direct state costs for oversight of preliminary engineering and construction in TA Set-Aside project awards[~~an administrative cost for the department's oversight~~]. [~~The local funding match associated with this administrative cost must be provided in cash.~~]

§11.411. Selection of Projects by the Commission.

(a) The commission, by written order, will select projects for funding under the TA Set-Aside Program based on:

(1) recommendations from the director of the division responsible for administering the TA Set-Aside Program;

(2) the potential benefit to the state of the project; and

(3) whether the project enhances the surface transportation system.

(b) The commission is not bound by project selection recommendations provided by the department.

(c) The department will notify the project sponsor of the selection.

(d) The commission will award an amount [~~specify a fixed amount~~] of TA Set-Aside funds for each project. If program funds remain or are returned to the program due to cost underruns, the responsible division administering the program may apply those funds to project overruns based on:

(1) justification of overruns;

(2) timing of request;

(3) availability of funds;

(4) a reasonable expectation of the ability of the project sponsor to complete the project; and

(5) if overrun requests exceed available funds, the criteria applicable to the use of state funds under §11.406(b) of this subchapter.

[~~Project costs in excess of this amount are the responsibility of the project sponsor.~~]

(e) The project sponsor may seek additional funds through the TA Set-Aside Program in subsequent program calls.

(f)[~~(e)~~] A project that is not selected must be resubmitted to receive consideration during subsequent program calls.

4. IMPLEMENTATION

In This Chapter:

- Facility Selection Process
- Funding Opportunities
- Transportation Alternatives Set-Aside (TASA) Project Call
- Project Lists

INTRODUCTION

The Implementation chapter provides RGVMPO and their planning partners a path forward for identifying, funding and prioritizing projects that build a connected and accessible active transportation network; a network that supports people who walk and bike to accomplish their daily needs and/or for recreation. Additionally, a collection of Design Guidelines based on national best practices supports the facility selection process and can be found in **Appendix A.**

FACILITY SELECTION

The selection of an active transportation facility type requires a balance of factors. Among these factors are community priorities, local land use context, existing conditions, equity, engineering and design judgment, and project constraints, such as cost or right of way. The process of facility selection is iterative; as more data about the roadway and surrounding context is determined, the type of facility that designers, the community, and planners feel is best may change. It is important to consider all the tools listed in **Appendix A** to make the best selection for the given project.

Based on FHWA guidance, the facility selection charts shown in **Figure 4-1** and **Figure 4-2** below are general recommendations for both an urban and rural context and give a starting place for determining the appropriate facility type for each scenario. Because each scenario is unique, Specific conditions should determine the ultimate facility selection, in conjunction with professional planning, engineering expertise and input from the community. For additional information and characteristics on specific facility types, visit **Appendix A** to view Design Guidelines for bicycle and pedestrian infrastructure. The Design Guidelines in **Appendix A** reference national best practices from the National Association of Transportation Officials (NACTO), American Association State Highway and Transportation officials (AASHTO), and FHWA.

Figure 4-1: Bicycle Facility Selection Chart

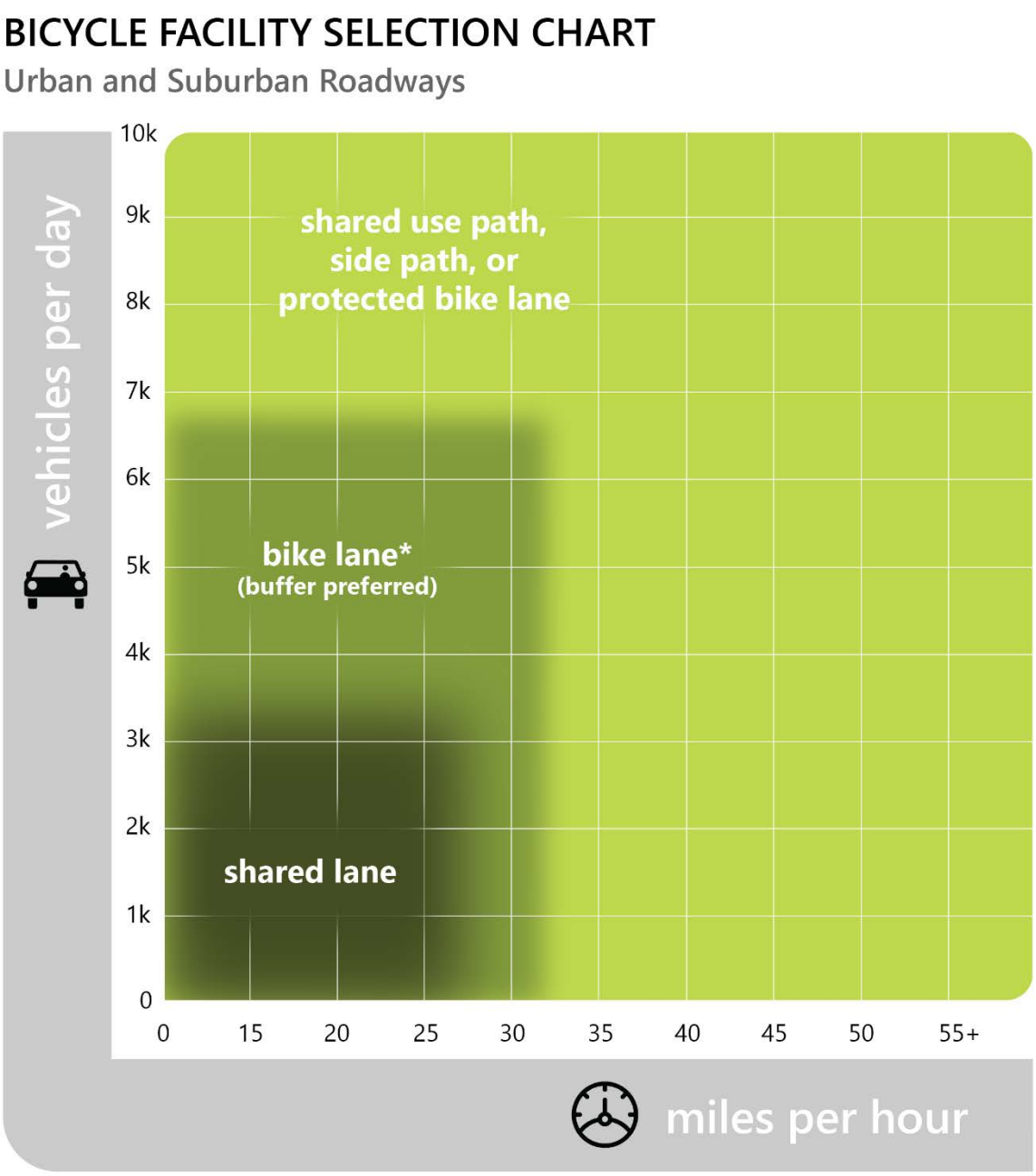
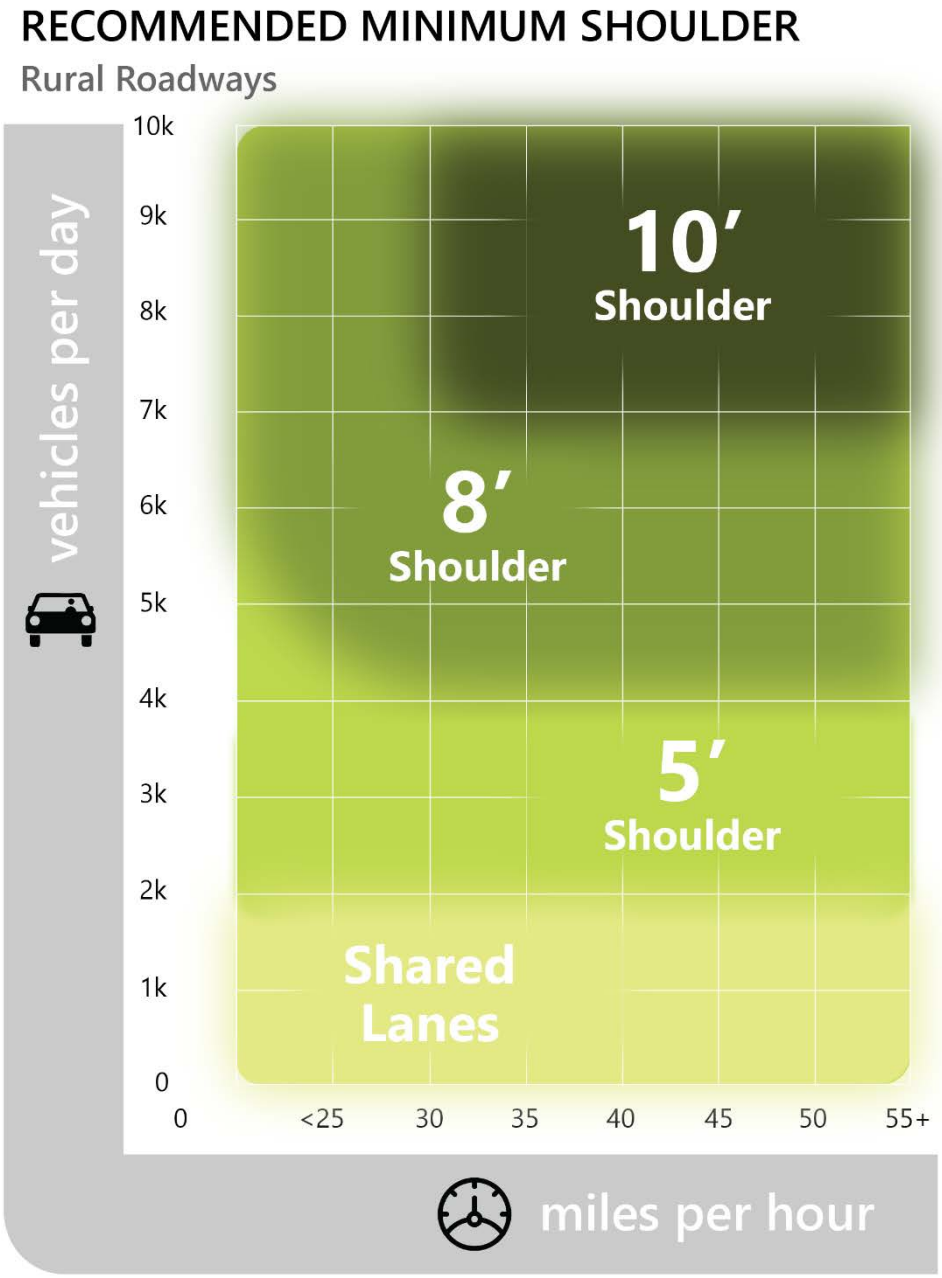


Figure 4-2: Recommended Minimum Roadway Shoulder



Cost Estimates for Active Transportation Infrastructure

The cost estimate of an active transportation project is an essential piece of the project planning phase and project prioritization. Weighing costs and balancing priorities are always challenging, so the more accurate costs can be initially, the easier the process becomes as a project advance.

To assist RGVMPO staff and local planning partners, cost estimates can vary greatly from project to project depending on the conditions of the road, alterations needed to implement the project, and the right of way space available. **Table 4-1** provides several project costs based on TxDOT published low bid items from August 2020. Combining a number of these project items allows for a planning-level cost estimate when determining project feasibility and prioritization given existing conditions. Multiple example projects are presented below to use as a guide for estimating cost-effective projects development. These cost estimates do not include any contingency, or construction mobilization and are assuming that the facilities are being added to existing roadway.

Table 4-1: Potential Project Items

Project Item	Assumptions	$/MI
4" white solid pavement marking w/ with diagonal striping	Markings set on both sides	$6,811
Two-way bike lane	2-inch stipe OR 6 inch yellow pavement marking	$10,560
Bicycle lane pavement marking arrow	Marking set every 1,200 ft	$924
Bicycle lane pavement marking symbol	Marking set every 1,200 ft	$1,936
Flexible Plastic Post	Set every 20 ft on both sides	$26,400
Self-Watering Planters	Excluded plant and soil costs	$368,280
Precast Concrete Button	Set on both sides, 3-inch height, 10 ft spacing	$21,120
Concrete Traffic Barrier	Set on both sides	$369,600
Conic Median	Set on both sides, 2 ft width	$117,333
Installing a sign	Sign placed on both sides every 1/4 mile	$4,000
Standard Crosswalk	For roadways with width of 48 ft	$260
Continental Crosswalk (6 ft wide)	For roadways with width of 48 ft	$156
Signs for Mid-Block Application	Two signs per crossing	$1,000
Pedestrian Hybrid Beacon	One per crossing	$80,000

For instance, a protected bike lane made from the existing roadway would essentially only require roadway stripping, markings, and signage. This equates to approximately $13,700 per mile. Right of way preparation, landscaping, excavation, and similar costs have intentionally been omitted from this cost estimate because of their variability. Instead, **Table 4-2** outlines each line item necessary for this type of project and provides the per mile cost of adding a physical barrier. Common and effective barriers to choose from include flexible plastic posts, self-watering planters, precast concrete barriers, and conic medians.

Table 4-2: Protected Bicycle Lane

Example 1: Protected Bicycle Lane w/ Barrier		
Project Item	**Assumptions**	**$/MI**
4" white solid pavement marking w/ diagonal striping	Markings set on both sides	$6,811
Bicycle lane pavement marking arrow	Marking set every 1,200 ft	$924
Bicycle lane pavement marking symbol	Marking set every 1,200 ft	$1,936
Installing a sign	Sign placed on both sides every 1/4 mile	$4,000
Total Road Marking Cost per Mile		**$13,671**
ADD A BARRIER		
Flexible Plastic Post	Set every 20 ft on both sides	$26,400
Self-Watering Planters	Excluded plant and soil costs	$368,280
Precast Concrete Button	Set on both sides, 3-inch height, 10 ft spacing	$21,120
Concrete Traffic Barrier	Set on both sides	$369,600
Conic Median	Set on both sides, 2 ft width	$117,333
Total per Mile	**$13,671+ Your Choice of Physical Barrier**	

Similarly, **Table 4-3** highlights the customizability of these cost estimates and the variance between different projects. In the previous table we created a cost estimate for protected bicycle lane with a barrier, here we can see the cost difference between a one-way and two-way bicycle lane. Adding individual line items for planning-level cost estimates is recommended to help create cost-effective, successful projects.

Table 4-3: Protected Two-Way Bicycle Lane

Example 2: Two-Way Bicycle Lane		
Project Item	**Assumptions**	**$/MI**
4" white solid pavement marking w/ diagonal striping	Markings set on both sides	$6,811
Two-way bike lane	2-inch stipe OR 6-inch yellow pavement marking	$10,560
Bicycle lane pavement marking arrow	Marking set every 1,200 ft	$924
Project Item	**Assumptions**	**$/MI**
Bicycle lane pavement marking symbol	Marking set every 1,200 ft	$1,936
Total Road Marking Cost per Mile		**$20,231**
ADD A BARRIER		
Flexible Plastic Post	Set every 20 ft on both sides	$26,400
Self-Watering Planters	Excluded plant and soil costs	$368,280
Precast Concrete Button	Set on both sides, 3-inch height, 10 ft spacing	$21,120
Concrete Traffic Barrier	Set on both sides	$369,600
Conic Median	Set on both sides, 2 ft width	$117,333
Total per Mile	**$20,231 + Your Choice of Physical Barrier**	

Crosswalks are another prime example of how location and design play an integral role in cost estimation. Depending on the design a crosswalk can range from $260 to $156 for a 48 ft wide road. Error! Reference source not found. **Table 4-4** and **Table 4-5**Error! Reference source not found. demonstrates how the location of a crossing can also impact its cost. Mid-block crossings can be more costly depending on the signage and beacons used to allow for a safe crossing.

Table 4-4: Crosswalk Estimates

Example 4: Crosswalk		
Project Item	**Assumptions**	**Cost**
Standard Crosswalk	For roadways with width of 48 ft	$260
- OR -		
Continental Crosswalk (6 ft wide)	For roadways with width of 48 ft	$156

Table 4-5: Mid-Block Crossing (Standard Crosswalk) Estimates

Example 5: Mid-Block Crossing (Standard Crosswalk)		
Project Item	**Assumptions**	**Cost**
Signs for Mid-Block Application	Two signs per crossing	$1,000
Pedestrian Hybrid Beacon	One per crossing	$80,000
Total		**$80,100**
CHOOSE A CROSSWALK		
Standard Crosswalk	For roadways with width of 48 ft	$260
Continental Crosswalk (6 ft wide)	For roadways with width of 48 ft	$156
Total	**$80,100 + Your Choice of Crosswalk**	

FUNDING OPPORTUNITIES

Summary of Federal Funding

The federal government provides multiple funding opportunities for implementation of bicycle and pedestrian improvements. The federal programs that provide the funding to build these improvements regularly requires a local match. The funding through the Federal Highway Administration (FHWA), Department of Transportation (DOT), and the Federal Transit Authority (FTA) is sent to TxDOT each year. TxDOT then works with local MPOs to prioritize different local transportation projects and administers the funding accordingly. FHWA funds are divided among individual apportioned programs—such as the National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG), and the Highway Safety Improvement Program (HSIP). Then the funding is distributed to municipalities. This section highlights the most relevant federal funding sources for bicycle and pedestrian infrastructure improvements and summarizes program guidelines, key eligibility requirements, and types of eligible projects.

Federal Funding

The primary federal transportation funding program for bicycling projects comes from a set-aside of the Surface Transportation Block Grant (STBG) Program funding for transportation alternatives (TA). These set-aside funds are eligible for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects. For most projects under the TA set-aside, the Federal share is generally 80 percent Federal and 20 percent State or local match. The TA set-aside and other federal funding sources that are pertinent to the RGVMPO are summarized in the following sections.

The Better Utilizing Investments to Leverage Development Grants (BUILD)

Formerly known as TIGER grants, BUILD grants are competitive grants that can be used to fund road, rail, transit or port projects that achieve national objectives or have significant regional impact. BUILD grant projects can support multi-jurisdictional projects that are typically difficult through typical federal funds. Urban areas over a population of 200,000 are considered urban for the purposes of the BUILD grant applications.

Federal Transit Administration (FTA)

The FTA provides funds for bicycle and pedestrian investment as they relate to transit investment. FTA funds may be used to fund appropriate bicycle and pedestrian infrastructure improvements such as bicycle lanes, bicycle parking, bus shelters/benches, sidewalks, and lighting among others. To qualify for FTA funds, projects must provide or improve access to existing or planned transit facilities such as stops and stations. Multiple FTA grant programs exist that can assist with funding bicycle and pedestrian infrastructure.

Fixing America's Surface Transportation (FAST Act)

The FAST Act, enacted in late 2015 and administered by the FHWA, provides secure surface transportation program funding for 2016 through 2020. The FAST Act is meant to improve mobility, enhance economic growth, and accelerate project delivery by providing funding for roadway improvements. The FAST Act requires MPOs to consider all users when designing and constructing transportation infrastructure projects and provides flexibility to use funds for bicycling and walking improvements. Individual programs under the FAST Act have varying requirements and eligible projects.

The FAST Act authorizes funding to each State in a lump sum for all apportioned programs. Programs related to bicycle and pedestrian infrastructure include the Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), and National Highway Performance Program (NHPP).

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

As the most flexible federal funding program, the STBG Program—redesigned from the traditional Surface Transportation Program—provides funds that are eligible for use on nearly all projects that include bicycle and pedestrian improvements. Typically, STBG funds are not used on local or rural minor collectors; however, bicycle/pedestrian projects are exceptions to that standard. STBG funds are sub-allocated to the local level based on a municipality's relative share of the state's population and classification as one of the following: an urbanized area with population greater than 200,000, urbanized area with population greater than 5,000 but no more than 200,000, or areas with population less than 5,000. TxDOT prioritize projects and administer STBG funds.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

CMAQ funds are lump sum, state-apportioned funds available through the FHWA as a continuing program under the FAST Act. CMAQ funding availability is a proportion of the overall apportionment for each state. CMAQ funds are meant to assist in funding projects that improve air quality and relieve congestion. Eligible projects are likely to contribute to the attainment of air quality standards and reduce air pollution, and the projects must be included in an MPO's Transportation Improvement Program (TIP). CMAQ funds may be used on, but not limited to, the following transportation

improvements: bicycle lanes, separated bicycle lanes, sidewalks, shared use paths, and signage. In Texas, CMAQ funds are included within TxDOT's Category 5 funding. The RGVMPO is currently is currently in attainment as designated by the Environmental Protection Agency and is therefore not eligible form CMAQ funding.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Continued under the recently enacted FAST Act, the HSIP aims to assist public agencies in improving safety along public roadways. Specifically, HSIP funds are dedicated to projects that reduce conflicts between pedestrian/bicycles and automobiles, such as pedestrian hybrid-beacons and roadway improvements that provide separated facilities (e.g. medians or pedestrian islands). As part of the HSIP, a performance-based approach is used to determine funding projects. To be eligible for HSIP funds, projects must be consistent with State level strategic highway safety plans (SHSP) and must specifically address a hazardous location or safety concern. HSIP funds are administered within Texas by TxDOT.

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

NHPP funding availability is continued through the FAST Act and provides funding for the construction of new facilities on the National Highway System (NHS). NHPP funds can be utilized to fund bicycle lanes, bicycle parking, curb cuts and ramps, separated bicycle facilities, and shared use paths, among others. NHPP funds are administered by TxDOT in Texas.

TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TA)

TA funding is a set-aside of the STBG Program. All bicycle and pedestrian projects previously eligible for TA funding under the Moving Ahead for Progress in the 21st Century Act (MAP-21) continue their eligibility in the revised TA from the FAST Act. Projects that are small-scale in nature typically qualify for TAP funding. TAP funding is a competitive process and now requires states and MPOs to provide annual reports on applications for funding and awarded funds.

RECREATIONAL TRAILS PROGRAM (RTP)

The RTP was reauthorized under the FAST Act and is now a set-aside of funds from the TAP. The RTP is administered in Texas by the Texas Parks and Wildlife Department, both receive a copy of the grant application. Eligible projects include maintenance and restoration of existing facilities, construction of new trails, acquisition of easements or property for trails, and the development and rehabilitation of trailside/trailhead facilities and trail linkages. Additional eligibility requirements specific to Texas can be found under the Texas Parks and Wildlife (TPWD) Recreational Trails Grants.

Community Development Block Grants (CDBG) Entitlement Program – Department of Housing and Urban Development (HUD)

The CDBG Entitlement Program, administered through the Department of Housing and Urban Development, provides funds to entitlement communities on a formula basis to develop viable urban communities. As such, funds available through the CDBG Entitlement Program would likely only be eligible for bicycle and pedestrian projects within city limits. These grants can be used to fund an array of community development projects, including public facilities and improvements that enhance the quality of life for residents of low- to moderate-income communities. Specifically, the construction or improvement of streets is an approved activity.

Eligible projects could include sidewalk improvements, streetscape enhancements that promote economic development, and community-based active transportation facilities13. The grantee must develop and follow a detailed citizen participation plan during the design and implementation of any funded project. Additional eligibility requirements can be found on the CDBG Entitlement Program website.

Section 108 – Loan Guarantee Program – Department of Housing and Urban Development (HUD)

Nestled under the CDBG program, the Section 108 - Loan Guarantee Program allows local governments to transform a small portion of their allotted CDBG funds into federally guaranteed loans to pursue revitalization projects for neighborhoods. These loans can be utilized by either the public entity receiving the funds or loaned to a third party to construct community projects. Guidelines and eligible projects under the Section 108 – Loan Guarantee Program match those under the CDBG program.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

The TIFIA program provides financial assistance in the form of secured loans, loan guarantees, and lines of credit to finance surface transportation projects. Specific TIFIA requirements and project cost thresholds can be found at the FAST Act website.

Rapid Response Grants – Advocacy Advance

Rapid Response Grants are administered through the Advocacy Advance organization and help state and local organizations to secure funding for active transportation projects. The funds do not directly assist with the implementation of bicycle and pedestrian projects, they can provide local advocacy organizations with additional funds to campaign for improved funding of the bicycle and pedestrian projects at the state and local level. It is important to note that Rapid Response Grants are only available when funding permits.

Private Grants – Robert Wood Johnson Foundation16

The Robert Wood Johnson Foundation invests in grantees (e.g., public agencies, universities, and public charities) that are working to improve the health of all Americans. Current or past projects in the topic area "walking and biking" include greenway plans, trail projects, advocacy initiatives, and policy development.

Community Grants – People for Bikes

Community Grants, available through the People for Bikes organization, provide funding for projects that leverage federal funding and increase awareness for bicycling projects across the United States. Eligible projects include bike paths and trails.

State Funding

In addition to local funds, state funding sources can also be leveraged for implementing active transportation infrastructure. The following sources are state-level funding items in Texas.

Texas Department of Transportation (TxDOT)

TxDOT administers the State's apportionment of FAST Act funds provided by the FHWA. TxDOT sub-allocates these funds to the local level using twelve funding categories. Relevant bicycle and pedestrian funding categories include:

- Category 1: Preventative Maintenance and Rehabilitation
- Category 2: Metropolitan and Urban Corridor Projects
- Category 4: Statewide Connectivity Corridor Projects
- Category 5: Congestion Mitigation and Air Quality Improvement
- Category 7: Metropolitan Mobility and Rehabilitation
- Category 8: Highway Safety Improvement Program
- Category 9: Transportation Enhancements
- Category 9: Transportation Alternatives Program
- Category 10: Texas Parks and Wildlife Department
- Category 10: Curb Ramp Program
- Category 10: Supplemental Transportation Projects (Federal and Non-Federal)
- Category 11: District Discretionary
- Category 12: Strategic Priority (Economic Development)

It is important to note, that TxDOT funding categories are filled with federal funds and in some cases additional state funding resources, but contain slightly different labels than federal categories. Apart from federal funding, TxDOT finances transportation infrastructure projects through a variety of revenue sources, including State Highway Funds, bond proceeds, Texas Mobility Fund, General Revenue Fund, and concession fees.

Texas Parks and Wildlife (TPWD) Recreational Trails Grants

The Texas Parks and Wildlife Division (TPWD) administers the Recreational Trails Program in the state of Texas through funds provided by the FHWA, which receives its funding from a federal gas tax paid on fuel for non-highway recreational vehicles. Grants cannot exceed 80% of the project cost and have a $200,000 limit.

Local Funding

Dedicated local funding is the most consistent and reliable funding source to implement bikeway projects. It signals a community's commitment to bicycle and pedestrian projects and strengthens applications for federal, state, and private funding. The following descriptions apply to individual municipal governments within the RGV MPO.

Property Taxes

Property taxes are, historically, the primary source for local revenue and contribute to a city's general fund. These funds may be used at the discretion of each municipality—subject to local policies, procedures, and availability—to assist in the funding of bicycle and pedestrian infrastructure improvements. Property tax increases can be enacted through a public voting process to assist in the funding of specific bicycle and pedestrian projects.

Sales Taxes

Local sales taxes are another source for local revenue. Like property taxes, these funds may be used at the discretion of each municipality to fund bicycle and pedestrian infrastructure improvements. Sales taxes are typically a uniform percentage of the selling price and vary between local jurisdictions within Texas. Local sales tax is in addition to statewide sales tax. While sales taxes are typically distributed into the general fund, municipalities may vote to increase sales taxes as an option to fund bicycle and pedestrian projects.

Local Capital Improvement Programs

Capital Improvement Programs (CIPs) are utilized by local municipalities as a framework for financing future capital projects. Using a variety of local funding sources, including property taxes and sales taxes, municipalities can systematically determine which projects should be funded each year based on their anticipated revenues versus operating expenses. The process of developing a CIP allows municipalities to reasonably predict when funds will be available to construct capital improvement projects, as well as prioritize specific projects. The RGVMPO should coordinate with local jurisdictions to ensure that projects identified within the TIP are included within local CIPs to leverage additional funding opportunities.

User Fees

User fees are fees that are collected from those who utilize a facility. These fees are collected to pay for the cost of a facility, finance operations, and produce additional revenue. Typically, user fees are charged for the use of specific public utilities/services, such as public parks, water and sewer services, transit systems, and waste facilities. User fees are meant to directly charge those who use a facility, so as to not burden non-users with the additional charges to operate and maintain a service they do not use. User fees may be applicable for off-road facilities and recreational trails.

Bonds

Either general obligation or revenue bonds may be used to fund bicycle and pedestrian facilities. These bonds require approval from the voting public and must be paid back to investors throughout the duration of the bond. Revenues generated from property and sales taxes are generally used to pay off bonds.

Impact/Developer Fees

Development impact fees are an additional funding source that may be utilized at the local level to fund infrastructure improvements. Developer fees are generally collected and administered differently between jurisdictions.

Developer fees require policy changes at the local level if no such fee currently exists. Developer fees are meant to ensure that developers pay their fair share of improvements along the transportation system where the development is impacting the system. The use of developer fees to fund bicycle and pedestrian improvements ensures that, as development occurs in an area, pedestrian and bicycle amenities/facilities are able to support the growth.

Special Assessments

A special assessment is a method of generating funds for public infrastructure improvements, of which the cost is directly collected from those who benefit from the project. For example, neighborhoods could coordinate to ensure that a portion of their property tax or an additional fee is used to help fund bicycle and pedestrian improvements along their streets. A specific example of a special assessment is a tax-increment financing district where properties are taxed at an additional rate above the base tax rate to fund specific improvements within a designated area. The difference between the additional rate and the base tax rate (i.e. the increment) is typically used to fund those improvements.

Crowd Funding

Crowd funding is an innovative and increasingly attractive option to fund bicycle and pedestrian infrastructure improvements. Crowd funding allows individuals to donate money to collectively fund a specific project. While crowd funding can help fund projects, it can also serve as a tool to raise community awareness for bicycle and pedestrian needs and, in turn, potentially attract additional donors and community support for continued investment in bicycle and pedestrian facilities.

Partnerships

Partnerships with local and regional businesses can be integral to securing additional funding for bicycle and pedestrian projects, particularly when local funding is not readily available. Additionally, institutions such as hospitals or universities may be interested in sponsoring bicycle and pedestrian facility improvements near their campuses to promote public health benefits associated with active transportation. Public/private partnerships are becoming increasingly popular as the economic benefits of walkable, pedestrian-friendly environments are being realized at the local level. Active transportation improvements can also revitalize and enhance business corridors by providing better accessibility. Additional partnerships between neighboring communities can lead to increased funding potential for projects that cross municipal boundaries.

Special Purpose Districts

Tax Increment Reinvestment Zones (TRIZs)

TIRZs are zones created by city councils to attract new investment and redevelopment to blighted areas. TIRZs cap property tax revenues within the designated zone. Then a bond is issued to make near-term public infrastructure investments, and to capture property tax revenue increments that capitalize due to the investment. The bonds are repaid over the life of the TIRZ with the incremental tax revenues. Public improvements can include bicycle facilities and amenities. Coordinating and leveraging funding with TIRZs is a strategy that cities can use to build their bicycle network and maintain amenities.

Municipal Management Districts (MMDs)

MMDs are special districts created through the Texas legislature. The businesses within a geographic area can opt to self-impose an assessment fee by establishing an MMD. The fees will be used to help with beautification, maintenance, signage and branding, and general marketing of the businesses. These districts promote transportation and economic development, among other functions in the boundary. MMDs provide maintenance activities for transportation facilities and implement bicycle programs. Most MMDs issue bonds, not to the level of a TIRZ, and receive funding from ad-valorem taxes, assessments, impact fees, or other funds in order to provide improvements and services. MMDs can be an avenue for cities to grow bicycle infrastructure and ensure investments are maintained.

Parking Benefit Districts

Parking Benefit Districts can finance infrastructure improvements in employment or commercial centers. This can be accomplished by dedicating parking fees and ticket revenue to bicycle and pedestrian enhancements. Within a parking benefit district, public parking spaces (on and off-street) are charged hourly rates to aid turnover of spaces for customers. The parking spots also generate revenues for facade, sidewalk, landscaping, and bike facilities improvements. It is encouraged that off-street parking facilities be provided where people can pay a lower price to park-once-and-walk, with higher premiums for the on-street parking. This will help to incentivize turnover and lessen the idea of insufficient parking near popular commercial corridors. According to case studies in Austin, Texas and Washington, D.C., the Federal Highway Administration has found that parking benefit districts have reduced the need for surface parking and improve traffic congestion, all while funding local improvements within the district.

Funding Matrix

The funding matrix in **Table 4-6** will provide funding applicants a resource to see what funding opportunities their projects qualify for. The matrix was compiled by using FHWA resources. This list is not exhaustive and is subject to updates and changes. Further funding should resources be updated, may also become available.

Table 4-6: Funding Matrix

Activity	BUILD	INFRA	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405
Access enhancements to public transportation (includes benches, bus pads)	X	~X	X	X	X	X		X	X	X					
ADA/504 Self Evaluation / Transition Plan									X	X	X		X		
Bicycle plans				X					X	X		X	X		
Bicycle helmets (project or training related)									X	XSRTS		X		X*	
Bicycle helmets (safety promotion)									X	XSRTS		X			
Bicycle lanes on road	X	~X	X	X	X	X	X	X	X	X		X			
Bicycle parking	~X	~X	~X	X	X	X		X	X	X	X	X			
Bike racks on transit	X	~X	X	X	X	X			X	X					
Bicycle repair station (air pump, simple tools)	~X	~X	~X	X	X	X			X	X					
Bicycle share (capital and equipment; not operations)	X	~X	X	X	X	X		X	X	X					
Bicycle storage or service centers (example: at transit hubs)	~X	~X	~X	X	X	X			X	X					
Bridges / overcrossings for pedestrians and/or bicyclists	X	~X	X	X	X	X*	X	X	X	X	X	X			
Bus shelters and benches	X	~X	X	X	X	X		X	X	X					
Coordinator positions (State or local)						X			X	XSRTS		X			
Crosswalks (new or retrofit)	X	~X	X	X	X	X*	X	X	X	X	X	X			
Curb cuts and ramps	X	~X	X	X	X	X*	X	X	X	X	X	X			
Counting equipment				X	X		X	X	X	X	X	X	X*		
Data collection and monitoring for pedestrians and/or bicyclists				X	X		X	X	X	X	X	X	X*		
Historic preservation (pedestrian and bicycle and transit facilities)	X	~X	X	X	X				X	X					
Landscaping, streetscaping related amenities (benches, water fountains); generally as part of a larger project	~X	~X	~X	X	X			X	X	X					
Lighting (pedestrian and bicyclist scale)	X	~X	X	X	X		X	X	X	X	X	X			
Maps (for pedestrians and/or bicyclists)				X	X	X			X	X		X	X*		
Pedestrian plans				X					X	X		X	X		

Activity	BUILD	INFRA	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405
Recreational trails	~X	~X	~X						X	X	X				
Road Diets (pedestrian and bicycle portions)	X	~X	X				X	X	X	X					
Road Safety Assessment for pedestrians and bicyclists							X		X	X			X		
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike safety									XSRTS	XSRTS		X	X*	X*	X*
Safety education positions									XSRTS	XSRTS		X		X*	
Safety enforcement (including police patrols)									XSRTS	XSRTS		X		X*	X*
Safety program technical assessment (for peds/bicyclists)									XSRTS	XSRTS		X	X*	X	
Separated bicycle lanes	X	~X	X	X	X	X	X	X	X	X		X			
Shared use paths / transportation trails	X	~X	X	X	X	X*	X	X	X	X	X	X			
Sidewalks (new or retrofit)	X	~X	X	X	X	X	X	X	X	X	X	X			
Signs / signals / signal improvements	X	~X	X	X	X	X	X	X	X	X		X			
Signed pedestrian or bicycle routes	X	~X	X	X	X	X		X	X	X		X			
Spot improvement programs	X	~X	X	X			X	X	X	X	X	X			
Stormwater impacts related to pedestrian and bicycle projects	X	~X	X	X	X		X	X	X	X	X	X			
Traffic calming	X	~X	X	X			X	X	X	X		X			
Trail bridges	X	~X	X			X*	X	X	X	X	X	X			
Trail construction and maintenance equipment									XRTP	XRTP	X				
Trail/highway intersections	X	~X	X			X*	X	X	X	X	X	X			
Trailside and trailhead facilities	~X*	~X*	~X*						X*	X*	X*				
Training						X	X		X	X	X	X	X*	X*	
Training for law enforcement on ped/bicyclist safety laws									XSRTS	XSRTS		X			X*
Tunnels / undercrossings for pedestrians and/or bicyclists	X	~X	X	X	X	X*	X	X	X	X	X	X			

X =Eligible

~X =Eligible but not competitive unless part of a larger project

X* =Eligible under SRTS Program

TASA PROJECT CALL

Process

Each year, the federal government sets aside an amount of each state's Surface Transportation Block Grant (STBG) apportionment for Transportation Alternatives Set-Aside (TASA) funding to be spent on projects related to Transportation Alternatives. TASA eligibility encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, Safe Routes to School projects, community improvements (such as historic preservation and vegetation management), and environmental mitigation related to storm water and habitat connectivity.

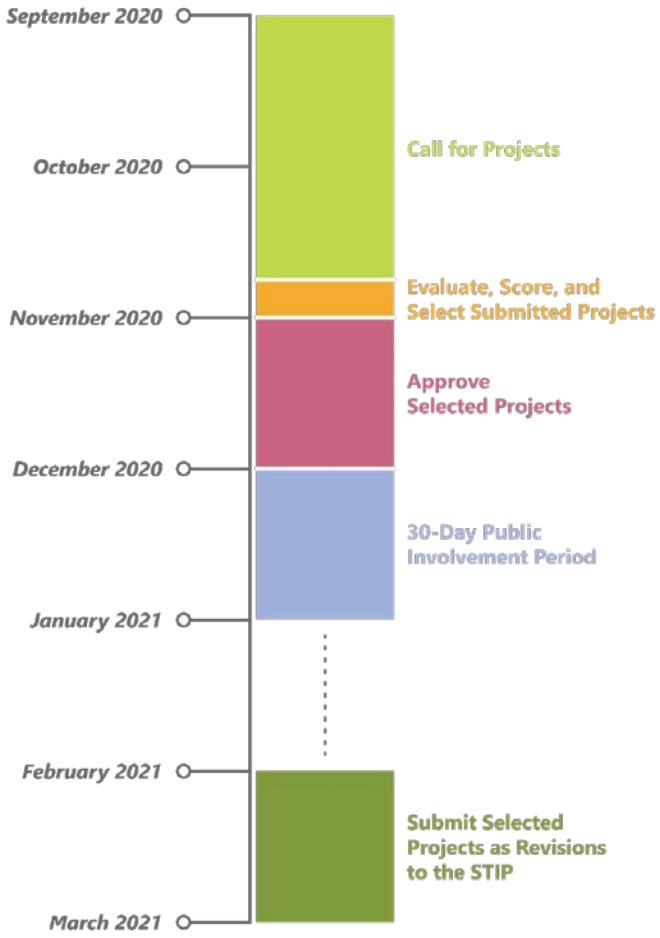
The RGVMPO conducts an annual Call for Projects to be considered for TASA funding. Sponsoring entities can submit their projects for funding consideration via an application form which will then be used by the MPO's Bicycle and Pedestrian Advisory Committee (BPAC) and Technical Advisory Committee (TAC) to evaluate and score submitted projects. The TAC and Transportation Policy Board (TPB) then formally approves projects selected through the evaluation and scoring process. Selected projects are put through a 30-day public involvement period to obtain community feedback.

Following the 30-day public involvement period, the TAC and TPB formally approve the selected projects as intended revisions to the Statewide Transportation Improvements Program (STIP). Finally, the MPO will submit the projects and other necessary revisions to the Texas Department of Transportation (TxDOT) as amendments for the STIP.

Timeline

Figure 4-4 illustrates the timeline for the TASA project submission and selection process for the RGVMPO. As the timeline for the TASA call for projects extends beyond the scope of this plan, finalized projects will be included in **Appendix D.**

Figure 4-3: TASA Project Call Timeline



Scoring Criteria

RGVMPO uses a set of specific criteria to evaluate and score projects submitted for TASA funding in the RGVMAB to ensure an equitable and calculated approach for prioritizing projects. **Table 4-7** shows the Scoring Criteria used by the BPAC and TAC when evaluating the submitted projects. The table contains evaluation criteria, the maximum points a project can receive for each criteria, the description and factors related to each criteria, and the evaluation method that instructs evaluators on how to assign points to the projects based on the criteria.

Table 4-7: RGVMPO TASA Program Scoring Criteria

Scoring Criteria			
Evaluation Criteria	**Max Points**	**Description/Factors**	**Evaluation Method**
Improving Safety (Please use whole numbers)	**29**	Provides safer and less intimidating facilities for pedestrians, bicyclists, or other non-drivers by improving safety in areas with high numbers of crashes. This involves improved crossing, signalization, traffic calming and other safety improvements.	13 PTS - Improves safety in area with high # of crashes within a block (300ft) 8 PTS - Improves mobility for elderly, disabled, and/or youth (disadvantaged population) 8 PTS - Improves visibility of non-drivers to vehicular traffic
Making Linkages and Connections (Please use whole numbers)	**24**	Improves connections between neighborhoods, cities, transit services, bicycle facilities, or schools. This can be achieved through gap closures, extension of regional facilities, linking multiple jurisdictions, and providing access to rail stations, bus stops, & bicycle facilities via trails and sidewalks.	6 PTS - Connects other cities/ neighborhoods 6 PTS - Connects to schools/public building 6 PTS - Extends existing system (bike/ped/transit) 6 PTS - Eliminates gaps in system (bike/ped/transit)
Incorporates Pedestrian and Bicycle Design Enhancements and Promotes Active Living (Please use whole numbers)	**15**	Provides pedestrian and bicycle areas with landscaping, sidewalk design, crossing treatments, street furniture, bike racks, or lighting which encourages pedestrian and cyclists to utilize area, thus providing health and environmental benefits	5 PTS - Provides design enhancements 5 PTS - Provides bicycle parking/ seating for pedestrians, rest areas 5 PTS - Provides trailheads, staging area and parking
Implementing Active Transportation or Mobility Plan (Please use whole numbers)	**10**	Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and shopping as described	4 PTS - City Plan 3 PTS - Regional Plan 3 PTS - MPO Plan

Scoring Criteria

		in RGVMPO's Regional Bike Plan, Regional Pedestrian Plan, Regional Transit Plan, or other related community Master Plan adopted by a city or county's governing body	
Connecting to Employment, Households, and Activity Centers. Activity Centers include schools, gyms, birding centers, parks, Boys and Girls Club, etc. (Please use whole numbers)	***12***	Provides access to major entertainment destinations, parks & recreation, residencies, and general businesses for large numbers of residents and/or employees.	4 PTS - Improves access to commercial areas 4 PTS - Improves access to parks and recreational areas 4 PTS - Improves access to educational areas
Serving Disadvantaged (Environmental Justice) Areas (Please use whole numbers)	***10***	Provides access for underserved communities	10 PTS - Improves access to areas of commerce within or adjacent to 50% of households below poverty rate, as defined by Census
TOTAL:	**0 to 100 Points**		

Above and Beyond Criteria

Evaluation Criteria	**Max Points**	**Evaluation Method**
Local Match is: (Please use whole numbers)	10	2 PTS = 21-30% 4 PTS = 31-40% 6 PTS = 41-50% 8 PTS = 51-60% 10 PTS = Above 61%
Project Readiness; PS&E, ROW (Please use whole numbers)	3	1 PT - If ROW acquisition is 90% complete or not required 2 PTS - PS&E is at least 90% Complete
Funding completes the project (Please use whole numbers)	5	5 PTS - Yes
Location of project has safe passing ordinance (Please use whole numbers)	2	2 PTS - Yes
TOTAL:	**120 Points**	

PROJECTS LIST

Roadway Project Opportunities

The FAST Act requires the MPO to increase the safety for motorized and non-motorized users, which extends to the entire transportation network. Significant opportunity exists to expand the active transportation network along roadways that will be adding capacity or that are undergoing resurfacing, as this presents a unique timeline in the lifetime of a roadway to accommodate a broader range of users. For example, expanding the transportation network for non-motorized modes of transportation, which is focused primarily on people who walk and bike in this plan, can be done by restriping roadways during resurfacing projects to include safe bike facilities, or during a roadway capacity expansion when enough right of way is present to serve people walking and biking on a side path.

To assist local government and MPO staff identify opportunities to combine planned roadway improvements and the expansion of the active transportation network, RGVMPO 2045 MTP roadway projects were selected that either add capacity or undergo resurfacing, as shown in

Figure 4-4 and **Figure 4-5**. Purple segments indicated in each figure show those roadway projects that are ¼ mile or less from current active transportation facilities. **Table 4-8** indicates those projects which are located within ¼ mile from existing bike facilities and may help extend the current network. Implementing facility accommodations for non-motorized users in tandem with roadway facility improvements is a key strategy to make efficient and meaningful improvements for people who walk and bike.

Figure 4-4: Active Transportation Opportunities in RGVMAB (West)

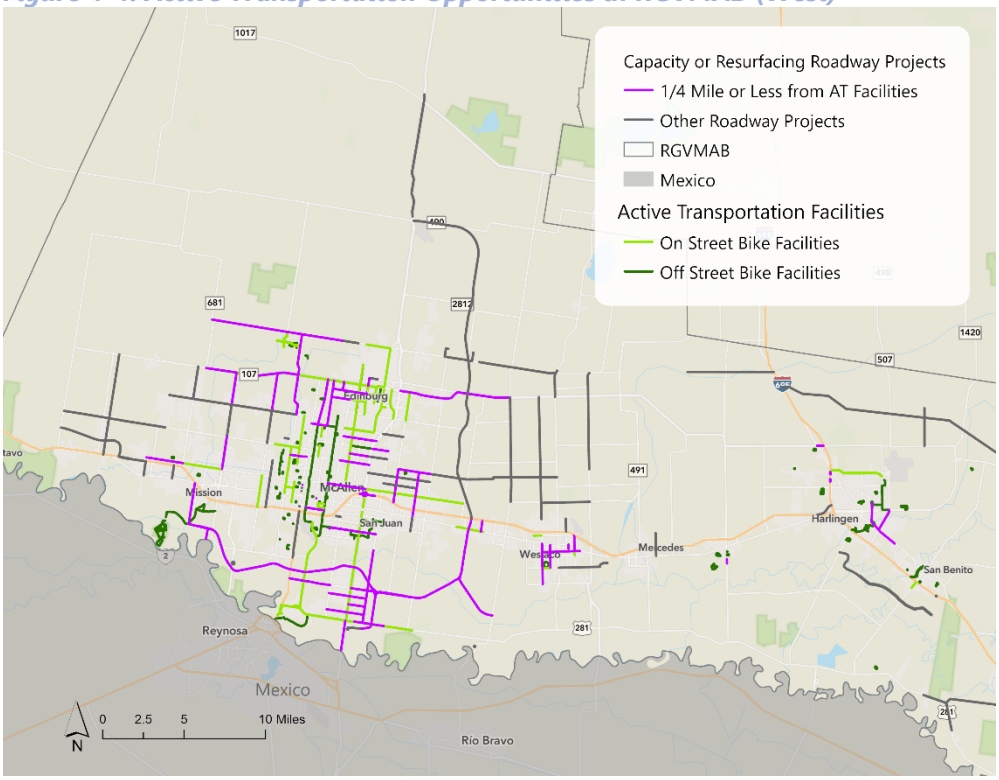


Figure 4-5: Active Transportation Opportunities in RGVMAB (East)

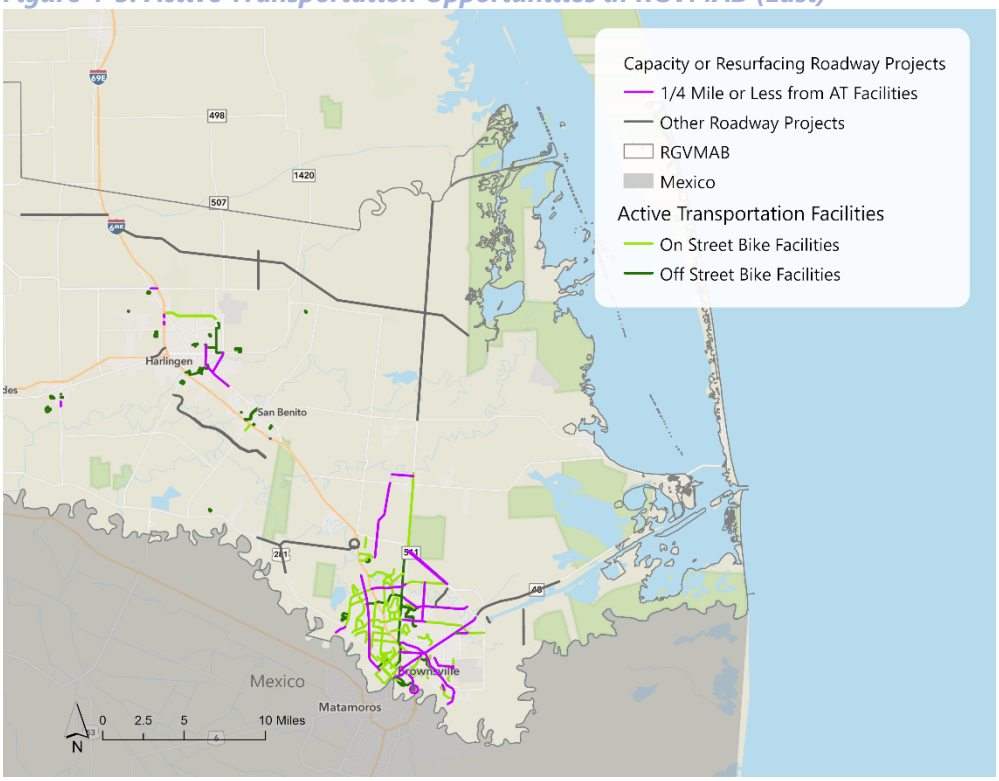


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Table 4-8: RGVMPO MTP Roadway Projects Within 1/4 Mile of Active Transportation Facilities

MTP #	CSJ #	Project Length (Mile)	Project Description	Project Sponsor
HC-291	0921-02-312	2.56	Widen to 4 lane with continuous left turn	HC 2
HC-312	0621-01-106	0.025	Addition of north bound right turn lane	McAllen
HC-311	1804-01-069	1	Addition of North and South bound center turn lanes	McAllen
HC-91	0921-02-352	2.3	Construct New 4 Lane Urban Roadway	McAllen
HC-227	0342-01-074	0	Construct 6 lane divided rural	Edinburg / HC 4
HC-354	0921-02-385	0	Construction additional northbound lane and related canopies and booths into the Pharr POE inspection area	Pharr
HC-362	0039-17-175	10	Interchange improvements	Pharr
HC-366	0255-08-107	1.82	Construct Interchange	Pharr
HC-19a	2094-01-062	2.5	Proposed 6 Lane Median	McAllen / HC 3-4
HC-253		1	Widen 6 lanes divided with landscaped median	McAllen
HC-113	1802-02-008	1.746	Widen to 6 Lanes	McAllen / Pharr
HC-155a	0921-02-396	1	Widen to 6 Lane	McAllen
HC-62a		3.9	Widen to 6 lane divided	McAllen / Pharr
HC-130		0.85	Widen to 4 Lane	McAllen
HC-125		0.7	Widen to 4 Lane	Donna
HC-83		2.3	Widen to 4 Lane	Weslaco
HC-85		0.9	Widen to 4 Lane	Weslaco
HC-87		2.07	Widen to 4 Lane	Edinburg
HC-170		2.13	Widen to 4 Lane	Edinburg
HC-171		0.5	Widen to 4 Lane	Edinburg
HC-92		1.4	Widen to 4 Lane	Weslaco
HC-248	0921-02-398	0.6	Widen to 4 Lane Urban with siphon	McAllen
HC-152a	0921-02-361	2.25	Widen to 4 Lane Divided	HC 2 / McAllen
HC-292a	0864-01-068	2	Widen to 4 lane	HC 3
HC-249b		2.8	Widen to 6 Lanes	Edinburg / McAllen
HC-120	0921-02-440	1.13	Widen and Reconstruct Roadway (2 to 4 Lanes) Divided Urban	Edinburg
HC-242		0.3	Widen to 4 Lane Divided	Weslaco
HC-321		2.5	Widen to 4 lane divided	Weslaco
HC-50	0865-01-108	2.3	4 Lanes divided urban	TxDOT
HC-20	2094-01-063	2.5	6 Lanes Divided Urban Section	McAllen / HC 3-4
HC-326	0921-02-405	2.8	Divided Urban Section	San Juan / Alamo / HC 1-2
HC-26		4	Widen to 4 Lane Divided	San Juan / Pharr
HC-336	0921-02-375	1	Widen to 2 lane with continuous left turn lane	Pharr
HC-339	0921-02-376	1	Widen to 2 lane with continuous left turn lane	Pharr
HC-338	1803-01-094	3.5	6 lane with raised median	HC 4
HC-340	0921-02-400	1	Widen to 5 lanes	Pharr
HC-341	0921-02-395	0	Widen to 4 Lane Divided	Mission / McAllen / Hidalgo
HC-156a	0921-02-358	1	Widen to 4 Lane	Pharr / San Juan / HC 2 - 4
HC-343	0528-01-112	2	Construct 6 lane divided urban	Alton / HC 3
HC-345	1429-02-036	2	Proposed 6 Lanes raised median	San Juan / HC 2
HC-127	0921-02-363	4.5	Construct 2 Lane w/ Shoulders	Pharr/San Juan/ HC 2
HC-348	1803-01-095	4.75	Proposed 4 lanes curb and gutter	HC 3
HC-349	0528-01-116	5.75	Widen to 6 lane with raised median	HC 3
HC-353	0921-02-441	0.5	4 Lane urban section	Edinburg
HC-377	0921-02-434	1.25	Widen to 4 lane curb and gutter rd	Pharr
HC-378	0921-02-435	1.25	Widen to 4 lane curb and gutter rd	Pharr
HC-379	0921-02-436	1.25	Widen to 5 lane curb and gutter road with left turn lane	Pharr
HC-380	0921-02-437	1.25	Widen to 5 lane curb and gutter road with left turn lane	Pharr
HC-381	0921-02-932	1.25	Widen to 3 lane curb and gutter road with shoulders and left turn lane	Pharr
HC-383	0528-01-118	1	Construct 6 Lane w Raised Median	Mission/Palmhurst/HC 3
HSB-115	0327-08-092	0	NB and SB Ramps Reversal	TxDOT
HSB-137	1137-02-038	0	Construct 6 lanes road with Raised Median	TxDOT
HSB-135	0327-08-102	0	Install Raised Median	TxDOT
HSB-136	0039-12-254	0	Construct Raised Median	TxDOT
BMPO-TE14	0921-06-304	0	Construct Bus Facility	City of Brownsville
BMPO-M1	0921-06-291	4	Construct 4 lane urban roadway	CCRMA
BMPO-F3	0220-05-075	0	Install Raised Center Medians	TxDOT
BMPO-RM6	0684-01-068	0	Construct controlled access facility	CCRMA
BMPO-ST1	0921-06-280	0.8	Establish a concrete 10"" wide trail Phase I	City of Brownsville

MTP #	CSJ #	Project Length (Mile)	Project Description	Project Sponsor
BMPO-P2	0921-06-292	1.3	Proposed 2 lane roadway with continuous left turn lane	CCRMA
BMPO-E7	0921-06-293	6.5	Construct Multimodal Facility	CCRMA
BMPO-TT1	1140-02-038	1.3	Proposed 6 lanes with raised center median.	TxDOT
BMPO-AA1	0921-06-313	0	Expansion of primary lanes for passenger vehicles.	CCRMA
BMPO-AG1	2717-01-027	2.12	Construct 6 lanes with raised center median.	TxDOT
BMPO-LS17	0921-06-207	0	Construction of Border Safety Inspection Facility	TxDOT
BMPO-ST2	0921-06-289	0	Construct 10' concrete Hike and Bike trail	City of Brownsville
BMPO-CC1		3.7	Construct 4 lane urban roadway	Cameron County
HSB-111	034-04-032	0	Widen to 4 Lane un-divided Curb and Gutter	TXDOT
HSB-122	0039-12-057	1.6	Proposed 6 lane with a raised median	TxDOT
BMPO-G2	0220-05-076	3.7	Proposed 6 lanes with raised median	TxDOT
BMPO-DR1		2.4	Widen roadway and add sidewalks	City of Brownsville
BMPO-CCR3	0039-16-070	0	Construct a grade separation	CCRMA
BMPO-BM3		1.4	Raised median, sidewalks, pavement overlay.	TxDOT
BMPO-IB3		0.8	Install raised median	TxDOT
BMPO-CP4		4	Full road reconstruction	City of Brownsville
BMPO-CB3		1.62	Road Reconstruct	City of Brownsville
BMPO-AG4		0	Construct 4 divided highway to the Flor de Mayo Intl. Bridge	CCRMA
HSB-114	0872-04-029	0	Widen and Add continuous Left Turn	TxDOT
HC-385	0669-01-060	1.79	Widen to 6 lane with raised median	HC 3
RMA-3	0921-02-142	0	4 lane divided - at grade - non toll facility	HCRMA
RMA-1b	3627-01-002	0	Toll improvement being a 4 lane controlled access facility	HCRMA
RMA-1c		0	Expansion from a 4-lane to 6-lane controlled access toll facility (constructing an additional 2-lanes)	HCRMA
BMPO-CCR1	0684-01-068	3.9	Construct controlled access facility	CCRMA

MTP

As the RGVMPO carries forward the important and significant work of three previous metropolitan planning organizations, the RGVMPO 2045 MTP update includes a broad range of active transportation projects from around the RGVMAB. Below in **Table 4-9** all active transportation projects from the RGVMPO 2045 MTP project list have been identified based on funding category and project description.

Table 4-9: MTP Active Transportation Project List

Project Phase	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost	Preliminary Engineering	CE Cost	Contingencies	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 2	Cat 7 Funding	Cat 9	Cat 11	Other Funds	TOTAL
C,E	Brownsville Bike/ Ped Improvements	Various Roads	BMPO-TE13	0921-06-303		Construction of sidewalk, crosswalk, paved shared use paths for trails for pedestrian and bicycle facilities	City of Brownsville	$300,803	$300,803	$0	$14,739	$19,191	$0	$353,924	$300,803			$0.30			$0.30
	B Metro Eastside Transfer Station	At Jose Colunga Jr & Billy Mitchell	BMPO-TE14	0921-06-304		Construct Bus Facility	City of Brownsville	$812,862	$812,862	$0	$39,830	$51,861	$10,486	$966,900	$812,862			$0.51		$0.30	$0.81
C,E	On Stuart PL Rd, 0.18 MI N of Primera Rd	FM 2994/Wilson Rd	HSB-128	0921-06-311		Construction of 1.2mi of ADA-accessible 5 to 6 foot wide sidewalk	City of Primera	$482,010	$482,010	$0	$21,690	$50,611	$0	$578,412	$578,412			$0.58			$0.58
TAP	City limits	City limits	HC-357	0921-02-389	12	Planning study for new construction pedestrian safety improvements	Pharr	$0	$0	$0	$254,000	$0	$0	$254,000	$254,000			$0.17		$0.09	$0.25
TAP	City limits	City limits	HC-356	0921-02-390		Vision Zero Planning Study	McAllen	$0	$0	$0	$150,000	$0	$0	$150,000	$150,000			$0.15			$0.15
C,E	Rio Hondo Road	FM 106 (Harrison Ave)	HSB-127	0921-06-312	1	Construction of 1.48 mi of ADA accessible 6 ft wide sidewalks	City of Harlingen	$428,489	$428,489	$1,946	$9,732	$53,200	$25,653	$544,711	$544,711			$0.52		$0.03	$0.54

Project Phase	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost	Preliminary Engineering	CE Cost	Contingencies	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 2	Cat 7 Funding	Cat 9	Cat 11	Other Funds	TOTAL
TAP	Cano St.	Freddy Gonzalez	HC-359	0921-02-392	1	Installation of solar powered lighting along the Cano walking trail	Edinburg	$534,400	$534,400	$0	$0	$0	$0	$534,400	$534,400			$0.42		$0.11	$0.53
C	2 Mi North of FM 511/FM 1847 int.	Along Canal, .7 mi E, .38 mi N, 0.3 mi W	BMPO-BL1	0921-06-322	1	Construct 10' Hike and Bike Trail between Brownsville and Los Fresnos	City of Brownsville	$999,080	$999,080	$0	$48,954	$0	$19,882	$1,067,916	$999,080			$0.64		$0.36	$1.00
E	FM 802	FM 3248	BMPO-DR1	0921-06-330	2	Widen roadway and add sidewalks	City of Brownsville	$13,094,400	$13,094,400	$0	$517,440	$523,776	$210,144	$14,345,760	$517,440					$0.52	$0.52
C	Louisiana St.	Hooks E. Hodges Rd.	HSB-118	0342-03-037		Reconstruct to 4 lanes C&G and add ADA sidewalk	TxDOT	$10,185,300	$10,185,300	$0	$499,080	$649,822	$131,390	$12,115,414	$10,185,301	$8.80			$1.39		$10.19
TAP	Canton Rd & Jackson Rd (Edinburg)	Bicentennial H/B & Wisconsin (McAllen)	HC-370	0921-02-431	3	Jackson Rd Hike & Bike Project Phase II	McAllen / Edinburg	$2,753,775	$2,753,775	$370,000	$0	$0	$0	$3,123,775	$2,753,775			$0.40		$2.35	$2.75
TAP	City of Pharr	City of Alamo	HC-358	0921-02-391	10	PSJA Tri-City Pedestrian Safety Improvements - New Construction Safety Improvement	Alamo / San Juan / Pharr	$2,286,000	$2,286,000	$0	$0	$0	$0	$2,286,000	$2,286,000			$1.97		$0.31	$2.29
TAP	Donna Sidewalk Project	S. International Blvd.	HC-360	0921-02-393	5	Rehabilitation of deteriorated sidewalks and construction of new sidewalks	Donna	$340,741	$340,741	$0	$0	$0	$0	$340,741	$340,741			$0.27		$0.07	$0.34

Project Phase	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost	Preliminary Engineering	CE Cost	Contingencies	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 2	Cat 7 Funding	Cat 9	Cat 11	Other Funds	TOTAL
TAP	City Pharr	City Alamo	HC-371	0921-02-432	13	PSJA Tri-City Ped Improvement Phase II	Pharr / San Juan / Alamo	$2,196,840	$2,196,840	$0	$0	$0	$0	$2,196,840	$2,196,840			$1.62		$0.58	$2.20
TAP	Within Hidalgo County		HC-368	0921-02-429		RGV B-Cycle Bikeshare	LRGVDC	$544,000	$544,000	$0	$0	$0	$0	$544,000	$544,000			$0.51		$0.03	$0.54
TAP	Within Hidalgo County		HC-369	0921-02-430		Hidalgo County Active Mobility Plan	Valley Metro	$330,000	$330,000	$0	$0	$0	$0	$330,000	$330,000			$0.33			$0.33
C	Phase 1 terminus, 1 Mile North	0.38 miles west, 0.1 miles north	BMPO-BL2	0921-06-324	1	Construct 10' Hike and Bike Trail between Brownsville and Los Fresnos	City of Brownsville	$999,080	$999,080	$0	$48,954	$0	$19,882	$1,067,916	$999,080			$0.64		$0.36	$1.00
C & E	Interior Roads at Olmito Townsite	FM 1732	BMPO-CTY1	0921-06-326		Construct 5' concrete sidewalks	Cameron County	$398,706	$398,706	$0	$19,537		$7,934	$426,177	$418,243			$0.40		$0.02	$0.42
C	On W side of FM 1847, Henderson Road	First Street	BMPO-BL3	0921-06-325	1	Construct sidewalk on west side of FM 1847	City of Los Fresnos	$386,012	$386,012	$0	$18,915	$0	$7,681	$412,608	$412,608			$0.39		$0.03	$0.41
C & E	Interior Roads at Las Palmas Mobile Estates	FM 802	BMPO-CTY2	0921-06-327		Construct 5' concrete sidewalks	Cameron County	$301,168	$301,168	$0	$14,757	$0	$5,993	$321,918	$315,925			$0.30		$0.01	$0.32
C	Circles the City of Los Fresnos		BMPO-LF2	0921-06-334		Establish Hike and Bike Trail	City of Los Fresnos	$3,027,100	$3,269,268	$0	$148,328	$0	$60,239	$3,235,667	$3,511,436		$3.03			$0.48	$3.51
C	Palm Blvd.	US 281 / Boca Chica Blvd	BMPO-WR1			Construct Trail	CCRMA	$1,519,922	$1,945,500		$75,844		$30,246	$1,626,013	$1,945,500			$1.52		$0.43	$1.95

Project Phase	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost	Preliminary Engineering	CE Cost	Contingencies	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 2	Cat 7 Funding	Cat 9	Cat 11	Other Funds	TOTAL
C	FM 802	FM 3248	BMPO -DR1		2	Widen roadway and add sidewalks	City of Brownsville	$10,560,000	$13,094,400		$517,440	$523,776	$210,144	$11,811,360	$13,618,176		$10.56			$3.90	$14.46
C	SH 4	Jose Colunga Street	BMPO -BM3	0487 -01- 015	1	Construct raised median, sidewalks, pavement overlay.	TxDOT/ Brownsville	$1,500,000	$1,920,000		$73,500	$74,400	$29,850	$1,677,750	$1,920,000	$2.16					$2.16
	Ware Road (FM 2220)	Bentsen Rd	HC- 318		1	2 lane divided with bike lanes	McAllen	$2,139,377	$3,562,220	$1,404,000	$174,549	$178,111	$231,544	$5,771,282	$3,562,220					$3.56	$3.56
	Palo Alto Battlefield National Historical Park	Eco Tourism at Laguna Vista	BMPO -PA3		15	Construct Hike and Bike trail	CCRMA	$8,000,000			$392,000	$396,800	$159,200	$8,948,000							

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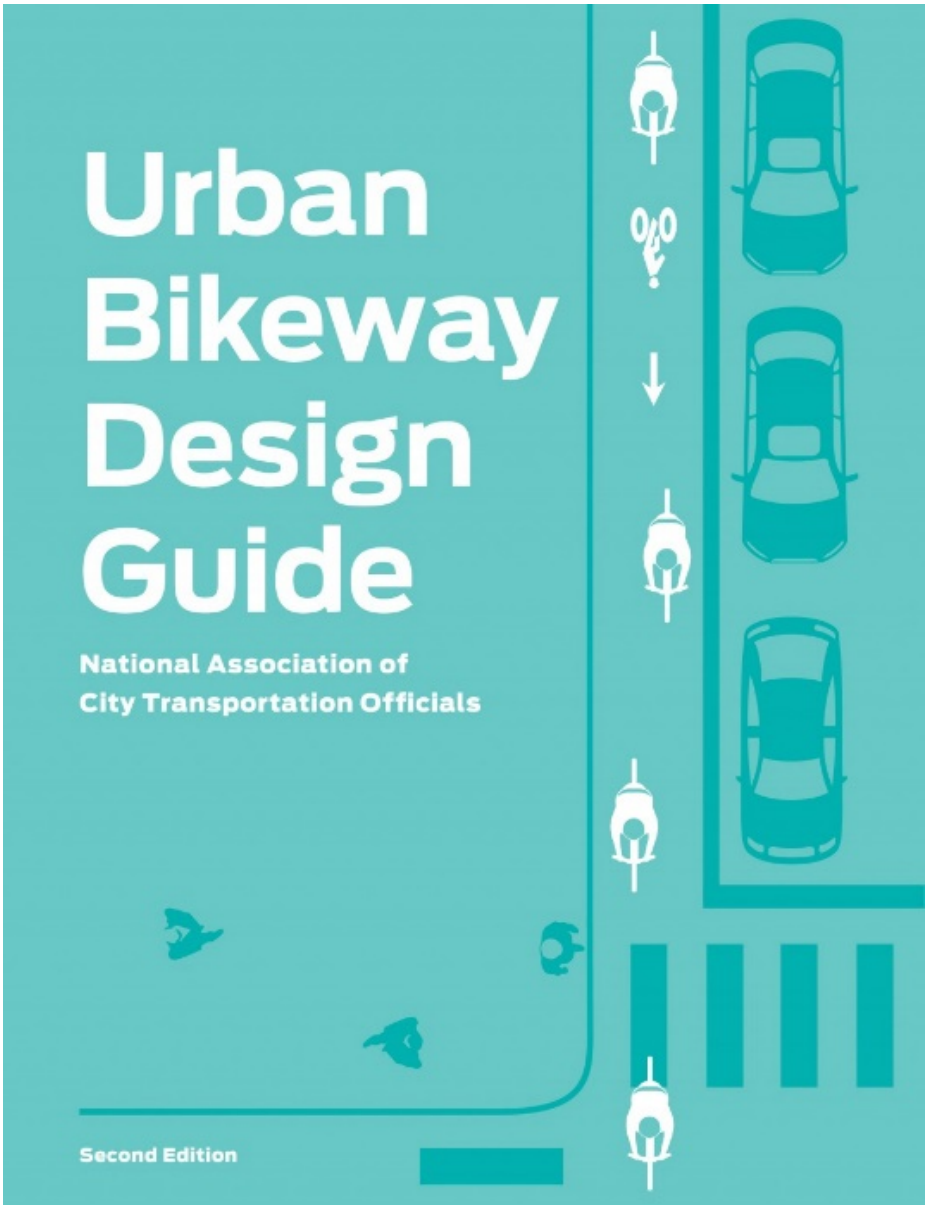
APPENDIX A - DESIGN GUIDELINES

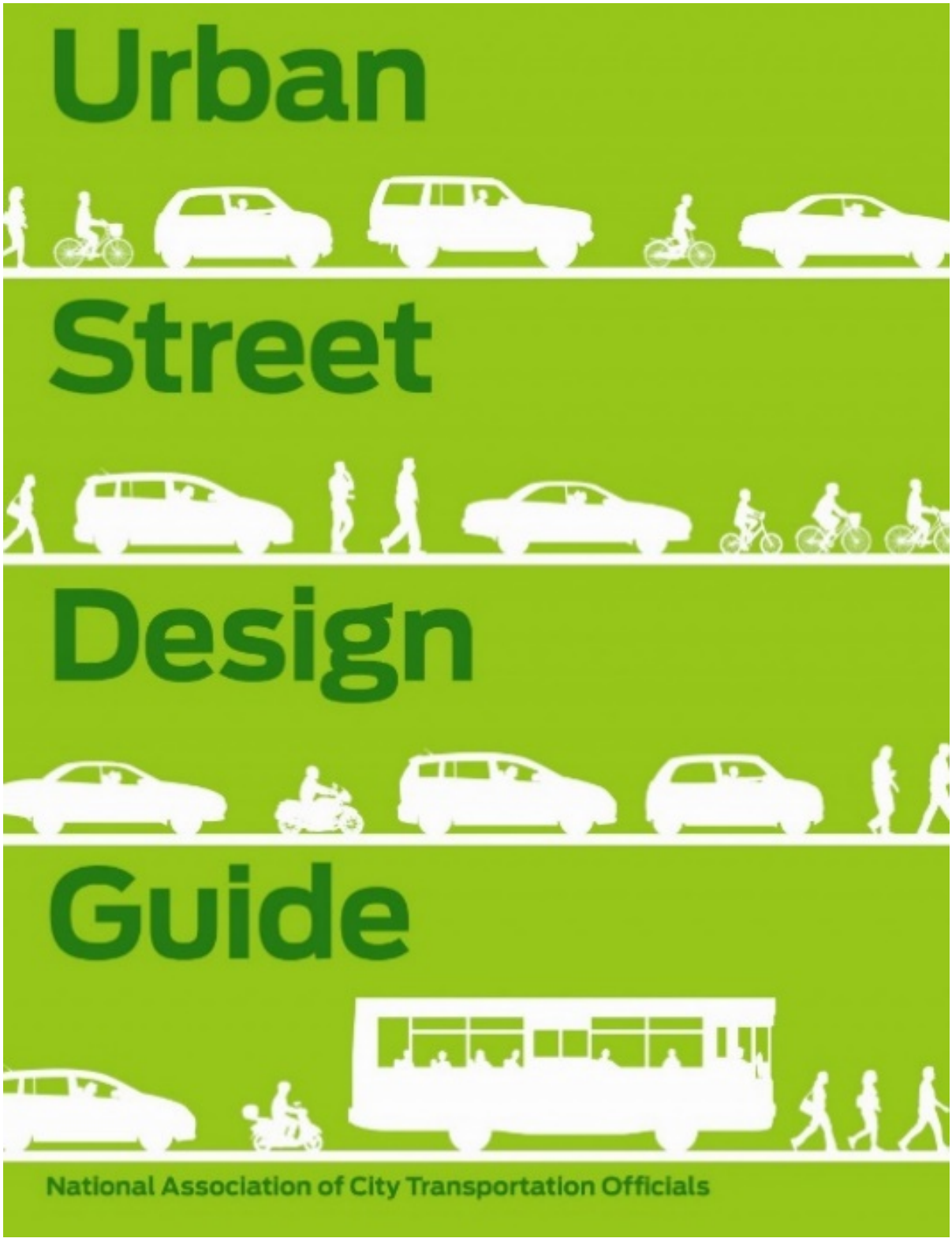
These design guidelines include information about bicycle user types, the various kinds of bicycle and pedestrian facilities, and how these facilities can be applied to example scenarios in the RGVMAB to solve issues in the existing active transportation network.

INTRODUCTION

The following sections describe in detail the various types of active transportation facilities that can be implemented to create a connected and complete bicycle and pedestrian network, as well as the types of users who will utilize these facilities. Detailed information is provided to help entities determine where and when to install these facilities. These design guidelines are then applied to example scenarios in the RGVMAB.

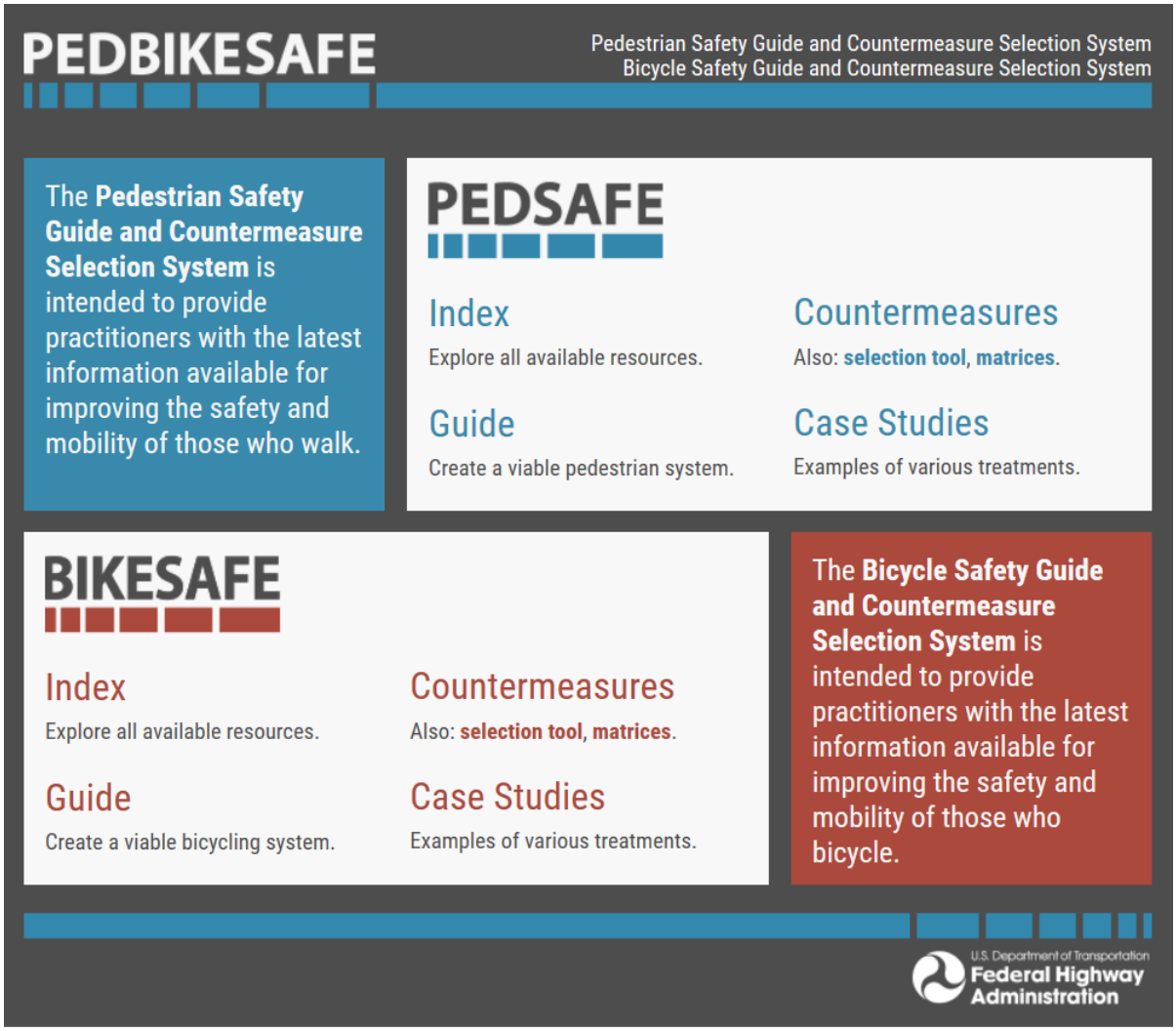
The development of these typologies and design guidelines was supported by information gathered from a number of different sources, including the "Four Types of Cyclists" report from the City of Portland, the National Association of City Transportation Officials (NACTO), the American Association of State Highway and Transportation Officials (AASHTO), and the Federal Highway Administration (FHWA)'s PEDBIKESAFE website.




Urban
Street
Design
Guide
National Association of City Transportation Officials

Guide for the Development of Bicycle Facilities

2012 • Fourth Edition


PEDBIKESAFE
Pedestrian Safety Guide and Countermeasure Selection System
Bicycle Safety Guide and Countermeasure Selection System
The Pedestrian Safety Guide and Countermeasure Selection System is intended to provide practitioners with the latest information available for improving the safety and mobility of those who walk.
PEDSAFE
Index
Explore all available resources.
Countermeasures
Also: selection tool, matrices.
Guide
Create a viable pedestrian system.
Case Studies
Examples of various treatments.
BIKESAFE
Index
Explore all available resources.
Countermeasures
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Create a viable bicycling system.
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Examples of various treatments.
The Bicycle Safety Guide and Countermeasure Selection System is intended to provide practitioners with the latest information available for improving the safety and mobility of those who bicycle.
U.S. Department of Transportation
Federal Highway Administration

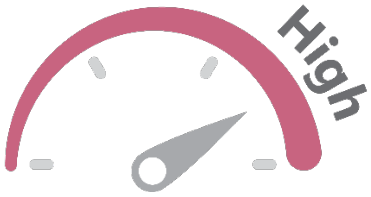
BICYCLE USER TYPES

Strong and Fearless

Description:

"Strong and fearless" bicyclists are highly experienced and ride their bikes on a regular basis. In addition, they have experience with and are comfortable riding on roadway networks, even those without designated bicycle facilities or on which bicycle facilities provide little-to-no separation from automobile traffic. Strong and fearless bicyclists are often deeply engaged in the public participation process when projects impact the cycling environment. Strong and fearless bicyclists are more likely to commute by bicycle in addition to riding for recreational purposes.

Comfort Level



Enthusiastic and Confident

Description:

"Enthusiastic and confident" bicyclists are moderately experienced and ride their bikes on a semi-regular basis. In addition, they have some experience with and are somewhat comfortable riding on roadway networks, as long as there are designated bicycle facilities, particularly on the roadways that have higher speed limits and more vehicular traffic. Enthusiastic and confident bicyclists may sometimes engage in the public participation process when projects impact the cycling environment. Enthusiastic and confident bicyclists may sometimes commute by bicycle when comfortable bicycle facilities are present but are more likely to ride for recreational purposes or for casual travel.

Comfort Level

Interested but Concerned

Description:

"Interested but concerned" bicyclists are somewhat experienced and may ride their bikes from time-to-time. In addition, they have little-to-no experience with and are not comfortable riding on roadway networks unless there are designated and protected bicycle facilities, or unless the roadways have lower speeds and low levels of automobile traffic (for example, in residential areas). Interested but concerned bicyclists are unlikely to engage in the public participation process when projects impact the cycling environment. Interested but concerned bicyclists are highly unlikely to commute by bicycle and are most likely to ride for recreational purposes only, or to make short trips between nearby destinations when they feel that the cycling environment is safe and comfortable.

Comfort Level

No Way, No How

Description:

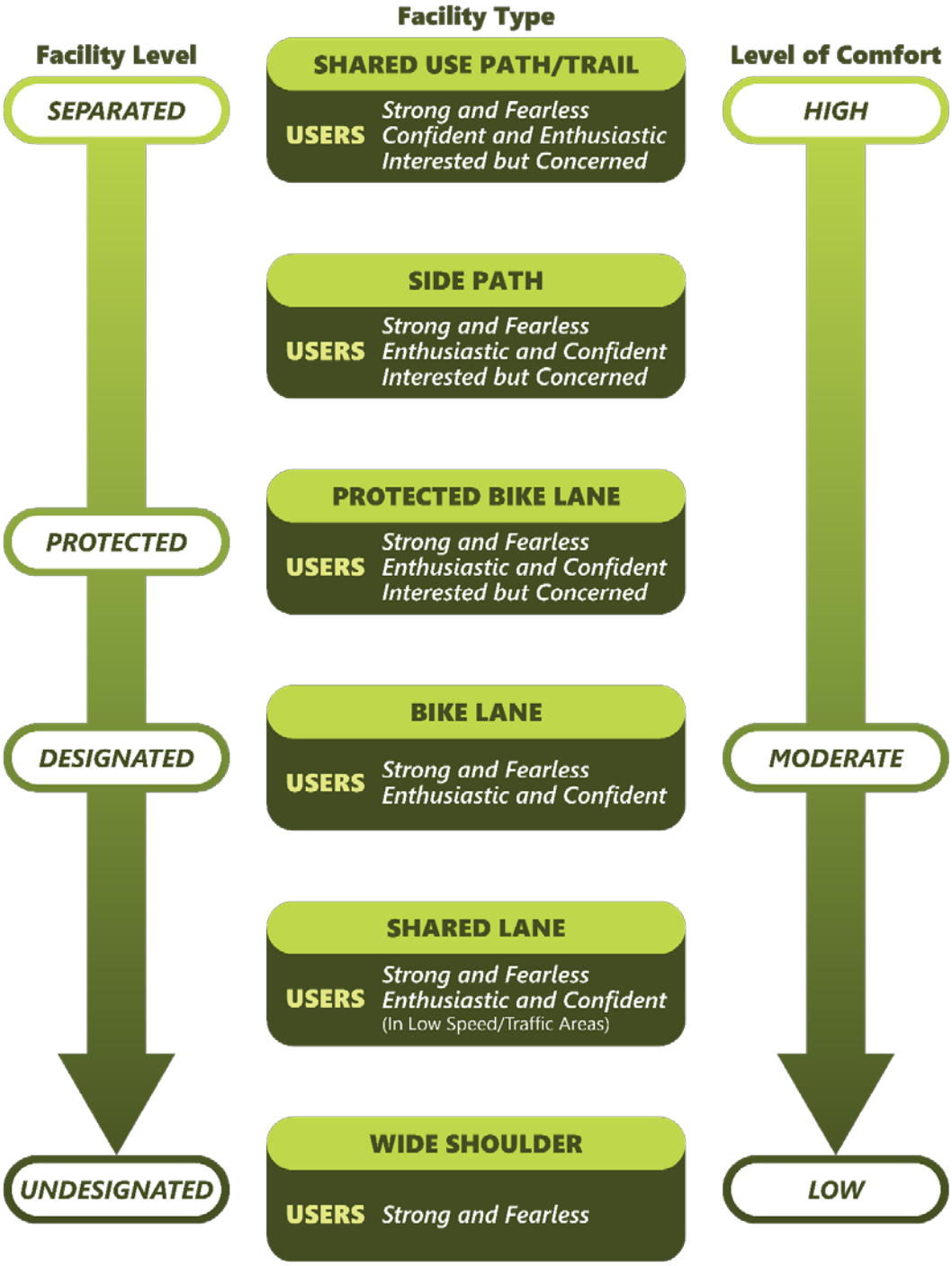
"No way, no how" bicyclists generally have little-to-no experience and rarely ride a bike, if ever. They are unlikely to own a bike and might not have reasonable access to bike rentals. People with no interest in bicycling are highly unlikely to ride a bike on a roadway, even if there are designated and protected bicycle facilities, and are even unlikely to ride on facilities that are separated from the roadway network entirely, such as Trails or Shared Use Paths. People with no interest in bicycling are highly unlikely to engage in the public participation process when projects impact the cycling environment and might only engage if it is to express opinions against bicycle facilities or against cycling in general.

Comfort Level

BICYCLE FACILITY TYPES

Bicycle facilities exist in a hierarchy based on how they relate physically to the existing roadway network and how comfortable they are for potential users. **Figure 1** illustrates this hierarchy. This section provides detailed information about these facilities, which can be used to help determine when implementation of each is most appropriate.

Figure 1: Bicycle Facilities



Shared Use Path/Trail

Description:

Shared Use Paths (also known as Multi-Use Paths) and Trails are facilities that support both bicycle and pedestrian use, as well as other forms of active transportation. These facilities are completely separated from roadway networks and may instead follow corridors along waterways and irrigation channels, parks, unused railways, natural areas and greenbelts, and utility rights-of-way.

Design Standards/Specifications:

- The recommended minimum paved width for a two-directional Shared Use Path or Trail is 10 ft with a maximum of 14 ft
- A width of 8 ft may be used for a short distance due to physical constraint/right-of-way limitations
- Pathways with heavy peak hour and/or seasonal volumes should use a centerline stripe or multiple texture materials to clarify the direction of travel and organize pathway traffic

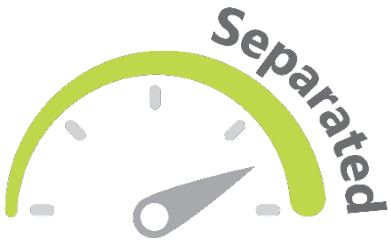
Benefits:

Because these types of facilities are completely separated from roadway networks, they provide all types of users the highest levels of comfort and safety. Shared Use Paths and Trails are generally wide enough to allow for higher volumes of active transportation users, providing enough space for all types of users and people with all levels of ability to use the facility at the same time.

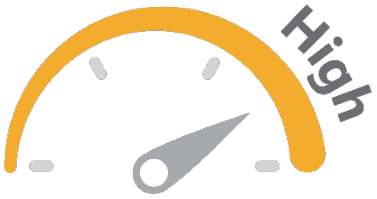
Considerations:

These types of facilities may be appropriate for creating connections between various urban areas on a regional scale, or between urban areas and designated recreational attractions such as state parks and natural areas. These facilities may be paved with fixed materials such as concrete or asphalt, or loose materials such as crushed granite.

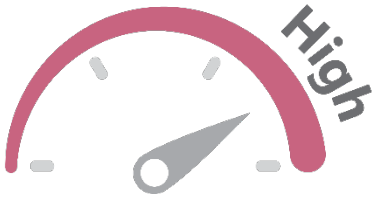
Facility Level



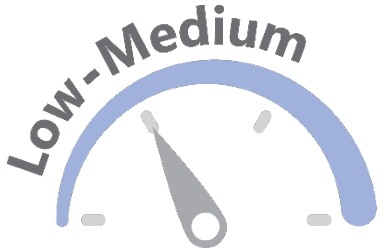
Relative Cost



Comfort Level



Ease of Implementation



Side Path

Description:

Side Paths are similar to Shared Use Paths/Trails because they are intended to be used by both bicycles and pedestrians, as well as by users of other types of active transportation. The primary difference is that Side Paths are located adjacent to roadways.

Design Standards/Specifications:

- Side paths are most commonly designed for two-way travel accommodated in a single treadway, though multiple treadways are possible
- The minimum width for a two-directional side path is 10 ft, with the desired width of 12-14 ft

Benefits:

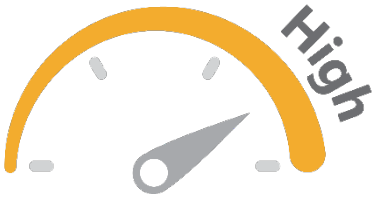
Like Shared Use Paths/Trails, Side Paths offer a higher level of safety to users because they are not situated within the streetscape. This increased safety encourages all types of users and people with all levels of ability to use the facility. Though Side Paths are not situated within the streetscape, their proximity to the roadway network allows users to take advantage of its connectivity.

Considerations:

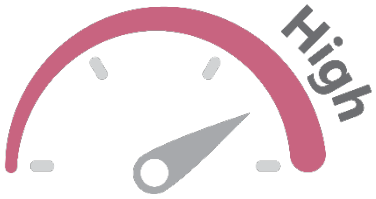
Side Paths may connect to Shared Use Paths/Trails that diverge from the roadway. They are suitable for streets that have heavy traffic, high speed limits, and few driveway intersections, and are appropriate where bicycle and pedestrian interactions won't create continual conflict. Additionally, Side Paths provide two-way bicycle flow on one side of the adjacent roadway.

Facility Level

Relative Cost



Comfort Level



Ease of Implementation

Protected Bike Lane

Description:

Protected Bike Lanes, also known as Cycle Tracks, are facilities that are similar to Side Paths because they run along the sides of roadways but are different from Side Paths in that Protected Bike Lanes are exclusively designated for bicycles. Protected Bike Lanes can be located at the street level, the sidewalk level, or an intermediate level, but are always protected from automobile traffic and distinct from sidewalks. Protected Bike Lanes can be either one-way or bi-directional.

Design Standards/Specifications:

- At the street level, Protected Bike Lanes are separated from automobile lanes by physical barriers such as medians or bollards, and the width of the barrier space is recommended to be a minimum of 3 ft
- At the sidewalk level, Protected Bike Lanes are separated from automobile lanes by physical barriers and are distinguished from the sidewalk using colored or textured pavement
- Bike lane markings should be painted at the start of the track and at intervals along the facility
- Depending on context, painted markings or physical barriers can separate the Protected Bike Lane from adjacent facilities
- For one-way facilities, the recommended minimum width is 5 ft to 7 ft
- For bi-directional facilities, the recommended minimum width is 12 ft, with allowances for 8 ft in constrained conditions

Benefits:

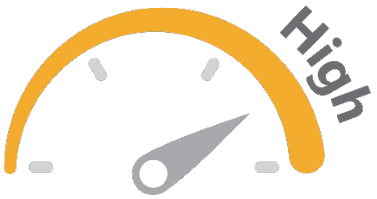
Protected Bike Lanes improve the actual and user-perceived safety for bicyclists by protecting their cycling space from motor vehicles. This can also encourage a wider variety of users to ride on this type of facility. In addition, the separation between the Protected Bike Lane and the street space helps prevent cars from parking in the cycling space.

Considerations:

Protected Bike Lanes are suitable for streets with parking lanes and high parking demand, high traffic volumes and speeds, and high bicycle volumes. The fact that Protected Bike Lanes can be either one-way or bi-directional means that the direction of bicycle flow can be controlled regardless of the direction of flow for the adjacent automobile traffic.

Facility Level

Relative Cost



Comfort Level

Ease of Implementation

Bike Lane

Description:

Bike Lanes are on-street bicycle facilities that are designated using pavement markings, striping, paint, and signage. Bike Lanes are usually placed on the outermost edges of a street and usually have one-way flow in the direction of the adjacent automobile traffic but can also run contraflow. Bike Lanes can also be buffered from automobile traffic by either a buffer space or by physical barriers such as bollards.

Design Standards/Specifications:

BIKE LANE

- A minimum width of 6 ft is recommended when the Bike Lane is situated against a curb or adjacent to a parking lane
- Bike Lane markings should be used to designate the cycling space
- A 6-8 inch solid white line should be used to mark the boundary of the Bike Lane adjacent to the automobile lane, and a 4 inch solid white line should be used to mark the boundary
- Gutter seams, drainage inlets, and utility covers should be flush with the ground to prevent conflicts with bike tires

BUFFERED BIKE LANE

- The typical width for a buffered Bike Lane is 8 ft - 5 ft for the bike lane plus a 3 ft buffer
- The buffer may be less than 3 ft if vertical delineators such as bollards or armadillos (plastic bumps placed at regular intervals) are used
- Bike lane markings should be used to designate the cycling space
- The buffer should be marked with two solid white lines, with diagonal hatching or chevron marks on the interior if the buffer is 3 ft or wider
- The buffer boundary lines should be solid if crossing is discouraged and dashed if crossing is permitted

Benefits:

BIKE LANES

Bike Lanes create a designated space for bicyclists to ride that is separate from the space where automobiles travel, which allows for an increased sense of safety for the Bike Lane users. These facilities also create some level of predictability for bicycle and automobile interactions and movements.

BUFFERED BIKE LANES

Buffered Bike Lanes can further increase the perception of safety for its users by adding more space between bicyclists and automobile traffic and at times adding a physical barrier of bollards, which can encourage a wider variety of users to ride on this type of facility.

Considerations:

BIKE LANES

Bike Lanes have the most positive impact on streets with average daily automobile traffic levels higher than 3,000 vehicles, streets with posted speed limits between 25-35 miles per hour, and streets with high transit vehicle volumes. Although Bike Lanes are one of the easier bicycle facilities to implement, they are on the lower level of comfort for potential users. In addition, because unbuffered Bike Lanes are on-street facilities and have no physical barrier between them and automobile lanes, it is easy for gravel and other forms of debris to build up in the cycling space, so it is crucial to maintain these facilities as clean spaces for the sake of users' safety.

BUFFERED BIKE LANES

The use of various forms of separation can determine the flow of cyclists in and out of a buffered Bike Lane. For example, the use of bollards or armadillo bumps would allow for cyclists to enter or exit the facility to make turns more freely than the use of a median would. Buffered Bike Lanes generally have one-way flow, and there is usually one lane on each side of the street with the directional flow of each lane matching that of the adjacent automobile lanes. This type of facility is appropriate anywhere a standard Bike Lane is being considered, places where existing paving allows for more substantive bicycle facilities, and on streets with high speeds and traffic/truck volumes. Where street parking turnover is high, consider placing the buffer between the parking lane and the Bike Lane.

Facility Level

Relative Cost

Comfort Level

Ease of Implementation

Shared Lane

Description:

Shared Lanes are travel facilities that are designated for both bicycle and automobile travel within the same shared space on a roadway. This facility type is often used when there is a need or demand for bicycle travel on a roadway facility, but the facility width/right-of-way is not sufficient for designated bicycle lanes.

Design Standards/Specifications:

- The Shared Lane should be designated by a specific pavement marking, also called a "sharrow," which includes a bicycle situated below two upward-facing chevron markings
- Shared Lane markings should not be used on roadway shoulders, in designated bike lanes, or to designate bicycle detection at signalized intersections
- Lateral placement of the marking within the travel lane is critical to encourage automobiles to use safe passing behavior and for bicyclists to avoid the "door zone" when there is on-street parking adjacent to the Shared Lane

Benefits:

One of the main benefits of Shared Lanes is that they provide intentional, designated space for bicyclists at a relatively low cost to the entity installing the facility. In addition, the sharrow marking alerts automobiles to the potential presence of bicyclists and communicates the fact that bicyclists have a right to occupy that facility.

Considerations:

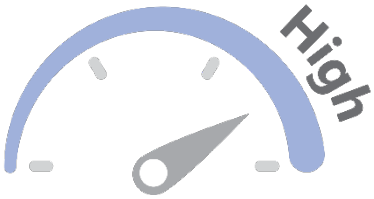
Shared Lanes are suitable on streets with low traffic volumes/speeds, but not ideal where speeds and volumes are higher. These facilities typically incorporate sharrow pavement markings in addition to bikeway signage to provide additional clarity for users. It is important to note that Shared Lanes indicate where bicyclists may likely be found, but do not necessarily confine bicyclists to a rigidly defined path. Because these types of facilities mix bicyclists with automobile traffic, Shared Lanes are less likely to be used by inexperienced or unconfident bicyclists.

Facility Level

Relative Cost

Comfort Level

Ease of Implementation



Wide Shoulder

Description:

AASHTO defines shoulders as "the portion of the roadway contiguous with the travel way for accommodation of stopped vehicles, for emergency use." A Wide Shoulder is a facility that can accommodate bicyclists if it is adequate in width and encounters few driveways or other crossings.

Design Standards/Specifications:

- The minimum of 4 ft wide to accommodate bicycle travel
- An additional buffer of 1.5-4 ft wide is optional
- On roadways with guardrails, curbs, or other roadside barriers, the recommended minimum shoulder width is 5 ft

Benefits:

Wide Shoulder facilities are suitable for rural areas, and implementation needs are often minimal as these facilities already exist along many highways.

Considerations:

Wide Shoulders are appropriate on streets with high speeds and relatively low bike demand/use, as this type of bicycle facility is used principally by experienced bicyclists. The implementation of wide shoulders should correspond with resurfacing efforts to ensure the longevity of the initial investment. In addition, bicycle facilities on Wide Shoulders should remain clear of debris to maintain a safe cycling space. For additional safety, rumble strips can be installed to alert automobile drivers if they begin veering off the road.

Facility Level

Relative Cost

Comfort Level

Ease of Implementation

PEDESTRIAN FACILITY TYPES

Sidewalk

Description:

Sidewalks are the standard pedestrian facilities that establish the overarching pedestrian network. Sidewalks are intended for pedestrian use only and are meant to serve people of all ages and abilities. These facilities are frequently placed along roadways but can also be installed in other locations where it is beneficial to designate the pedestrian environment.

Design Standards/Specifications:

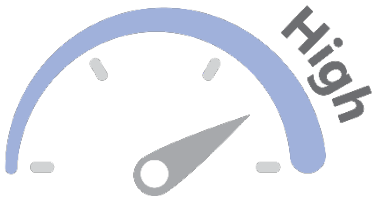
- The minimum desired width for a sidewalk is 5 ft, excluding any attached curb
- The desired width outside a core urban area is 6-8 ft
- The desired width in a core urban area is 10 ft or wide enough to provide desired volumes
- Ideally, sidewalks should be separated from the roadway by an unpaved buffer
- If the facility must be less than 5 ft wide, passing spaces of at least 5 ft wide should be provided at reasonable intervals
- If the facility is flush against the curb, wider sidewalk widths of 8-10 ft are desired

Benefits:

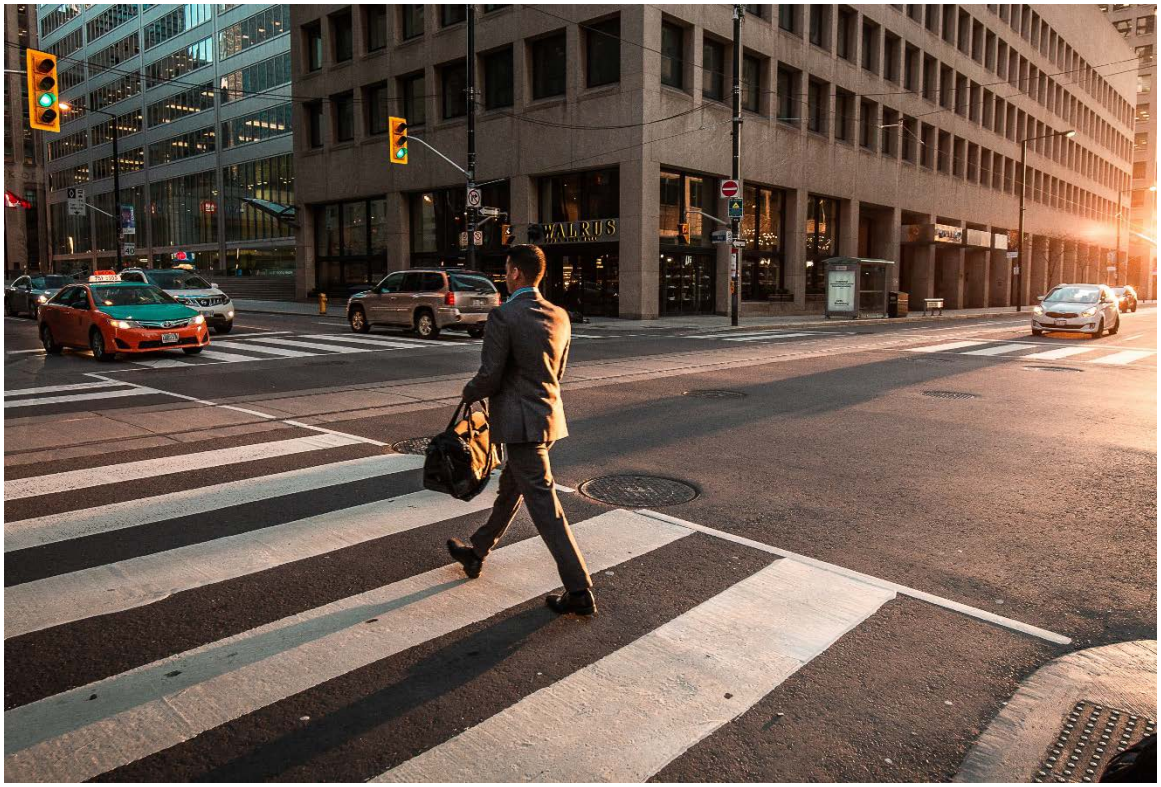
Sidewalks provide a designated space for pedestrians and help to limit their interactions with motor vehicles and other forms of transportation, which increases the real and perceived safety of users. In addition, a well-developed sidewalk network provides users with connectivity within and between urban areas and neighborhoods. Additionally, Sidewalks provide access to transit and accessible travel routes for persons who are mobility impaired.

Considerations:

The proximity of the sidewalk to an adjacent roadway should be determined based on the size, level of traffic, and speeds of the roadway. For example, larger roadways with higher levels of traffic and faster speeds can present potential dangers for pedestrians, so it may be appropriate for adjacent sidewalks to have a buffer space between them and the roadway to further separate pedestrians from automobile traffic. In addition, the pedestrian environment of these facilities can be improved by including, if possible, trees or other vegetation in the buffer space, lighting to provide additional visibility, safety, and comfort at night, and benches to provide users with opportunities to rest.

Relative Cost	*Ease of Implementation*
	

Crosswalk



Description:

Crosswalks are pedestrian spaces that designate the appropriate locations for pedestrians to cross roadways and are typically located at the intersections of two or more roadways.

Design Standards/Specifications:

- Crosswalk width should reflect the width of the sidewalks that approach the intersection, but should be no less than 6 ft wide
- The connecting of sidewalks to crosswalks at intersections frequently creates changes in grade, which must be addressed using ADA-compliant ramps or other ADA-compliant features
- Crosswalks are delineated using either pavement markings or paving materials that differ from the pavement of the roadway to create visual contrast so that automobile drivers and pedestrians alike are made aware of these crossing locations
- Crosswalks should include electronic signage that designate when pedestrians are permitted to cross (symbolized by a white pedestrian symbol), when they are not permitted to cross (symbolized by a red hand symbol), and how much time is remaining before the signal returns to a red hand symbol (symbolized by a flashing red hand symbol and a countdown).

Benefits:

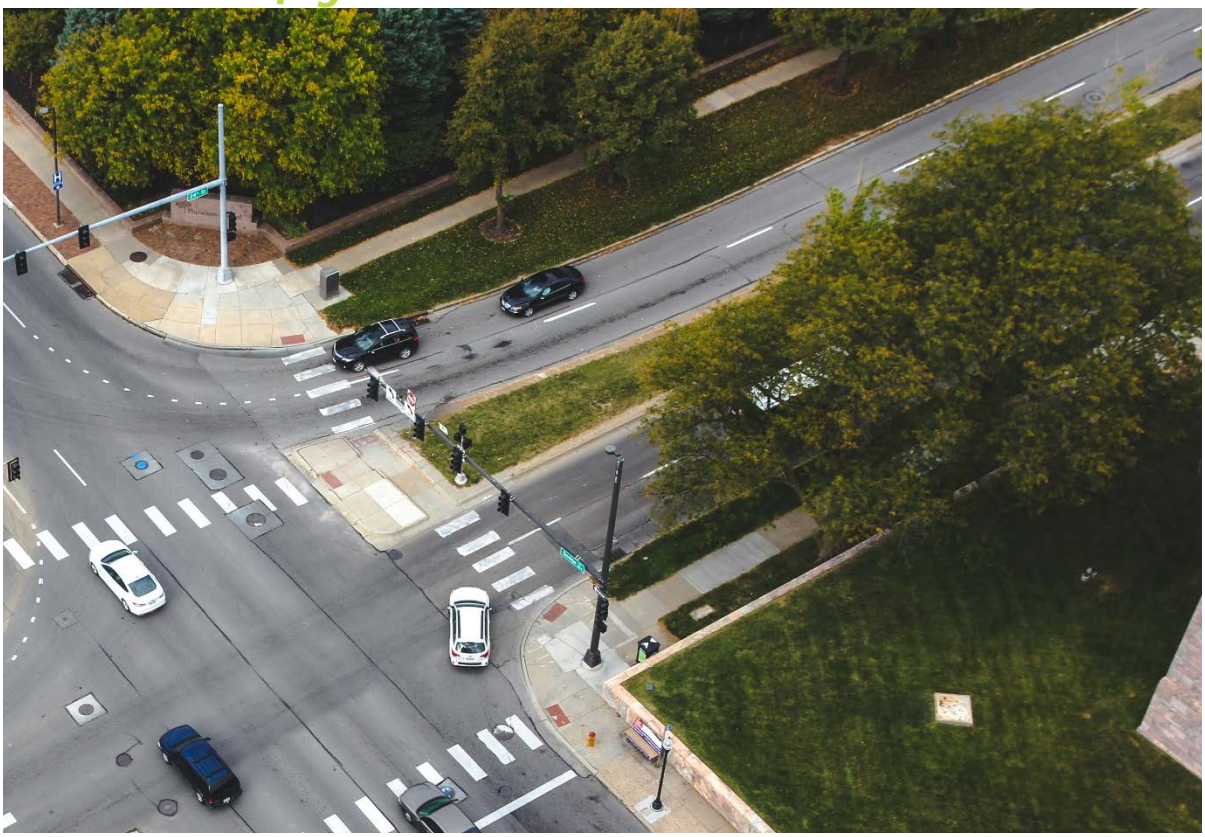
Crosswalks provide a designated space for pedestrians to cross a roadway and draw the attention of automobile drivers to the potential presence of pedestrians. In addition, Crosswalks provide crucial linkages within the pedestrian network to create access and connectivity for users.

Considerations:

The frequency of crosswalks should increase in areas where pedestrian volumes are higher. In addition, crosswalks should be highly visible to both pedestrians and automobile drivers, and pedestrians should experience a short wait time to cross and be given adequate time to traverse the crosswalk. The crossing distance should be minimized as much as possible and, where necessary, should be broken up using pedestrian refuge islands to give pedestrians safe places to wait as they cross the road in segments.

Relative Cost	*Ease of Implementation*
	

Pedestrian Refuge Island



Description:

Pedestrian Refuge Islands utilize median space in the midst of a crosswalk to create a safe place for pedestrians when crossing larger/wider roadways. Pedestrians can utilize this type of facility if they need space and time to wait when crossing different segments of the roadway.

Design Standards/Specifications:

- The designated pedestrian space on the island should be the same width as the connecting crosswalk at a minimum, but can also be wider
- The refuge space should be protected by some type of barrier element
- The use of curbing and planted medians clearly differentiates the pedestrian refuge space from the motor vehicle travel area
- In instances where both pedestrians and bicyclists will share the crossing and median area, additional space or parallel facilities may be appropriate

Benefits:

Pedestrian Refuge Islands increase pedestrian safety and comfort when crossing wide or busy roadways and provide a place for people to wait or rest before completing the process of crossing.

Considerations:

Pedestrian Refuge Islands can be utilized on wide, busy roadways where there is available median space, and are recommended in areas where pedestrian activity is high.

Relative Cost

Ease of Implementation

Mid-Block Crosswalk

Description:

Mid-Block Crosswalks provide designated pedestrian crossing space in locations between intersections along a given block.

Design Standards/Specifications:

- Automobile stop lines at the crossings are recommended to be set back 20-50 ft
- Crossings are recommended to be striped regardless of paving pattern or material to increase visibility for automobile drivers
- Pedestrian refuge islands compliment Mid-Block Crosswalks by increasing pedestrian safety
- Methods like restricting parking near the crossing or adding curb extensions help keep the area around the crossing clear and visible
- It is recommended that Mid-Block Crosswalks are accompanied by pedestrian crossing signage that includes the symbol of a pedestrian and an arrow pointing toward the crossing space
- The safety of these facilities is further increased when accompanied by flashing beacons that can either flash consistently or flash only when activated by a waiting pedestrian

Benefits:

These facilities increase the number of crossing options and the convenience of crossing a roadway. In addition, Mid-Block Crosswalks increase safety by offering a designated crossing space in locations where pedestrians might have opted to cross even if the facility wasn't in place in order to avoid the inconvenience of traveling to an out-of-direction intersection Crosswalk.

Considerations:

Mid-Block Crosswalks are suitable in areas with long block lengths where forcing pedestrians to cross at intersections would often require them to travel significantly out of their way to cross the road safely. They are also suitable when paired with mid-block bus stops and in locations with high pedestrian activity to and from destinations located mid-block. Places such as schools, parks, museums, waterfronts, and other major social, cultural, and economic places of interest and employment tend to generate the levels of pedestrian activity that may warrant Mid-Block Crosswalks. Because mid-block placements may not be perceived as natural crossing locations and because Mid-Block Crosswalks are less common than Crosswalks at intersections, the use of signage and even signals can help alert drivers to the presence of pedestrians crossing the road.

Relative Cost

Ease of Implementation

Pedestrian Hybrid Beacon

Description:

Pedestrian Hybrid Beacons (PHBs) are installed at designated crossing locations and are used to warn and control automobile traffic at the crossing when the beacons have been activated by a pedestrian. The beacons remain off and traffic can flow freely through the crossing space until a pedestrian activates the beacons by pressing a button.

Design Standards/Specifications:

- The vehicle signals on PHBs should include multiple stages of lighting/flashing that warn oncoming traffic that a pedestrian is about to cross, stop the traffic so that the pedestrian can traverse the crossing, allow automobiles to gradually proceed through the crossing after stopping, and finally proceed as normal after the beacons shut off
- These facilities are recommended to include signage that explain the stages of the vehicle signal to approaching automobiles
- The crossing space are recommended to be designated with striped pavement markings
- Similar to those included at intersection Crosswalks, the PHB facility is recommended to include electronic pedestrian signals that indicate to pedestrians when they are permitted to begin crossing, how much crossing time they have remaining, and when not to cross, as well as signage that explains these signals

Benefits:

PHBs can decrease pedestrian-automobile crashes by creating a designated and controlled crossing space in locations where it would otherwise be very dangerous for pedestrians to cross the roadway. In addition, the nature of these beacons draws the attention of automobile drivers to the presence of a waiting/crossing pedestrian and both warn and control approaching automobiles so that the pedestrian(s) can cross safely. PHBs also give pedestrians priority over vehicles by allowing users to cross very quickly after pressing the button.

Considerations:

Decisions to install PHBs should be made carefully because they give pedestrians nearly immediate priority over oncoming traffic and their cycles are unrelated to nearby traffic signal cycles. These types of facilities are most appropriate in locations where there may be demand for designated pedestrian crossings but where the roadway facility could be extremely dangerous to cross without the ability to both warn and stop traffic for the pedestrians. Such roadway facilities include those with at least three or four lanes, high traffic volumes, and higher speed limits (40 miles per hour or higher).

Relative Cost

Ease of Implementation

Rectangular Rapid Flashing Beacon (RRFB)

Description:

Rectangular Rapid Flashing Beacons (RRFBs) can be installed at pedestrian crossings as an additional method of drawing the attention of automobile drivers to the presence of pedestrians. These facilities include pedestrian warning signage with rectangular beacons that flash at a rapid rate and with a brighter light intensity than standard flashing beacons when activated by a pedestrian.

Design Standards/Specifications:

- RRFBs should be rectangular and flash at a bright intensity at a rapid rate
- The beacons should be affixed directly to the post that holds the pedestrian crossing sign
- The crossing space should be designated with striped pavement markings
- RRFBs should be placed on both sides of the crossing and should be placed below the pedestrian crossing sign and above an arrow sign that points to the crossing

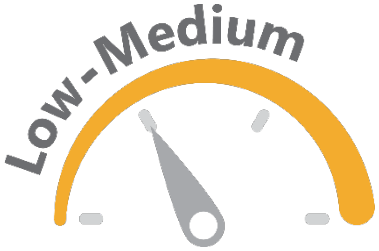
Benefits:

RRFBs provide additional safety to pedestrians crossing a roadway because they draw the attention of approaching automobile drivers to the presence of pedestrians.

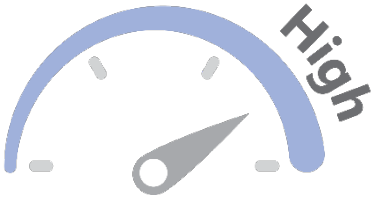
Considerations:

RRFBs are suited to pedestrian crossings on multi-lane roadways where speed limits are under 40 miles per hour. These beacons can be activated either by a pedestrian pushing a button prior to crossing the roadway, or by automated video/infrared detection. The beacons should remain unlit until activated. RRFBs can be installed with solar power to simplify installation.

Relative Cost



Ease of Implementation



Bulbout

Description:

Bulbouts are facilities that extend the pedestrian realm further out into the streetscape as a way to shorten the distance that pedestrians must traverse when crossing a roadway.

Design Standards/Specifications:

- The width of a bulbout in any given direction should be no wider than the adjacent on-street parking, bus bay, or turn bay, so that the bulbout does not extend into automobile or bicycle lanes and impede traffic traveling through an intersection
- Bulbouts that are grade-separated from the connecting crosswalks should include ADA-compliant ramps

Benefits:

Bulbouts increase pedestrian safety by shortening the distance that pedestrians must travel to get across the roadway, increasing pedestrian visibility, and slowing turning vehicles.

Considerations:

Bulbouts are only viable in locations where there is on-street parking, where there are bus bays for buses to pull out when making stops, or where there are automobile left- or right-turn bays. This is due to the fact that on-street parking, bus bays, and turn bays do not extend through pedestrian crossings, meaning that traffic traveling through the crossing will not be impeded by the existence of a bulbout. Bulbouts should be implemented thoughtfully, as they may reduce flexibility to make changes to the streetscape in the future. It should be noted that Bulbouts may make it more difficult for larger vehicles, such as school buses and freight trucks, to make turns at intersections.

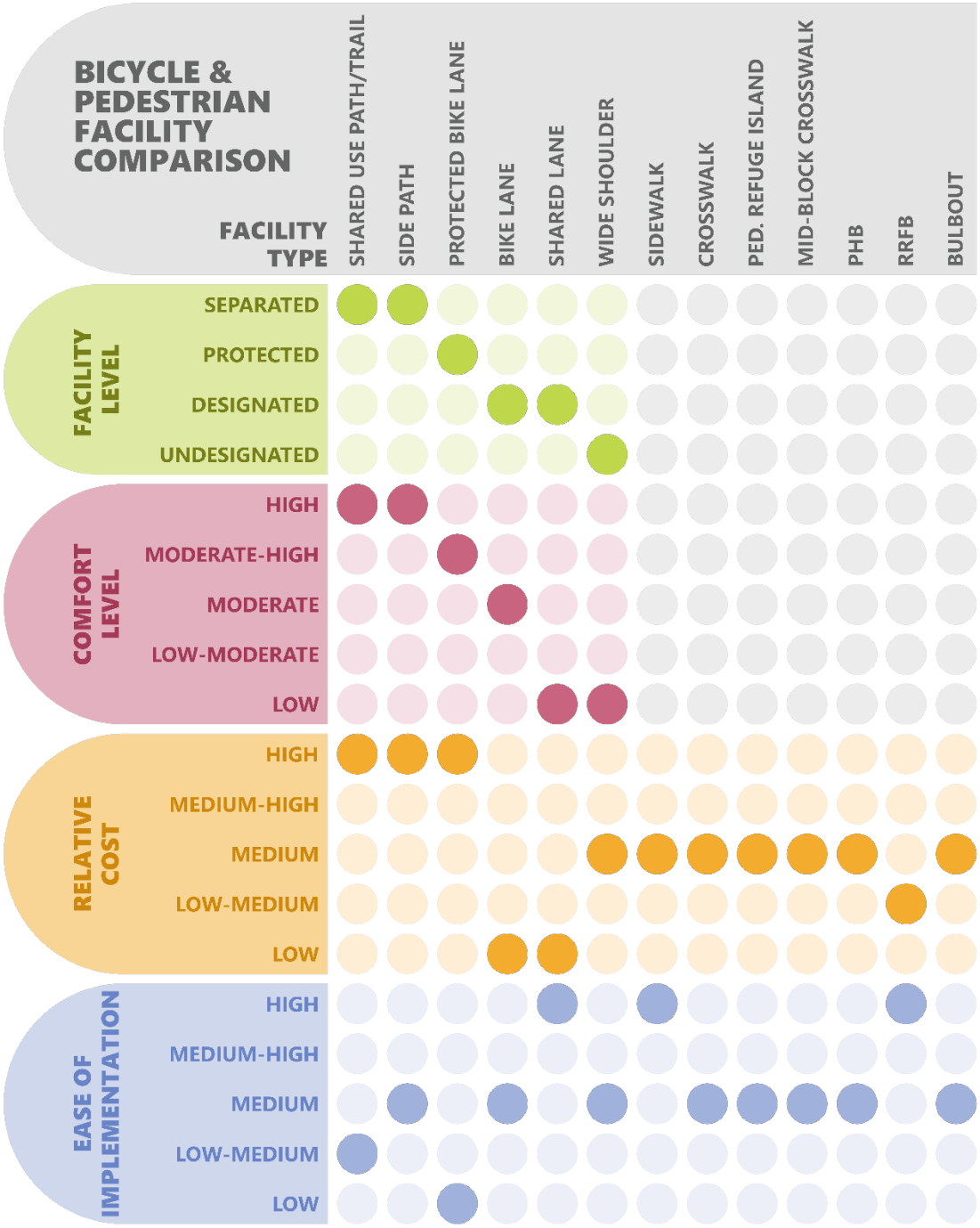
Relative Cost

Ease of Implementation

FACILITY COMPARISON

Figure 2 illustrates the facility level, comfort level, relative cost, and ease of implementation for each bicycle facility and the relative cost and ease of implementation for each pedestrian facility. This graphic provides a means to compare these characteristics across the various active transportation facility options to help decision makers better determine when each facility meets identified needs.

Figure 2: Bicycle and Pedestrian Facility Comparison



CONTEXT SENSITIVE IMPLEMENTATION

The following sections describe examples of bicycle and pedestrian issues that exist in the RGVMAB's active transportation networks and provide potential solutions to mitigate or eliminate these issues and increase opportunities and safety for active transportation users. These examples can be utilized by RGVMPO to assess other points in the region's networks that could benefit from the implementation of facilities discussed in these design guidelines.

Urban Bicycle Environment

Example Issue

Figure 3: Bicycle Issue in an Urban Environment

Figure 3 shows a segment of W. Rose St. (running southeast to northwest) from Sam Houston Blvd. to its end at Heavin Park in San Benito. This segment of Rose St. has the potential to connect the bicycle lanes on Sam Houston Blvd. to the Heavin Resaca trail, but the street currently lacks any form of designated bicycle facility. Due to Rose St. being in a residential area, people may already feel comfortable riding their bicycles on it. However, people may be less likely to use Rose St. as a connector between the two other facilities because they may not realize that it offers the benefit of that connection.

Example Solution

This segment of W. Rose St. could benefit from an official shared lane designation. The residential context and low existing speed limit on this street offer an environment suitable for this type of bicycle facility. In addition, shared lanes would be relatively easy implement in this location, requiring only Sharrow pavement markings and signage designating the shared nature of the street. Implementation of shared lanes along Rose St. would improve bicycle safety and create additional

benefits in the area by creating a designated connection between the Heavin Resaca Trail/Heavin Park on the northeast side of the street and the designated bicycle lanes on Sam Houston Blvd., which is one of the primary roadways that passes through urban San Benito.

Rural Bicycle Environment

Example Issue

Figure 4: Bicycle Issue in a Rural Environment

Figure 4 shows New Carmen Ave. northwest of Brownsville where it meets the entrance to Resaca de la Palma State Park. Currently, there are no designated bicycle facilities along New Carmen Ave., and because this roadway provides the only public entrance to the state park, there are currently no active transportation connections between Resaca de la Palma and the rest of the existing bicycle network in the Brownsville area. State parks have the potential to be major destinations for bicyclists, and the lack of designated connections to Resaca de la Palma may discourage people from cycling to and from the park.

Example Solution

A major connection could be made between Resaca de la Palma State Park and the existing bicycle network in Brownsville. New Carmen Ave. potentially has space to install a bicycle facility, such as paved Wide Shoulders or Side Paths, depending on further study. New Carmen Ave. runs north/south, with its southern terminus intersecting Military Rd., which runs northwest/southeast and eventually turns into Boca Chica Blvd in Brownsville. Military Rd. contains paved shoulders on both sides from west of New Carmen Ave. to Ruben M. Torres Sr. Blvd., which contains designated bicycle lanes and connects to other facilities in the existing bicycle network. These existing facilities and connections illustrate that if bicycle facilities were installed along New Carmen Ave., bicyclists could make

connections from the existing urban network in Brownsville all the way to Resaca de la Palma State Park, using New Carmen Ave. and Military Rd. as connecting routes.

Urban Pedestrian Environment

Example Issue

Figure 5: Pedestrian Issue in an Urban Environment

Figure 5 shows a stretch of W. Jordan Ave. in southwest McAllen. The area includes several community-centric land uses, such as the Palm View Community Center and Branch Library as well as Palm View Park, across W. Jordan Ave. from a large residential area. The photo illustrates that, along a relatively long stretch of W. Jordan Ave., there are currently no designated pedestrian crossings that would allow pedestrians to cross the street safely to travel between their homes and these community land uses. This combination of land uses implies that there is likely a high demand for children and family groups to travel back and forth between the neighborhood and the community center, library, or park.

Example Solution

To provide a safe pedestrian crossing environment for people wishing to cross W. Jordan Ave., solutions such as Pedestrian Hybrid Beacons paired with painted crosswalks could be installed at a few locations along the roadway. These facilities increase the safety of crossing pedestrians by clearly defining the crossing area, alerting the attention of drivers to crossing pedestrians, and controlling automobile traffic at the crossings.

Rural Pedestrian Environment

Example Issue

Figure 6: Pedestrian Issue in a Rural Environment

Figure 6 shows a stretch of Montezuma Rd. in north Harlingen. In this area, Montezuma Rd. runs next to Lee H. Means Elementary Fine Arts Academy and through a few residential neighborhoods. The photo illustrates a lack of sidewalks on either side of Montezuma Rd. This lack of a designated pedestrian space creates a safety hazard for any child, family, or resident who wants to walk between the nearby elementary school and their home because the terrain is inconsistent and pedestrians may experience close encounters with automobiles. Currently, people are either discouraged from walking altogether, or must walk in the grass or ditches alongside the roadway.

Example Solution

This stretch of Montezuma Rd. could benefit from the installation of ADA-compliant sidewalks on both sides of the roadway so that residents from the nearby neighborhoods can walk safely to and from the elementary school. In addition to installing sidewalks, designated pedestrian crossings are also recommended to provide safe places for pedestrians to cross Montezuma Rd. between the school and the neighborhoods.

October 1, 2020

TxDOT Monthly Letting Update

(Projects within Rio Grande Valley MPO Area)

PROJECTS TO BE LET IN November 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
Mile 3 N *0921-02-321*	HID	Tom Gill Rd to Goodwin Rd	Reconstruct & Widen from 2 lane to 4 lane divided – C&G	$14,389,614 / $0.00	CAT 3, 7 & 12

PROJECTS TO BE LET IN December 2020

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
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	$985,612 / $0.00	CAT 3 & 9
LL-PSJA Tri-City Ped Safety Improvement *0921-02-391*	HID	Within City Limits of Alamo, Pharr & San Juan	Construct Safety Ped Improvements	$2,014,506 / $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	$260,123,640 / $0.00	CAT 3, 10, 11B & 12
S Parallel Corridor *0921-06-252*	CAM	FM 509 to FM 1577	Construct 2 Lane Rural	$8,368,925 / $0.00	CAT 3, 10, 11B

PROJECTS TO BE LET IN May 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-Cano St Hike & Bike *0921-02-392*	HID	Cano St to Freddy Gonzalez St	Installation of Solar Powered Lighting	$534,400 / $0.00	CAT 3 & 9

Disclaimer: Work in Progress and Subject to Change

October 1, 2020

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 (23rd St) & Hackberry Ave	Addition of North & South Bound Center Turn Lanes	$150,968 / $0.00	CAT 7
FM 1926 *1804-01-069*	HID	@ FM 1926 (23rd St) & Kendlewood Ave	Addition of North & South Bound Center Turn Lanes	$103,113 / $0.00	CAT 7

Disclaimer: Work in Progress and Subject to Change

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 9-15-2020)

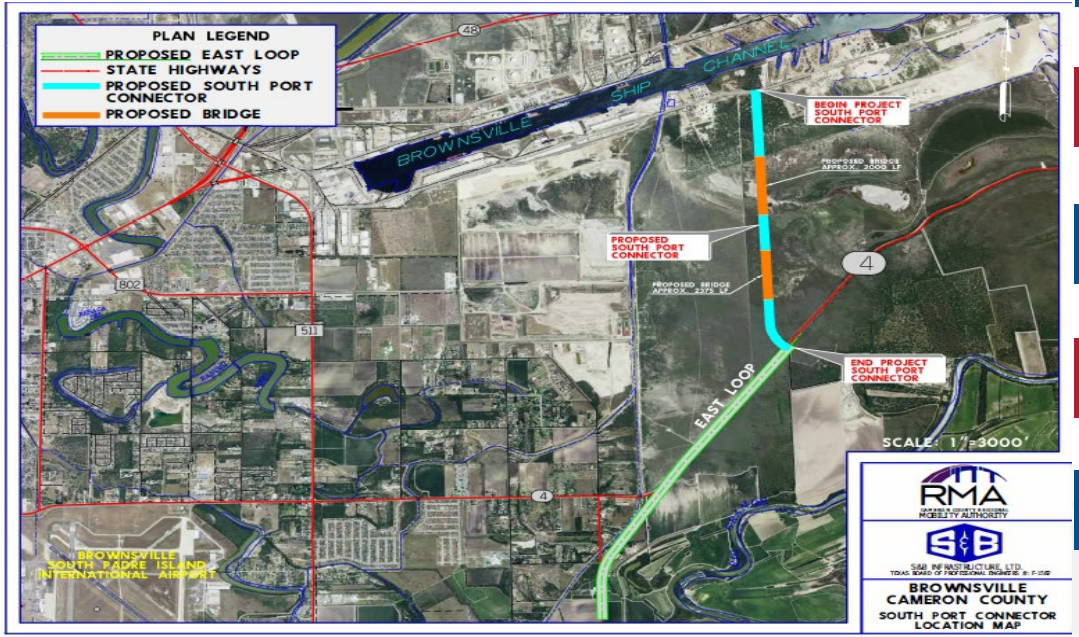
Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6						STATEWIDE FUND 6					Cat 11 (RIDER 11B)/(Rider 45)	Cat 11 (Energy Sector)	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 10 Charge (CBI)	Cat 12	DISTRICT FUND 6 TOTALS	Cat 6/RGS	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Pass Thru	DISTRICT NON-TRADITIONAL TOTALS			
Construction Lettings																			
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
	HiID	>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		$ 2,588,243	$ 2,588,243			$ -			$ -		$ -		$ -	$ 2,588,243
	HID	>SH 107	0528-01-120	Overlay	SH 495 to BUS 83		$ 666,704	$ 666,704			$ -			$ -		$ -		$ -	$ 666,704
	HID	>SH 107	0219-01-060	Overlay	BUS 83 to IH-2		$ 490,309	$ 490,309			$ -			$ -		$ -		$ -	$ 490,309
	HID	>FM 88	0698-03-098	Overlay	IH 2 to BUS 83		$ 499,722	$ 499,722			$ -			$ -		$ -		$ -	$ 499,722
	HID	>FM 681	0669-01-065	Overlay	FM 1925 to .25 Miles North of FM 2221		$ 770,111	$ 770,111			$ -			$ -		$ -		$ -	$ 770,111
	HID	>FM 88	0698-03-103	Overlay	Bus 83 to 18th St.		$ 699,529	$ 699,529			$ -			$ -		$ -		$ -	$ 699,529
Nov-20	CAM	SH 100	0331-01-052	Rehabilitation	S Mesquite St. to 567 Ft. East of Ebanos St.	$ 4,786,164		$ 4,786,164			$ -			$ -		$ -		$ -	$ 4,786,164
						$ 4,786,164	$ 5,714,618	$ 10,500,782	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,500,782
Dec-20		NO PROJECTS						$ -			$ -			$ -		$ -		$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Jan-21		NO PROJECTS						$ -			$ -			$ -		$ -		$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Feb-21	HID	FM 1423	1427-01-040, etc.	Overlay	IH-2 to Bus 83		$ 1,263,294	$ 1,263,294			$ -			$ -		$ -		$ -	$ 1,263,294
	HID	>FM 1423	1427-01-041	Overlay	SH 107 to Wisconsin Rd		$ 1,033,612	$ 1,033,612			$ -			$ -		$ -		$ -	$ 1,033,612
	HID	>FM 493	0863-01-071	Overlay	IH-2 to Bus 83		$ 465,375	$ 465,375			$ -			$ -		$ -		$ -	$ 465,375
	HID	>FM 2061	1939-02-040	Overlay	Ridge Rd to FM 3072		$ 2,684,253	$ 2,684,253			$ -			$ -		$ -		$ -	$ 2,684,253
	CAM	>BUS 77X	0327-08-099	Overlay	FM 507 to Floodway Bridge		$ 1,645,218	$ 1,645,218			$ -			$ -		$ -		$ -	$ 1,645,218
	CAM	>BUS 77X	0039-12-255	Overlay	Floodway Bridge to LP 499		$ 379,458	$ 379,458			$ -			$ -		$ -		$ -	$ 379,458
						$ -	$ 7,471,210	$ 7,471,210	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 7,471,210
Mar-21	HID	FM 2221	0862-01-059	Rehabilitation	FM 492 to FM 681	$ 3,248,400		$ 3,248,400			$ -			$ -		$ -		$ -	$ 3,248,400
						$ 3,248,400	$ -	$ 3,248,400	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,248,400
Apr-21		NO PROJECTS						$ -			$ -			$ -		$ -		$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
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			$ -			$ -	$ 911,397		$ 911,397		$ -		$ -	$ 911,397
						$ -	$ -	$ -	$ -	$ -	$ -	$ 911,397	$ -	$ 911,397	$ -	$ -	$ -	$ -	$ 911,397
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
								$ 28,863,835			$ 7,089,795			$ 911,397		$ -		$ -	$ 36,865,027

CCRMA
Project Status Presentation
RGVMPO Technical Advisory Committee

October 08, 2020

RMA
CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY

South Port Connector
CSJ: 0921-06-288



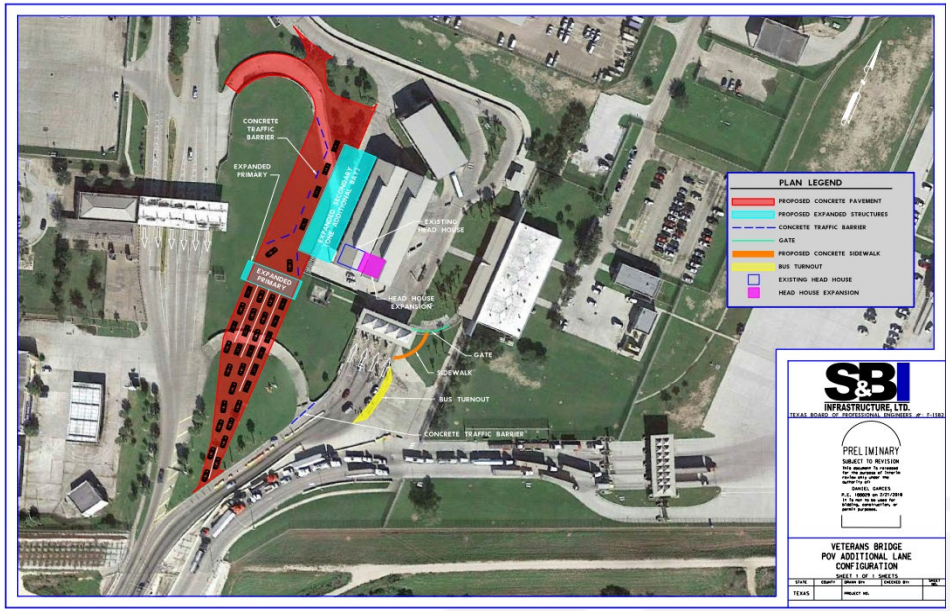
1	Environmental	✓
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	✓
5	Funding	✓

Recent Activity:

- Construction Began 08.10.20

→ Under Construction

Veterans POV Expansion
CSJ: 0921-06-313



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

Recent Activity:

- CBP/GSA Approval Received – Pending Final DAA
- Received TxDOT concurrence on Public Interest Finding for specialized equipment
- Pending – TxDOT Final Approval for Project Letting / Approval of 100% PS&E

→ Shovel Ready

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

SH 550

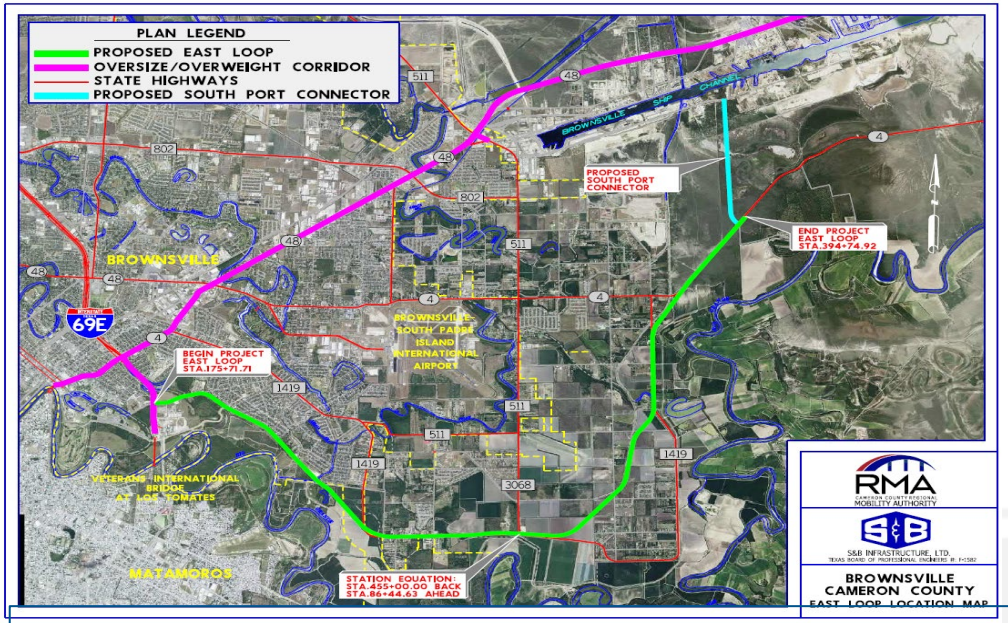
1	Environmental	✓
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	- Update in Progress
5	Funding	✓

Recent Activity:

- ROW in Place / Utilities Adjusted
- Environmental Re Evaluation Underway
- PS&E-30% complete
- Anticipated Ready to Let in FY 2021
- TxDOT Commission Approved 2.5 Miles of Interstate Designation - March 2020
- UPRR coordination in progress

→ Shovel Ready

East Loop
CSJ: 0921-06-315



1	**Environmental**	- 80% complete
2	**Preliminary Engineering**	✓
3	**ROW & Utilities:**	- In Process
4	**Design**	- Under Design
5	**Funding**	- Partially Funded

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

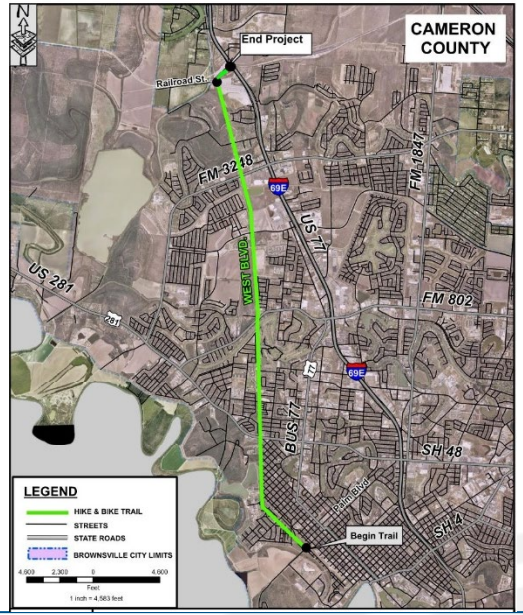
Old Alice Rd
CSJ: 0921-06-290

1	**Environmental**	- 85% Complete
2	**Preliminary Engineering**	✓
3	**ROW & Utilities:**	✓
4	**Design**	- Pending
5	**Funding**	✓

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



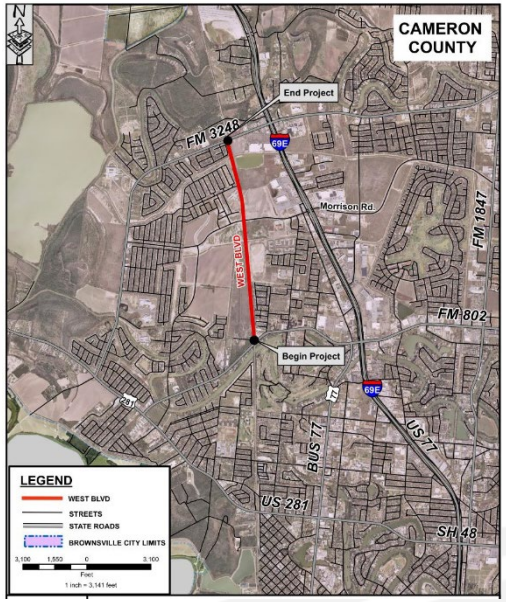
1	**Environmental**	- Underway
2	**Preliminary Engineering**	- Underway
3	**ROW & Utilities:**	- Existing ROW
4	**Design**	- In Process
5	**Funding**	✓

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:

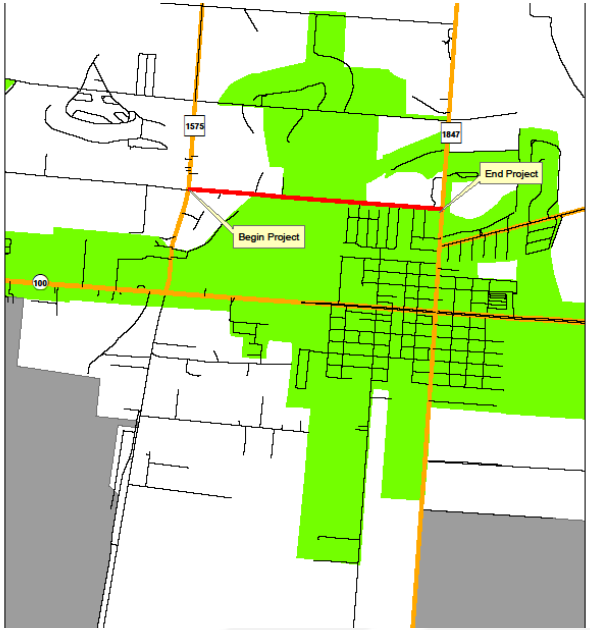


1	**Environmental**	- Underway
2	**Preliminary Engineering**	- Underway
3	**ROW & Utilities:**	- Existing ROW
4	**Design**	- Pending
5	**Funding**	✓

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	**Environmental**	- Underway
2	**Preliminary Engineering**	- Underway
3	**ROW & Utilities:**	✓
4	**Design**	- Pending
5	**Funding**	✓

Recent Activity:

- Construction Funds in UTP
- Consultant selected and environmental and schematic are under development
- DCC held on September 14, 2020

Dana Rd.
CSJ: TBD

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

Recent Activity:

- 2.4 Mile Project is fully funded for construction in FY 2030 at RGVMPO ($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

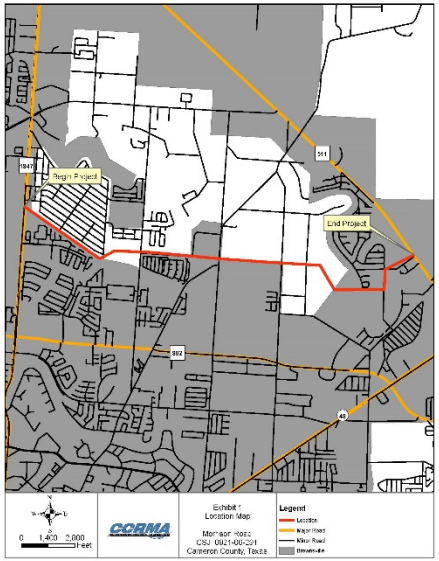
FM 509
CSJ: 0921-06-254

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

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	**Environmental**	- Underway
2	**Preliminary Engineering**	- Underway
3	**ROW & Utilities:**	- Pending
4	**Design**	- Pending
5	**Funding**	✓

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

1	**Environmental**	- CCRMA Lead
2	**Preliminary Engineering**	- CCRMA Lead
3	**ROW & Utilities:**	- CCRMA Lead
4	**Design**	- CCRMA Lead
5	**Funding**	- CCRMA Lead

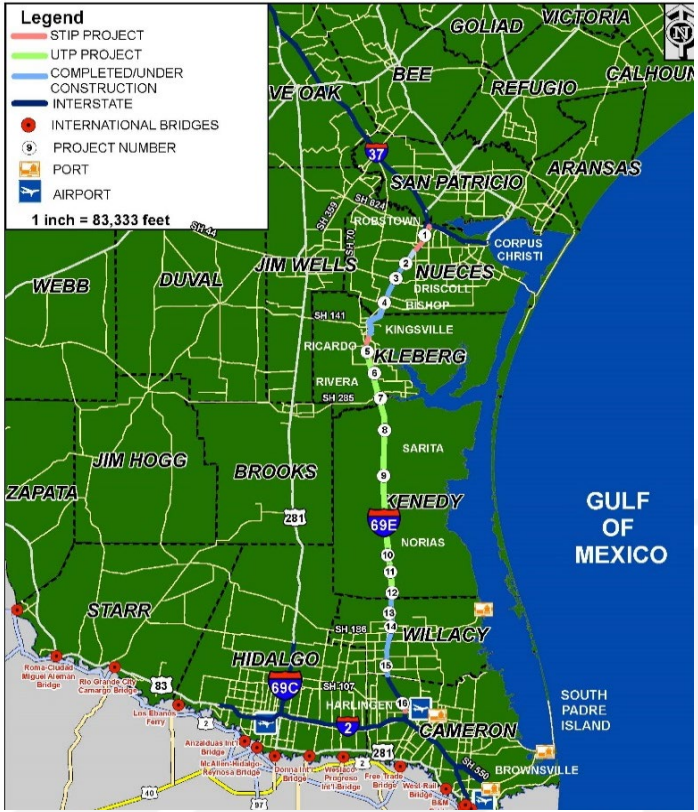
Recent Activity:

- 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 I69E, SH 100, and SH 550/I 169.
- Study will include direct connectors

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
		Subtotals	**$ 654,294,871**

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD OF DIRECTORS MEETING FOR OCTOBER 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"

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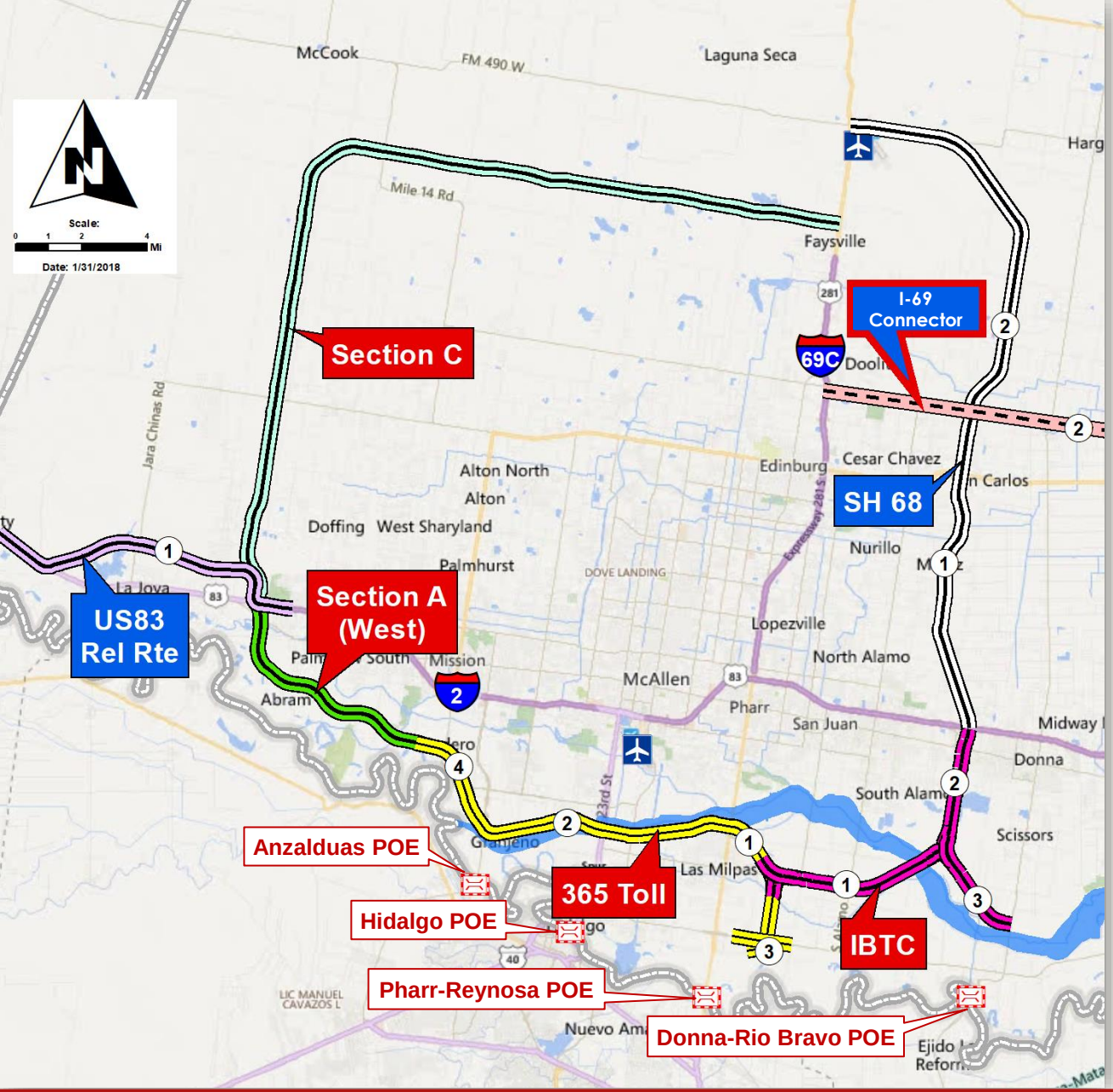
HCRMA
STRATEGIC PLAN

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



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Post 2021 UTP Approval

SYSTEM WIDE

- Approval of 2021 UTP (Aug 2020)
  - 365 Toll: gap-funded construction – project needs 2nd 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 RGVMPO (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)

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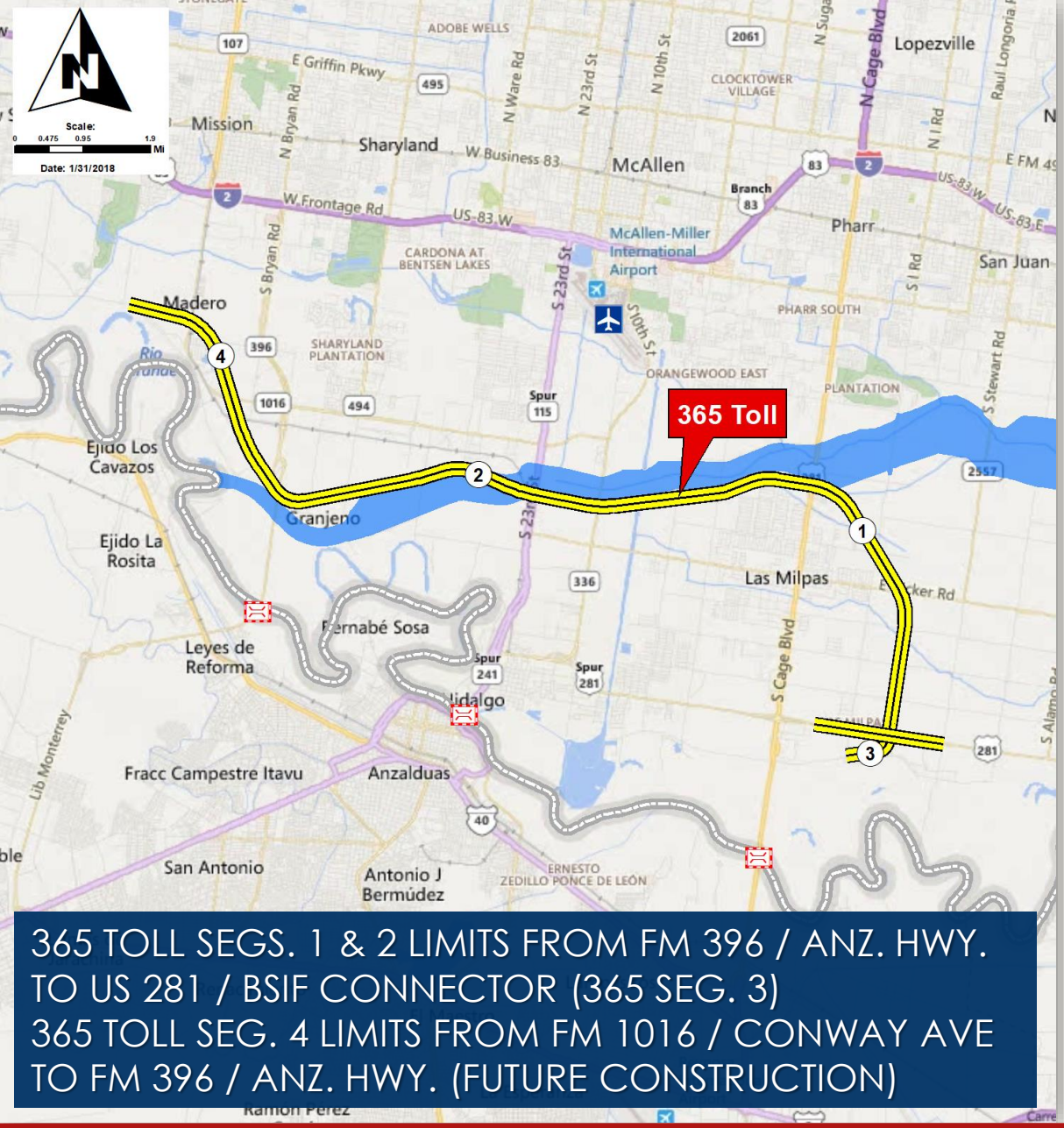

365 TOLL SEGS. 1 & 2 LIMITS FROM FM 396 / ANZ. HWY. TO US 281 / BSIF CONNECTOR (365 SEG. 3)
365 TOLL SEG. 4 LIMITS FROM FM 1016 / CONWAY AVE TO FM 396 / ANZ. HWY. (FUTURE CONSTRUCTION)

365 TOLL

HCRMA

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

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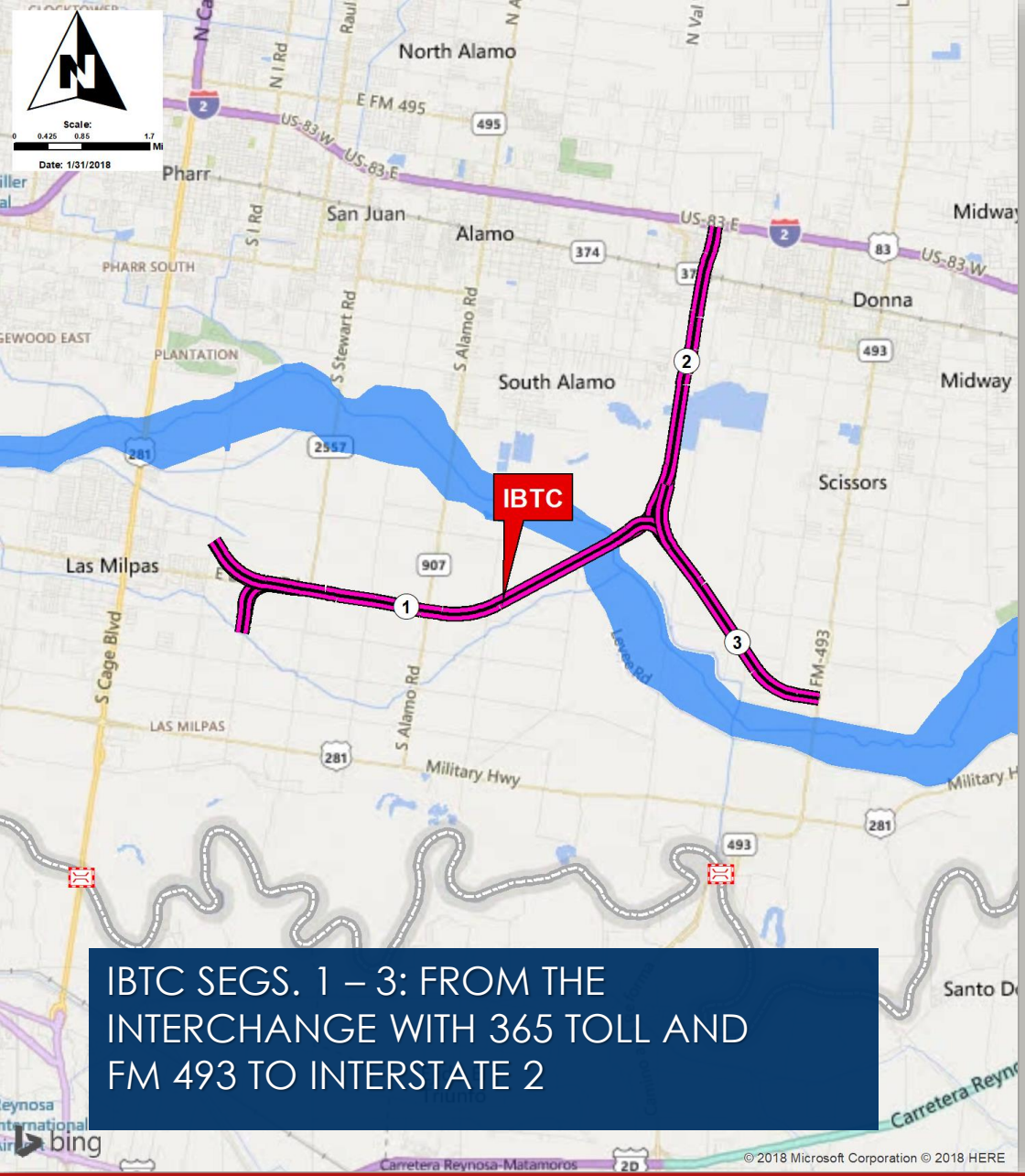
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

365 TOLL

SCHEDULE:

- ~~**04/2020-05/2020**, Submit RGVMPO TIP 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,~~
- **11/2020 - 12/2020**, 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 RGVMPO TIP 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. OPEN: 03/2025

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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 12/2021 TO 03/2025

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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

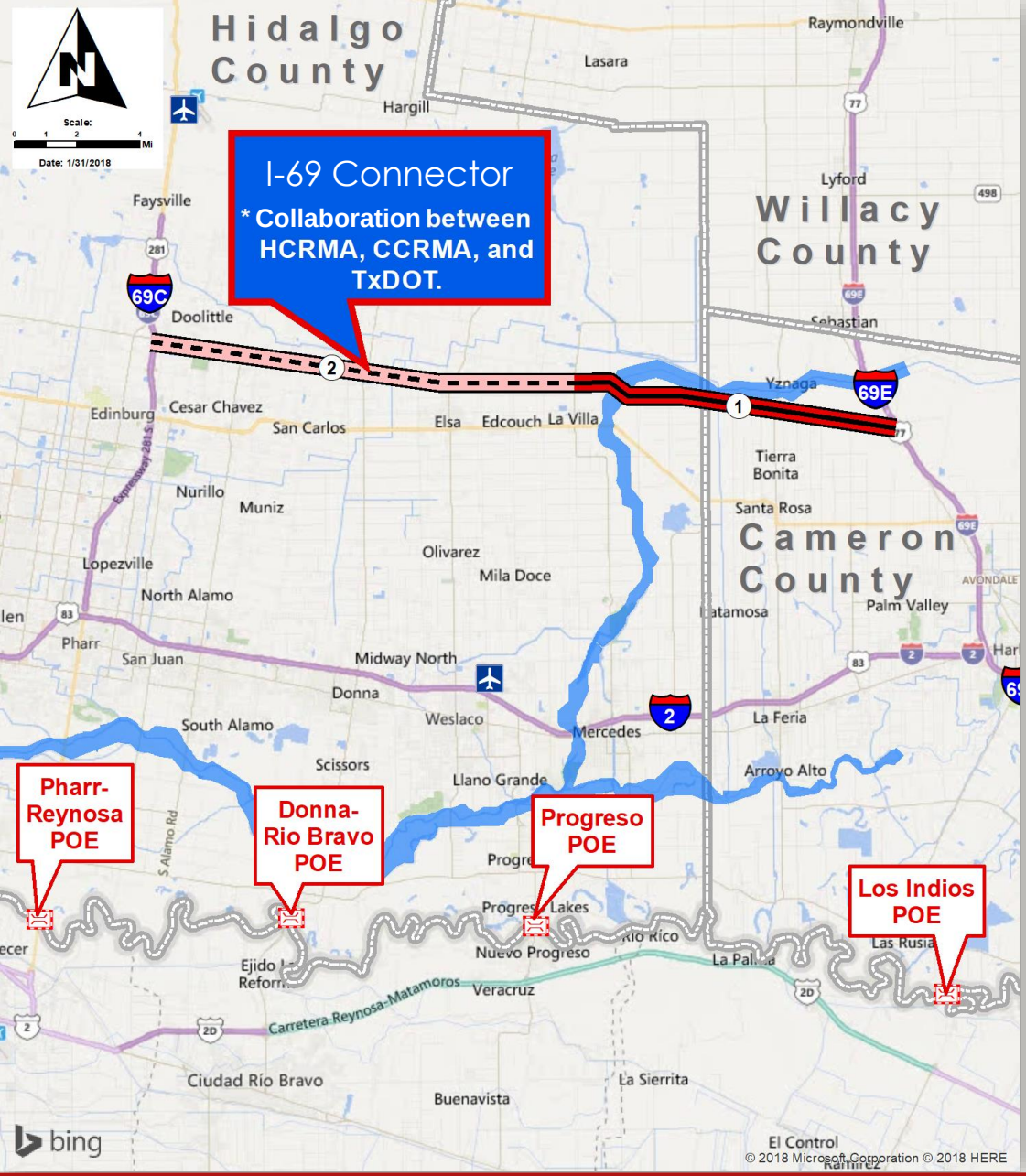
IBTC

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:

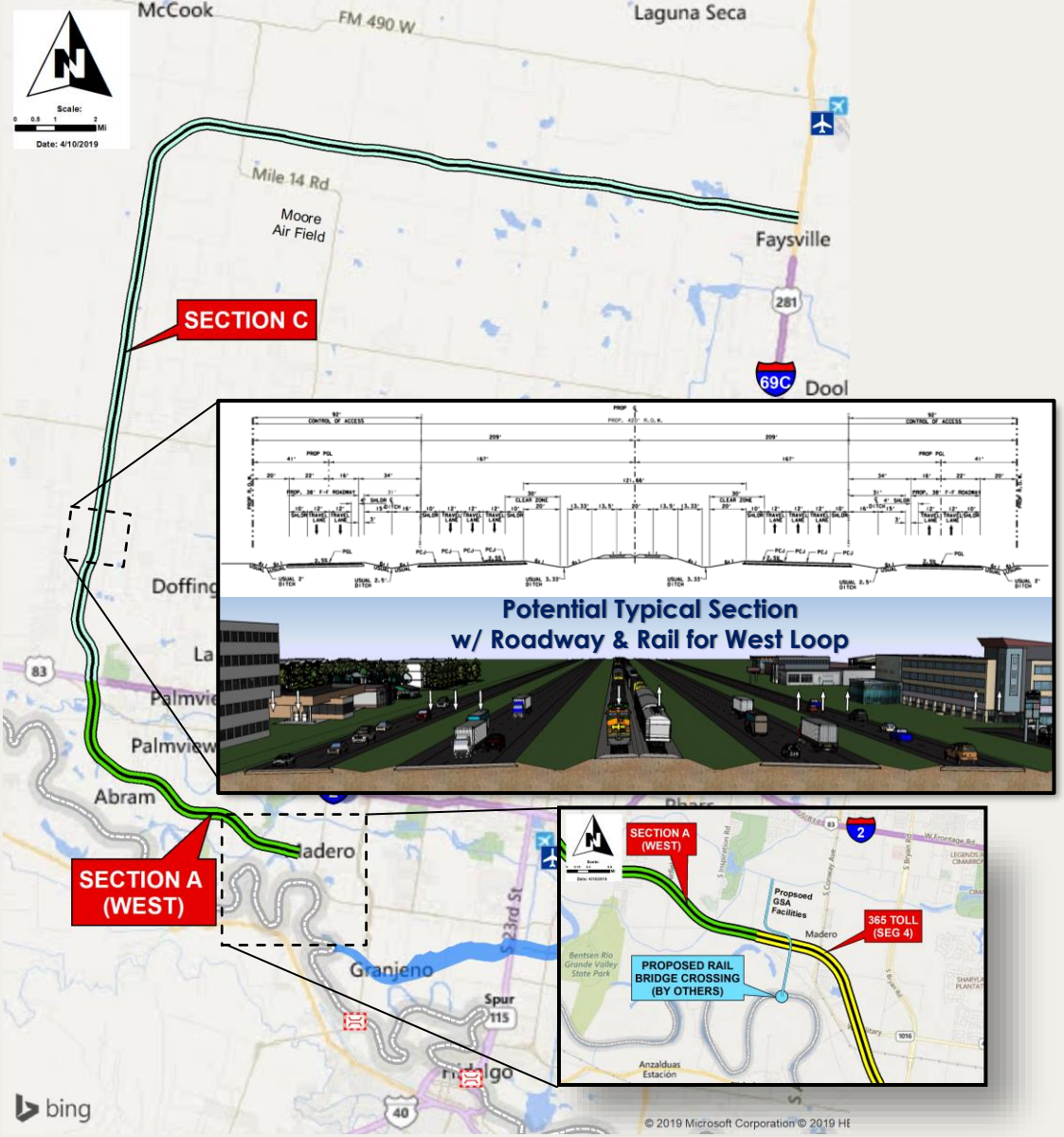
- PROJECT LENGTH ~27 MILES
- FROM I-69C IN HIDALGO COUNTY TO I69-E IN CAMERON COUNTY
- KEY PARALLEL CORRIDOR TO I-2 WITH IMPORTANCE TO MOBILITY PROJECTS BY TXDOT, CCRMA AND HCRMA
- TXDOT COMMITTED SUPPLEMENTAL DEVELOPMENT AUTHORITY FUNDS FOR THE ENTIRE 27 MILE CORRIDOR AS AN EXPRESSWAY FACILITY.
- TXDOT 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.

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

WEST LOOP

SECTION A(WEST) / SECTION C

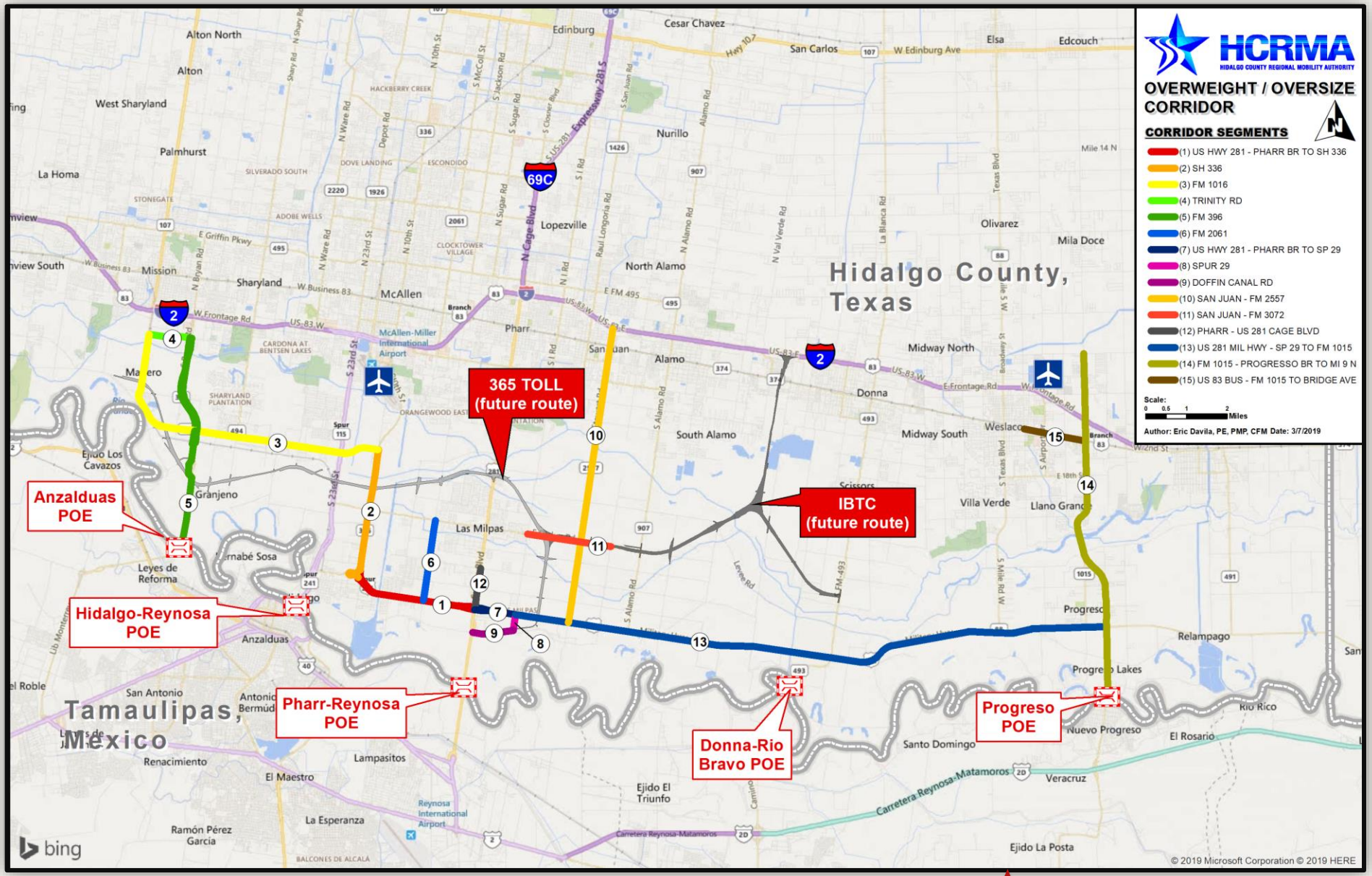
***COMPLIMENTS PROPOSED MISSION/MADERO-REYNOSA INTERNATIONAL BORDER CROSSING (BY OTHERS)**



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"

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Overweight Report for 2014 – Present
Period: Jan 1, 2014 – Sept 30, 2020

OW

Total Permits Issued:	**176,708**
Total Amount Collected:	**$ 26,790,292**
■ **Convenience Fees:**	**$ 612,492**
■ **Total Permit Fees:**	**$ 26,177,800**
– Pro Miles:	$ 530,124
– TxDOT:	$ 22,251,130
– HCRMA:	$ 3,396,546

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

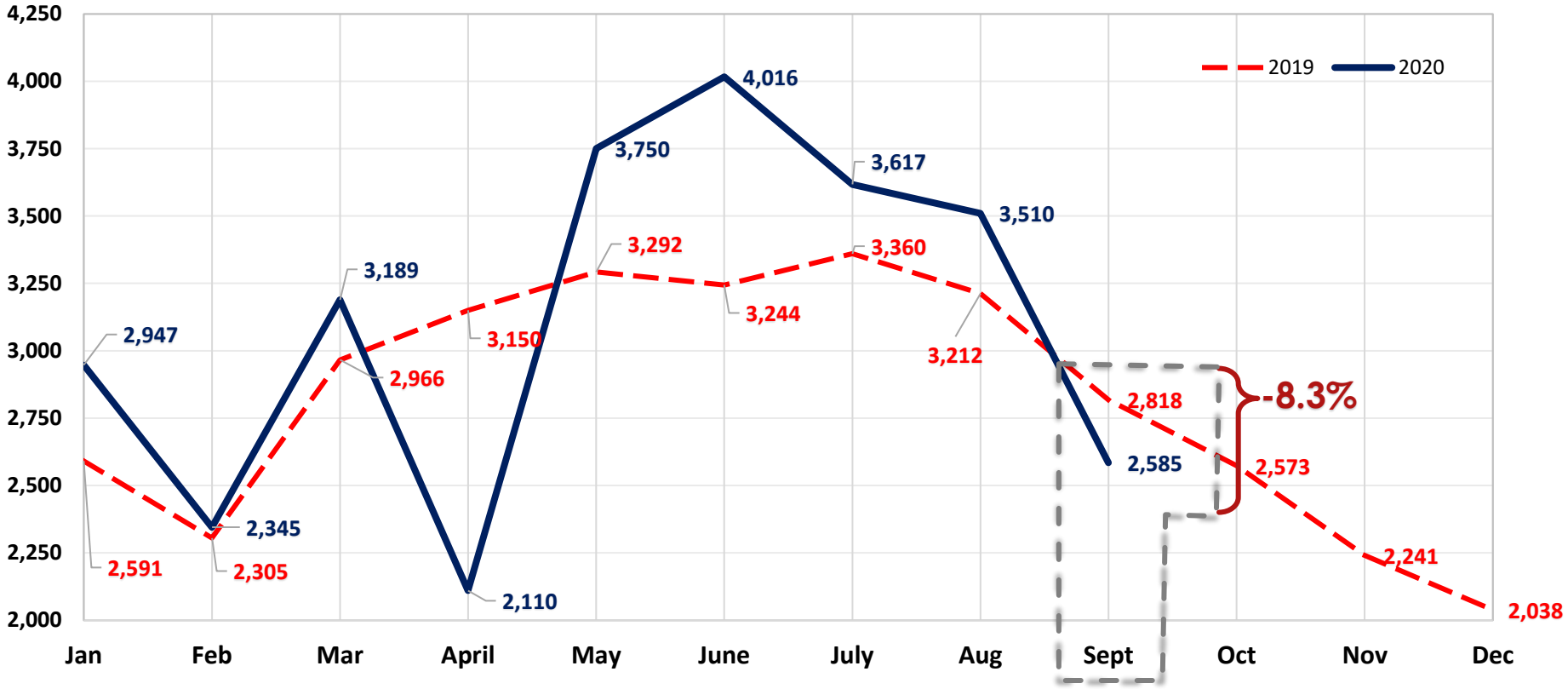
Overweight Report for Year 2020
Period: Jan 1, 2020 – Sept 30, 2020

OW

Total Permits Issued:	**28,069**
Total Amount Collected:	**$ 5,716,280**
■ **Convenience Fees:**	**$ 102,480**
■ **Total Permit Fees:**	**$ 5,613,800**
– Pro Miles:	$ 84,207
– TxDOT:	$ 4,771,730
– HCRMA:	$ 757,863

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Overweight/Oversized Permit Count
2019 - 2020 Monthly Comparison



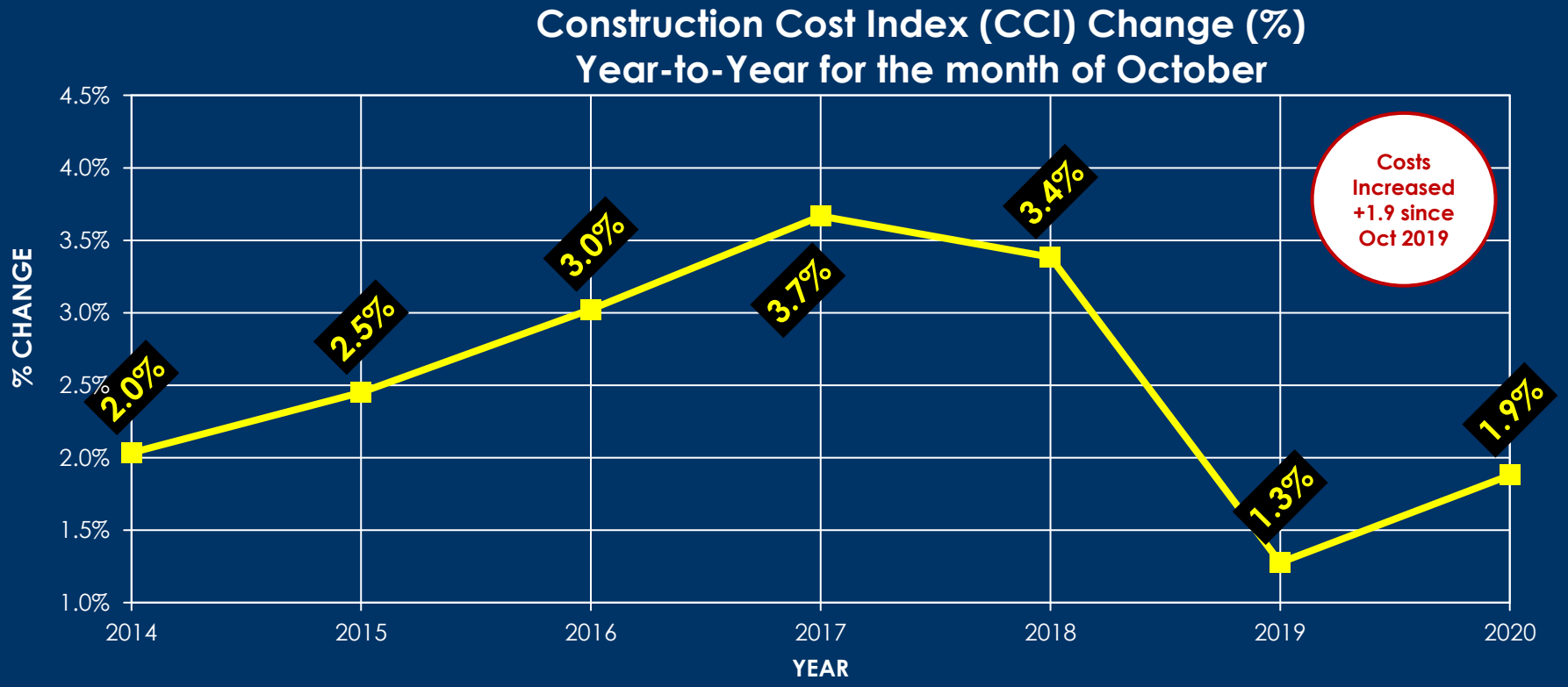
Notes:

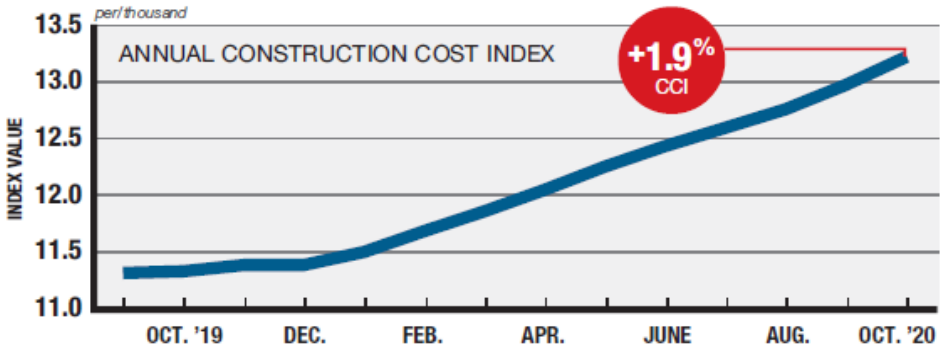
1. **Unprecedented stay at home orders in response to COVID-19 containment in in April 2020 on both sides of the US/ Mexico Border attributed toward a 33% drop in overweight permit purchases within Hidalgo County – April 2019 (3,150 permits) vs. April 2020 (2,110 permits).**
2. **By the end of Sept 2020, the total permit count of 2,585 represents a -8.3% increase compared to Sept 2019 permit count of 2,818 – commensurate with seasonal drops seen around this time of year.**

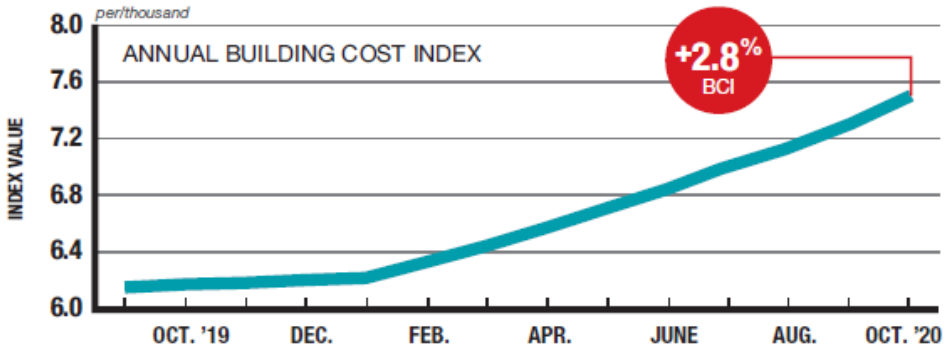
HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Constr. Economics October 2020

CE







Source: McGraw Hill Construction ENR

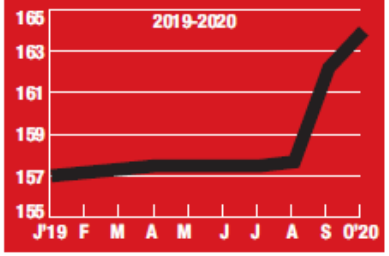
Constr. Economics October 2020

CE

CONCRETE BLOCK

+1.1%

MONTHLY PRICES INCREASED 1.1%, WHILE YEARLY PRICES ROSE 4.4%.

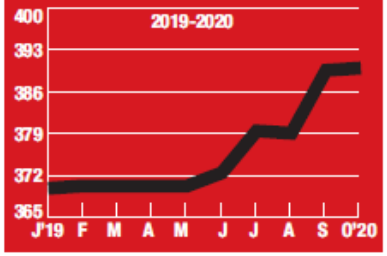


1992=100

READY-MIX CONCRETE

+0.1%

READY-MIX CONCRETE PRICES INCREASED 0.1% SINCE LAST MONTH.

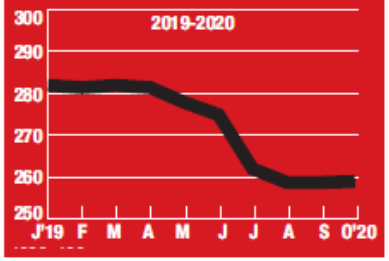


1992=100

ASPHALT PAVING

+0.2%

ASPHALT PRICES ROSE 0.2% THIS MONTH, WHILE YEARLY PRICES ARE DOWN 6.9%.

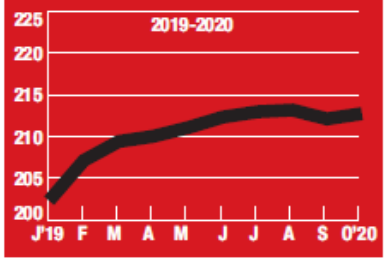


1992=100

PORTLAND CEMENT

+0.3%

MONTHLY PRICES FOR PORTLAND CEMENT ROSE 0.3% IN OCTOBER.



1992=100

20-CITY AVERAGE

ITEM	UNIT	$PRICE	%MONTH	%YEAR
ASPHALT PAVING				
PG 58	TON	392.38	**+0.2**	–6.9
Cutback, MC800	TON	373.65	+1.1	–4.8
Emulsion, RAPID SET	TON	356.49	+0.4	–1.0
Emulsion, SLOW SET	TON	367.37	+0.3	–0.8
PORTLAND CEMENT				
Type one	TON	148.24	**+0.3**	+6.0
MASONRY CEMENT				
70-lb bag	TON	10.85	+0.9	+2.0
CRUSHED STONE				
Base course	TON	12.56	–0.3	+2.6
Concrete course	TON	11.78	0.0	+1.0
Asphalt course	TON	13.97	+0.5	+3.3
SAND				
Concrete	TON	10.43	–0.1	+12.4
Masonry	TON	12.46	0.0	+3.1
READY-MIX CONCRETE				
3,000 psi	CY	125.16	**+0.1**	+5.6
4,000 psi	CY	142.17	–0.4	+3.4
5,000 psi	CY	192.33	–0.6	+3.8
CONCRETE BLOCK				
Normal weight: 8" x 8" x 16"	C	153.08	**+1.1**	+4.4
Lightweight: 8" x 8" x 16"	C	172.88	+0.1	+1.3
12" x 8" x 16"	C	183.12	0.0	+0.3

SOURCE: ENR

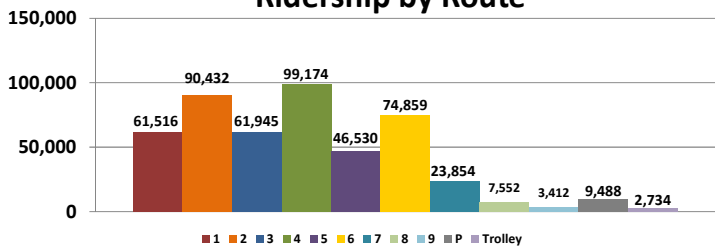
FY 2019-2020 METRO MCALLEN

OCTOBER 1, 2019 thru AUGUST 31, 2020 Ridership and Fares

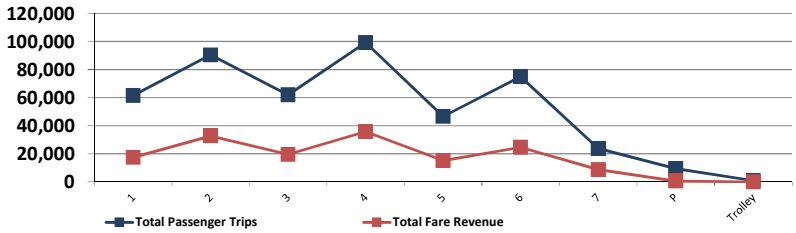
TOTAL RIDERSHIP=	501,777

TOTAL ANNUAL FARE REVENUE=	$157,150

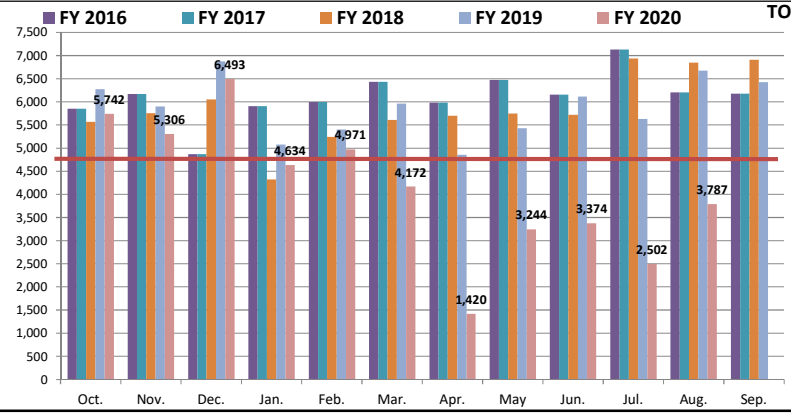
Ridership by Route



Route Summary



SERVICE EXTENSION - YTD Ridership



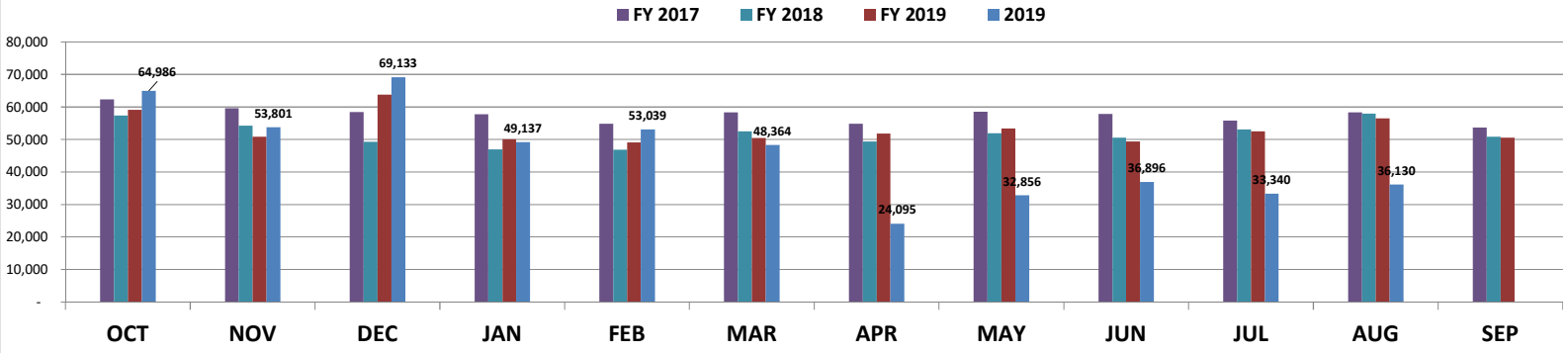
TOTAL RIDERS:
45,645

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

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	3,787		45,645
MONTHLY GOAL	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	45,000

FY 2017 - FY 2020 RIDERSHIP SUMMARY



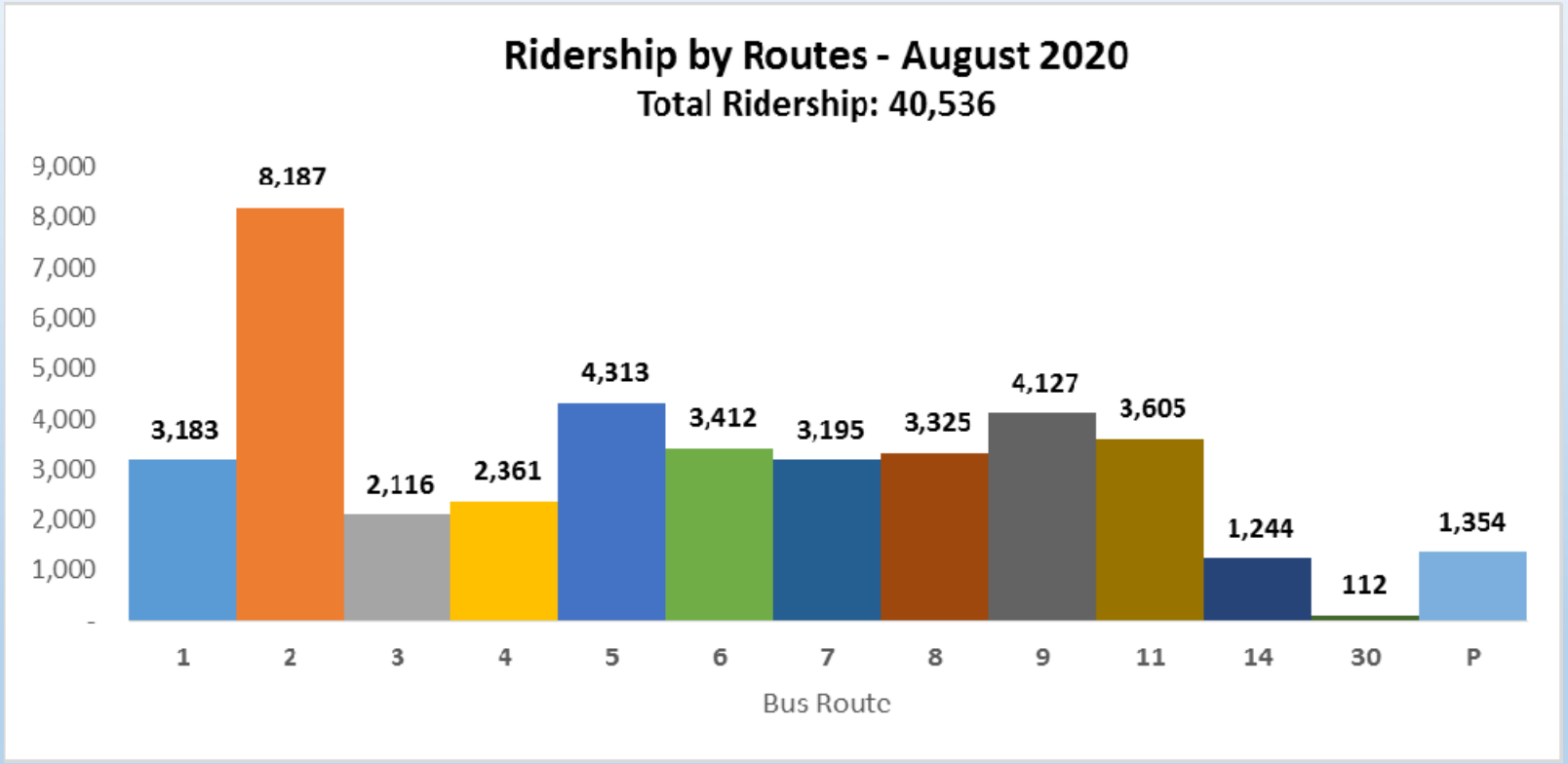
Fiscal Year	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	TOTAL	%Change
FY 2017	62,302	59,579	58,435	57,775	54,853	58,309	54,799	58,516	57,869	55,857	58,318	53,713	690,326	-4%
FY 2018	57,362	54,208	49,299	46,919	46,832	52,501	49,400	51,919	50,509	53,107	57,952	50,802	620,809	-10%
FY 2019	59,124	50,893	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	36,130		501,777	-21%

Brownsville Metro & Island Metro Transit Reports

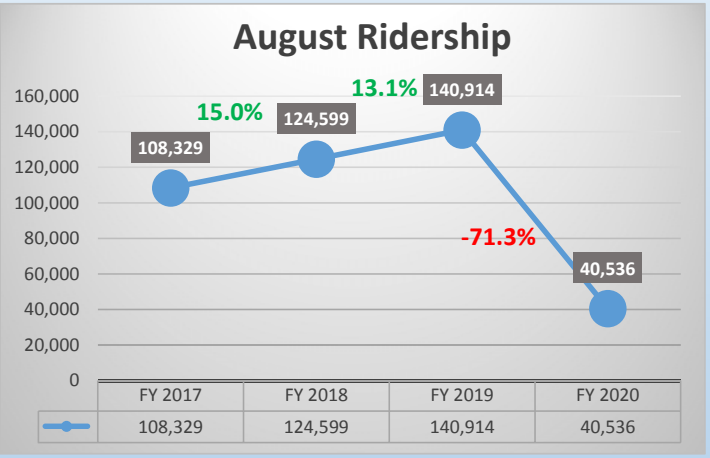
By: Norma Zamora

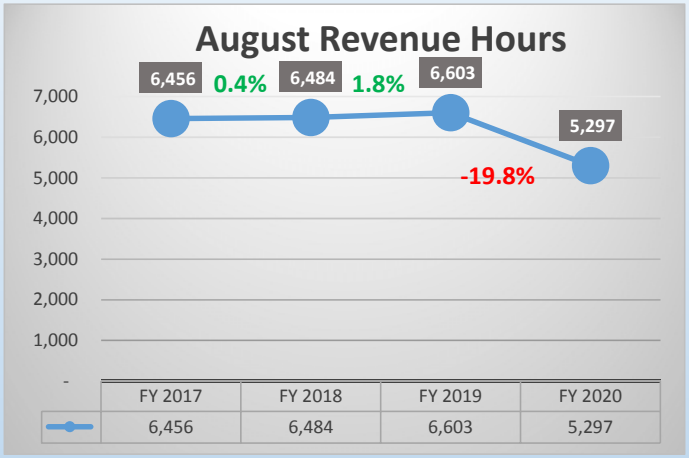
Multimodal Transportation Department
Transit Director
City of Brownsville

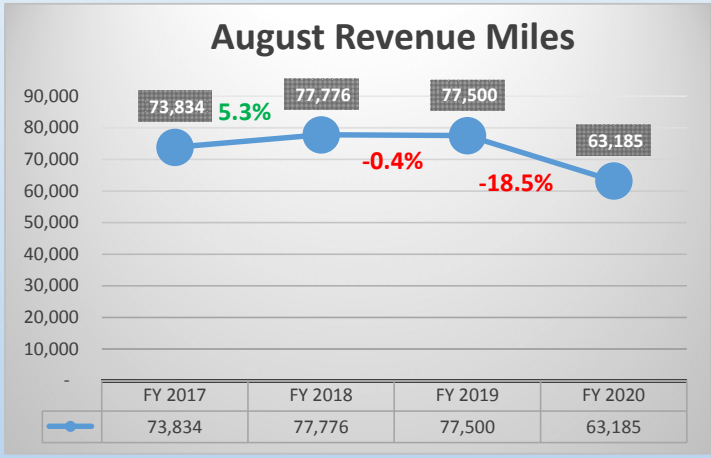
Brownsville Metro



Brownsville Metro







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.**

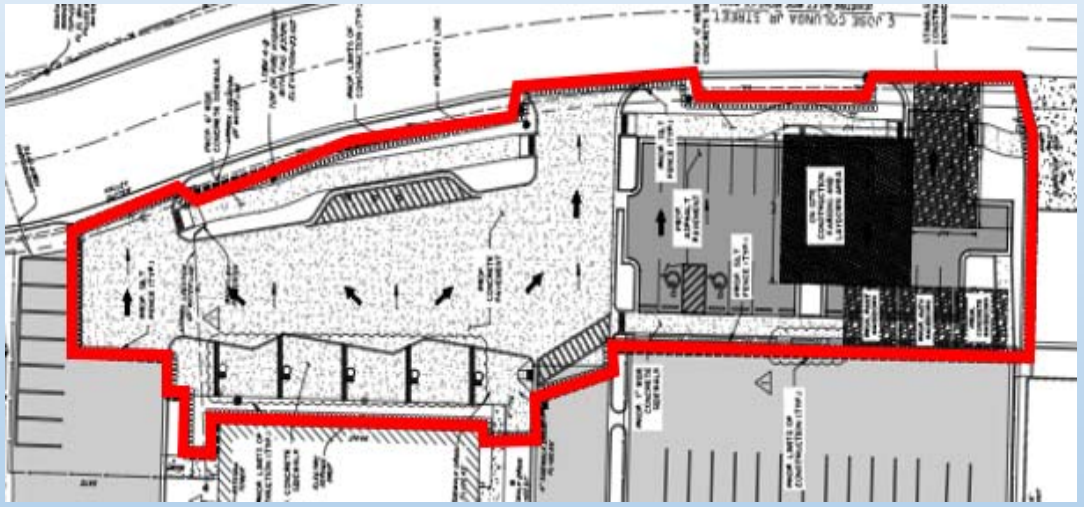
Letting Date: **November 2020**

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**

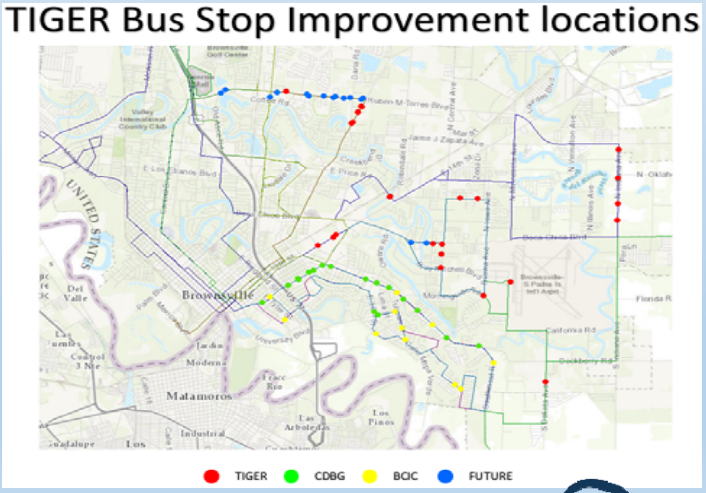
Letting Date: **City of Brownsville & TxDOT staff are working on finalizing the Bid Document.**

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**

TIGER Bus Stop Improvement locations



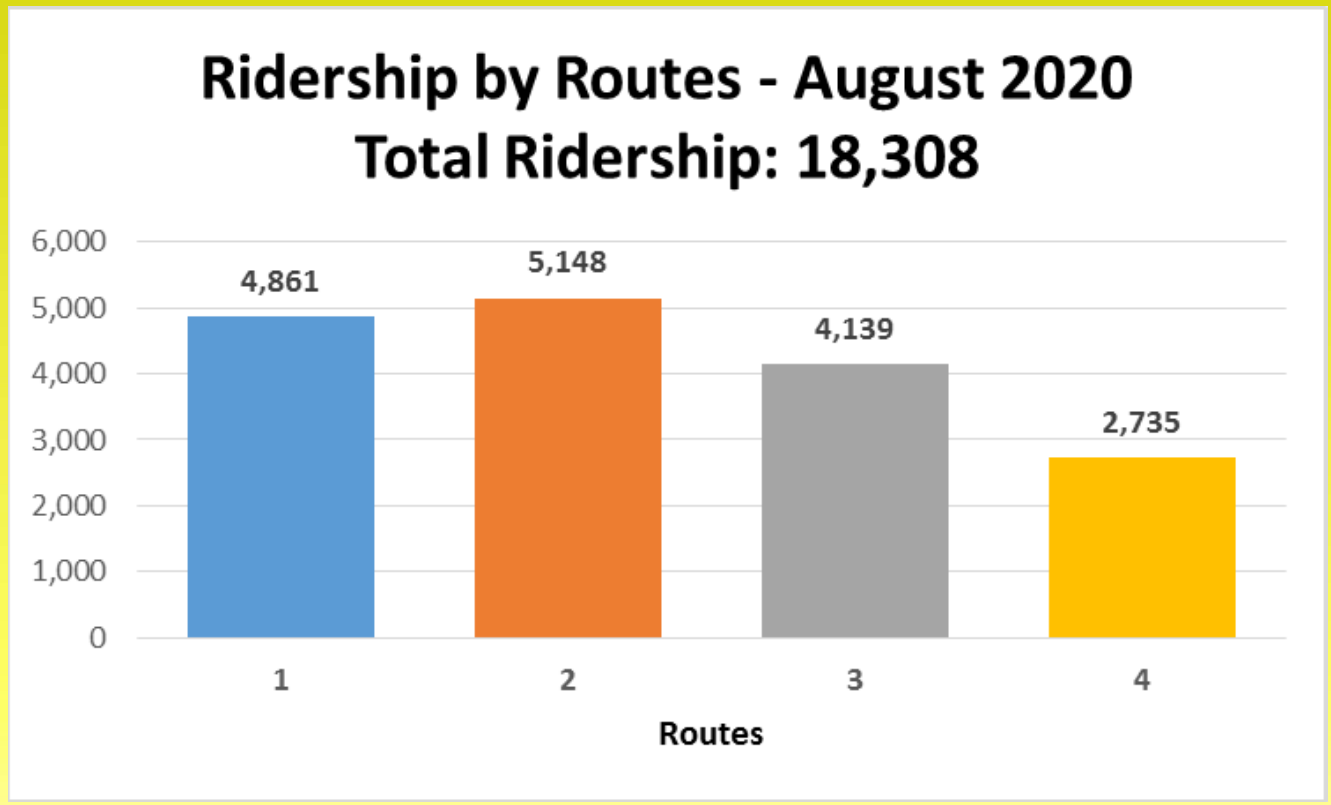
<u>Project Update</u>: Brownsville Metro is working with City of Brownsville staff on the procurement for construction work required for the 8 new bus shelters and the improvements to 5 existing bus stops.

*Pending Completion of **43 Bus stops**

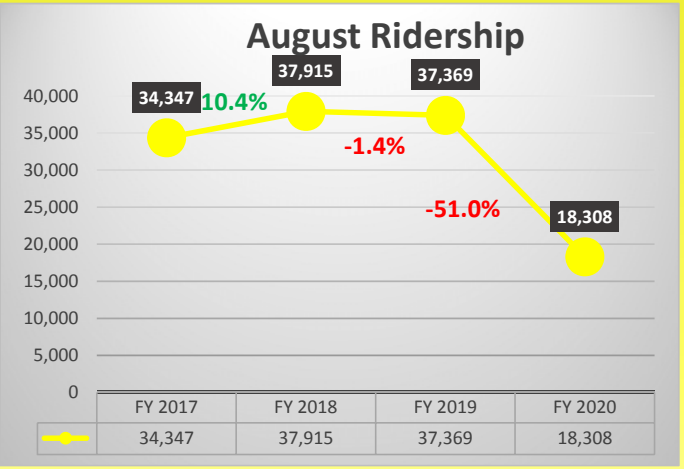
* 11 Bus Stops completed in 2017

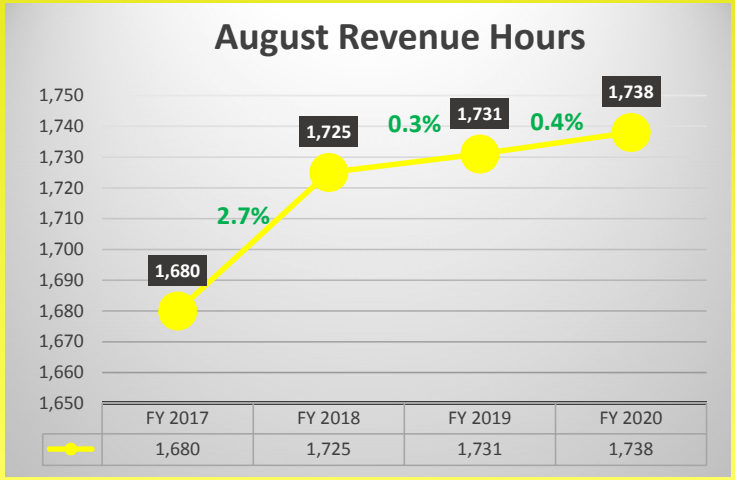
** (BCIC, CDBG, COB, other partners)

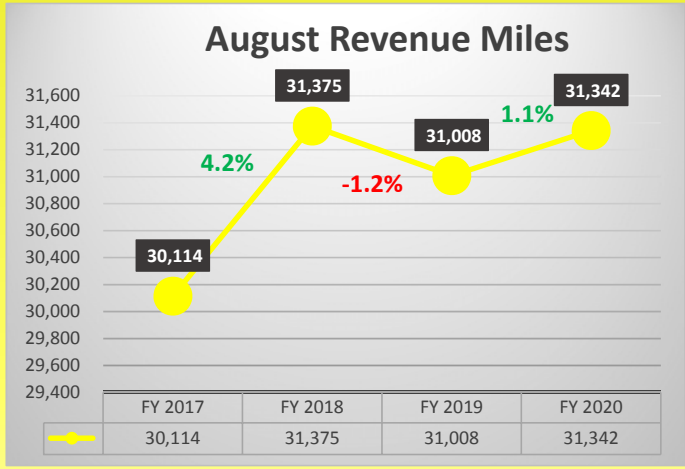
Island Metro



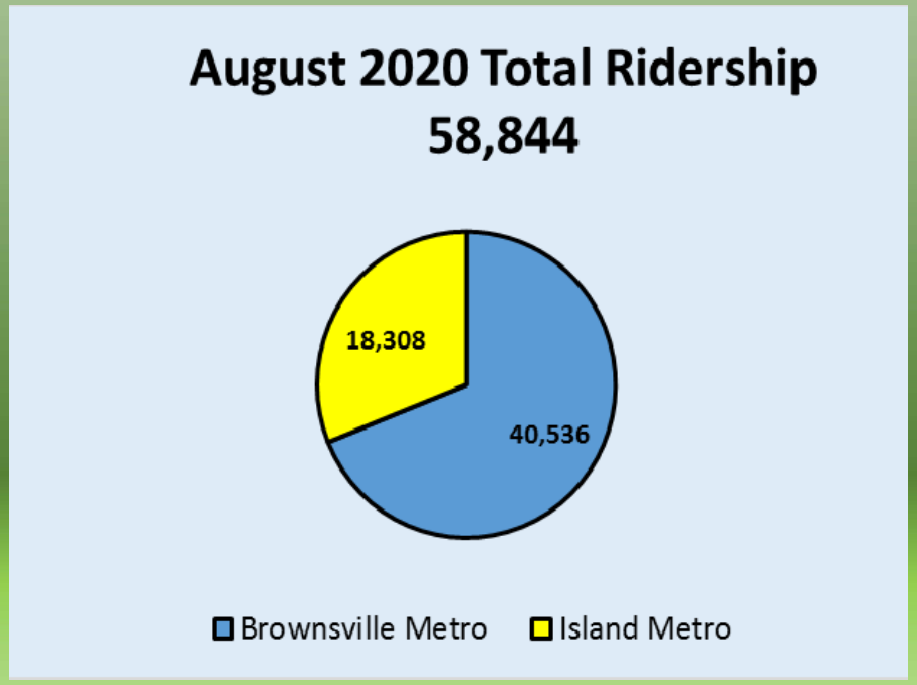
Island Metro

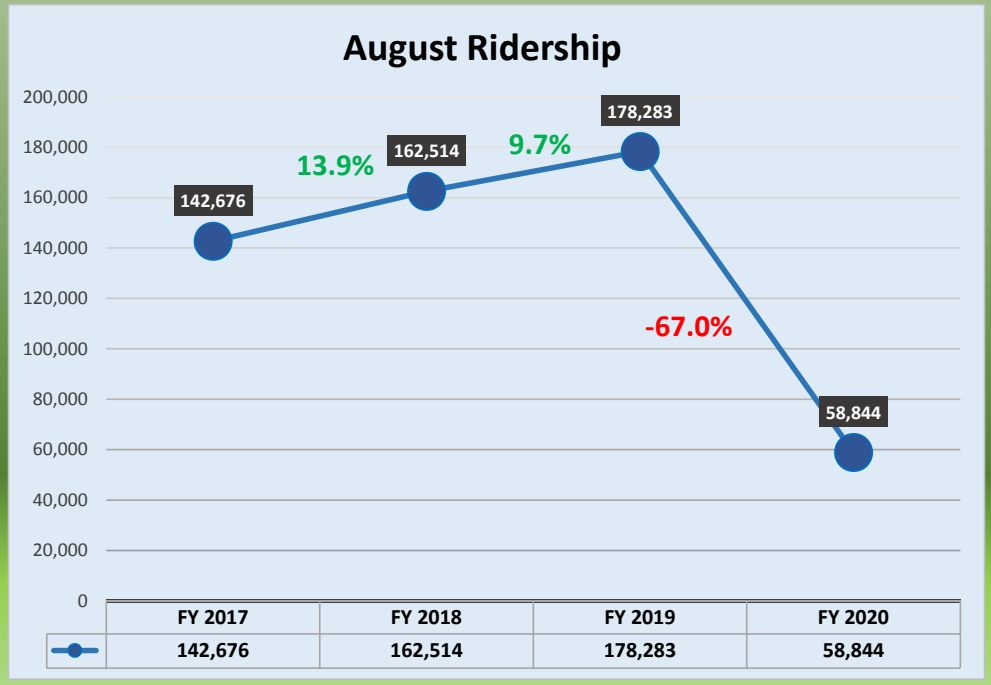






Combined Ridership

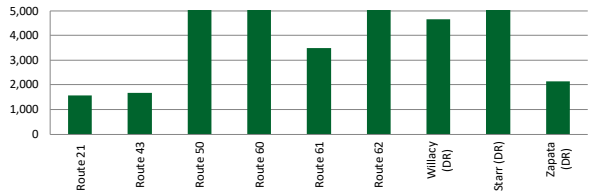




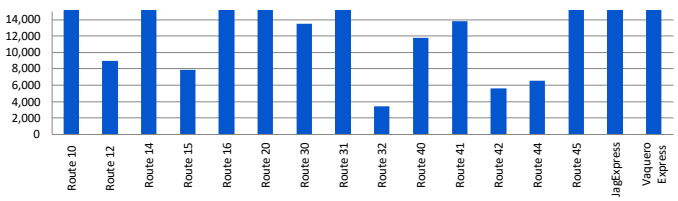
Thank You

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

RURAL
Ridership by Route

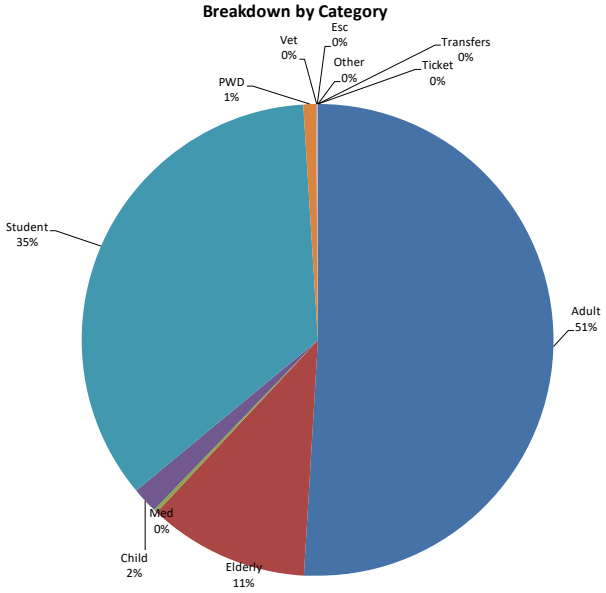


URBAN
Ridership by Route



	Route	Total Passenger Trips	Route Activity	Area(s) Served
RURAL	Route 21	1,556	0%	Sullivan City, West Hidalgo County
	Route 43	1,675	0%	South Cameron County
	Route 50	45,181	7%	Brownsville, Port Isabel
	Route 60	5,443	1%	Roma, Rio Grande City
	Route 61	3,490	1%	Rio Grande City
	Route 62	5,619	1%	Rio Grande City
	Willacy (DR)	4,655	1%	Willacy County
	Starr (DR)	8,303	1%	Starr County
	Zapata (DR)	2,128	0%	Zapata County
	Metro Express	44,672	7%	Rio Grande Valley
URBAN	Route 10	24,362	4%	Edinburg
	Route 12	8,955	1%	Edcouch, Elsa, Edinburg
	Route 14	18,506	3%	Edinburg
	Route 15	7,841	1%	Edinburg
	Route 16	41,353	7%	Edinburg
	Route 20	22,993	4%	Mission
	Route 30	13,445	2%	Pharr, San Juan
	Route 31	50,047	8%	Hidalgo County
	Route 32	3,461	1%	Donna
	Route 40	11,759	2%	Harlingen
	Route 41	13,812	2%	Harlingen
	Route 42	5,583	1%	San Benito
	Route 44	6,499	1%	Primera, La Feria, Santa Rosa
	Route 45	30,201	5%	Cameron County
	JagExpress	43,006	8%	Weslaco, Pharr, McAllen
	Vaquero Express	194,609	31%	Edinburg
	Hidalgo	353	0%	City of Hidalgo
	TOTAL	619,507	100%	

Ridership
Breakdown by Category

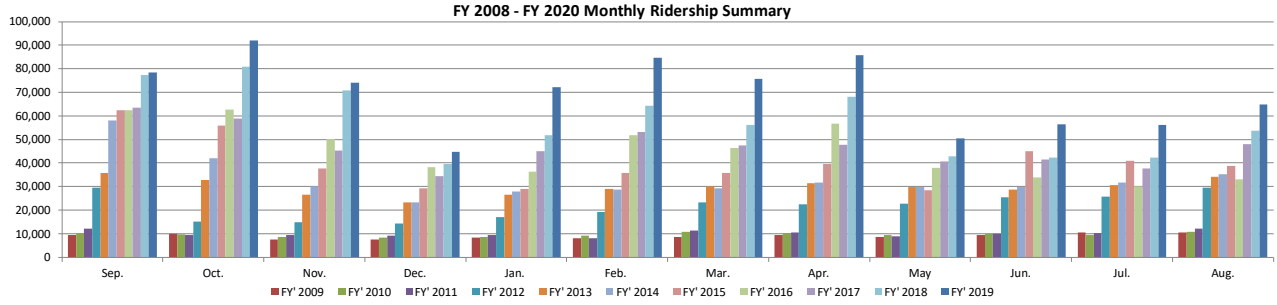


YEAR TO DATE RIDERSHIP REPORT

FY 2019 Sept-Aug	FY 2020 Sept-Aug	DIFFERENCE	% DIFFERENCE
834,906	619,507	-215,399	-26%

* 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	37,719	47,917	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	14,182	16,121	619,566	-215,340	-26%
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	-42,052	-48,652			
% Change	17%	7%	13%	26%	9%	6%	-39%	-87%	-70%	-68%	-75%	-102%			

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

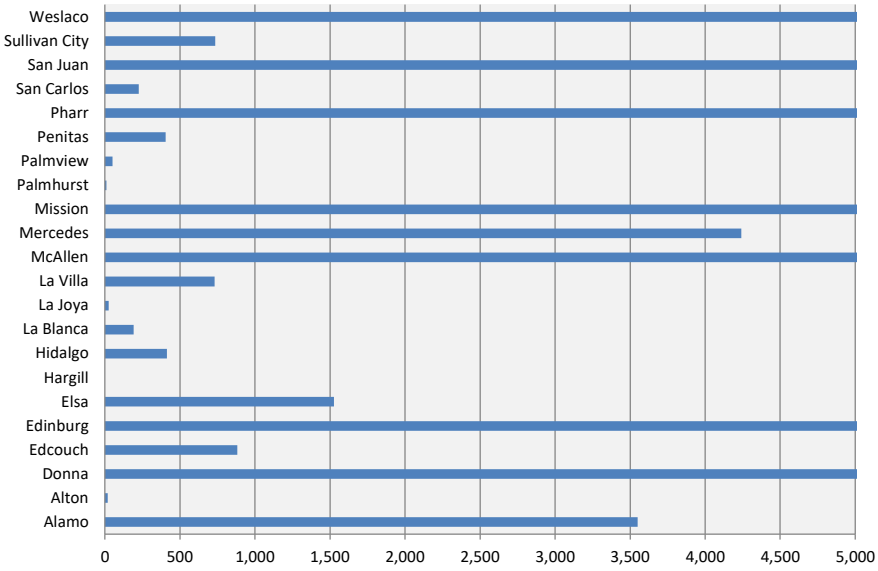
*2018 Texas Transit Statistics Preliminary Report

Distribution of Ridership

Hidalgo County

Alamo	3,551
Alton	18
Donna	7,986
Edcouch	883
Edinburg	279,245
Elsa	1,527
Hargill	0
Hidalgo	412
La Blanca	191
La Joya	25
La Villa	731
McAllen	92,514
Mercedes	4,242
Mission	12,663
Palmhurst	11
Palmview	51
Penitas	404
Pharr	17,662
San Carlos	226
San Juan	5,754
Sullivan City	734
Weslaco	11,566
Total	**440,396**

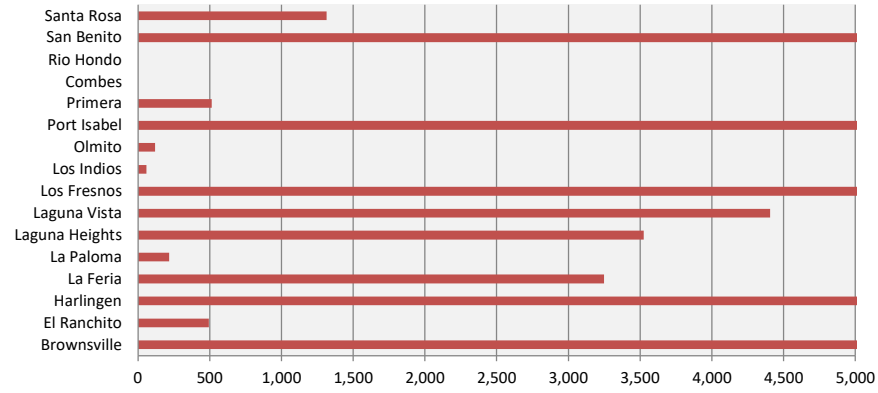
Hidalgo County by Cities



Cameron County

Brownsville	56,552
El Ranchito	492
Harlingen	46,161
La Feria	3,248
La Paloma	216
Laguna Heights	3,525
Laguna Vista	4,406
Los Fresnos	5,459
Los Indios	57
Olmito	117
Port Isabel	18,624
Primera	512
Combes	0
Rio Hondo	0
San Benito	8,848
Santa Rosa	1,315
Total	**149,532**

Cameron County by Cities



Willacy County

Total	**4,655**

Starr County

Total	**22,855**

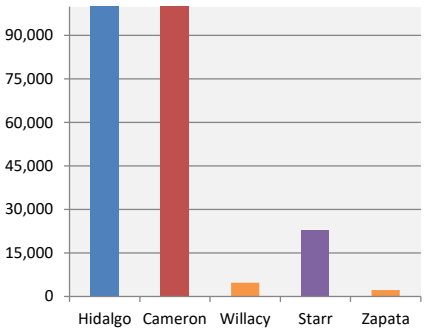
Zapata County

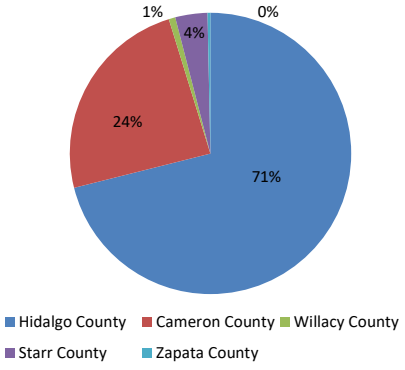
Total	**2,128**

SYSTEM TOTAL

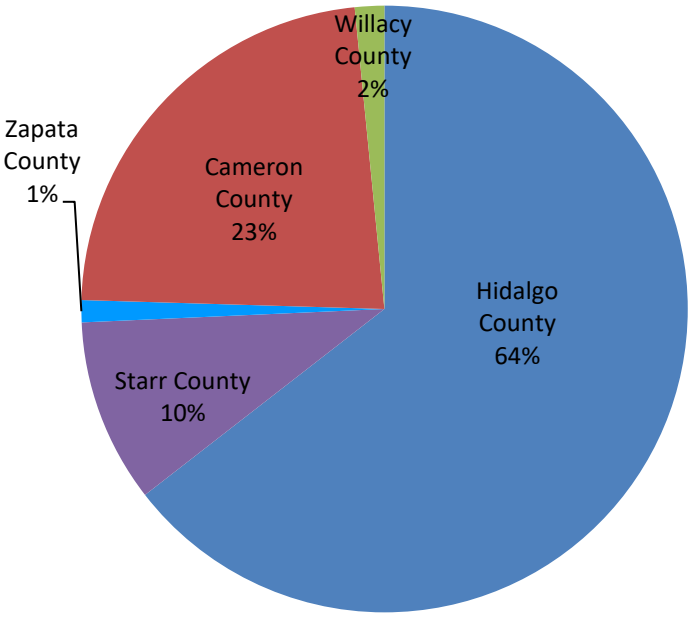
619,566

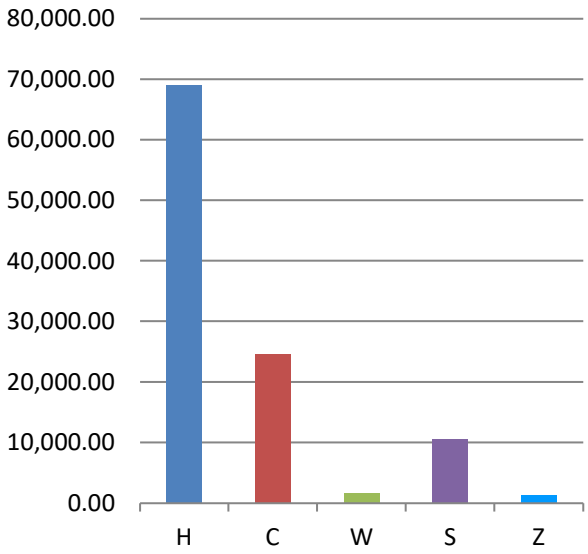
Ridership by County





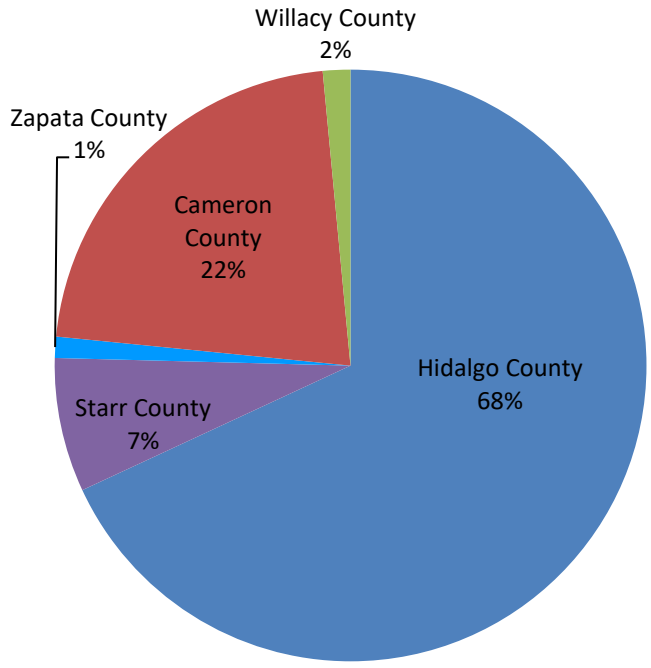
Distribution of Revenue Hours

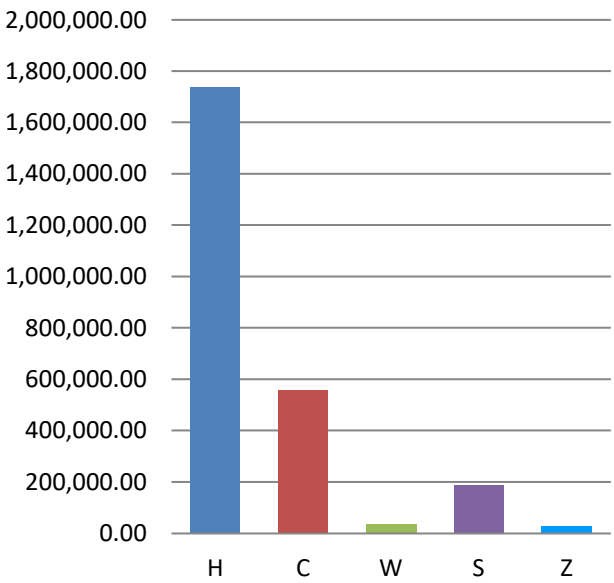




Revenue Hours Provided	
Hidalgo County	68,959.75
Starr County	10,489.24
Zapata County	1,249.75
Cameron County	24,540.25
Willacy County	1,688.45
Total Revenue Hours	**106,927.44**

Distribution of Revenue Miles

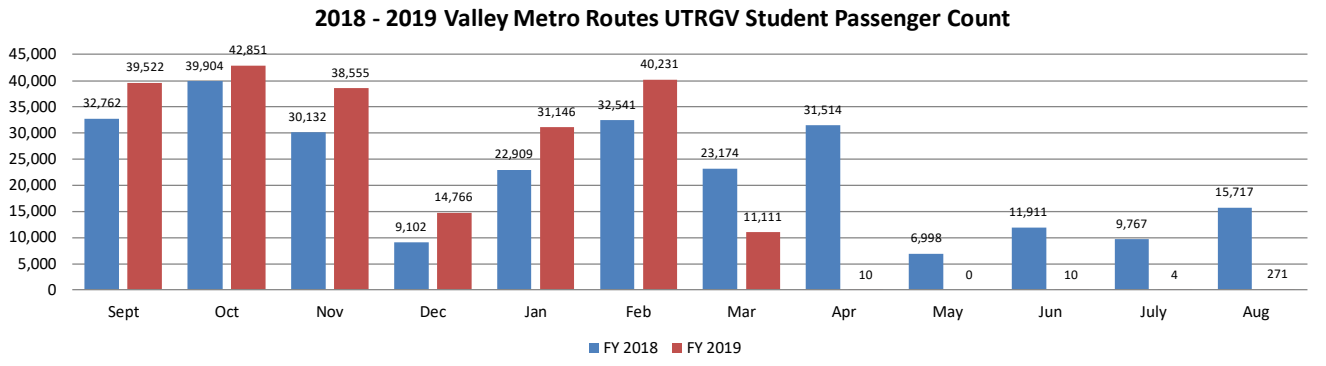




Revenue Miles Provided	
Hidalgo County	1,736,347
Starr County	187,153
Zapata County	29,118
Cameron County	559,440
Willacy County	38,590
Total Revenue Miles	**2,550,648**

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	0	**1,061**
12	521	538	400	171	236	454	211	8	0	6	3	13	**2,561**
14	3,555	3,918	2,433	828	2,395	3,059	749	1	0	0	0	24	**16,962**
15	38	10	8	0	0	19	3	0	0	0	0	0	**78**
16	0	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	**1,372**
21	0	0	0	0	0	0	0	0	0	0	0	0	**0**
30	53	61	50	35	58	64	18	0	0	0	0	0	**339**
31	3	3	0	2	4	4	0	0	0	4	1	0	**21**
32	0	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	**0**
41	0	7	0	0	0	11	0	0	0	0	0	0	**18**
42	0	0	0	0	3	10	2	0	0	0	0	0	**15**
44	9	3	3	0	1	0	0	0	0	0	0	0	**16**
45	147	298	241	114	172	270	112	0	0	0	0	2	**1,356**
50	24	12	10	5	9	4	5	0	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	231	**194,609**
Total	**39,522**	**42,851**	**38,555**	**14,766**	**31,146**	**40,231**	**11,111**	**10**	**0**	**10**	**4**	**271**	**218,477**
FY 2018	**32,762**	**39,904**	**30,132**	**9,102**	**22,909**	**32,541**	**23,174**	**31,514**	**6,998**	**11,911**	**9,767**	**15,717**	**266,431**
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**	**-15,446**	



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	0	86
12	161	173	108	37	96	241	148	0	0	0	0	0	964
14	0	0	0	0	0	0	2	0	0	0	0	0	2
15	0	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	0
20	18	24	0	0	0	0	0	0	0	0	0	0	42
30	0	1	0	0	0	1	0	0	0	0	0	0	2
31	8	66	69	72	132	96	79	12	44	47	17	27	669
32	0	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	0
41	10	1	3	1	0	7	0	0	0	0	0	0	22
42	0	2	3	0	18	4	0	0	0	0	0	0	27
44	16	2	11	5	0	0	0	0	0	0	0	0	34
45	145	113	101	88	62	103	98	0	0	0	0	0	710
60	880	1,037	744	339	337	631	309	0	0	0	0	1	4,278
61	100	177	128	76	101	169	83	0	0	0	0	1	835
62	62	136	108	58	80	151	71	0	0	0	0	0	666
DR-RGC	71	94	100	79	61	87	43	0	0	0	0	0	535
Purpleline	896	845	562	236	433	837	458	0	0	0	0	0	4,267
Greenline	1,361	1,558	1,205	564	585	1,144	511	0	0	0	0	0	6,928
Total	3,735	4,239	3,166	1,565	1,908	3,489	1,816	12	44	47	17	29	20,067
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
Total	6,713	7,470	4,977	1,938	2,918	5,086	2,257	0	0	0	0	0	31,359
Grand Total	10,448	11,709	8,143	3,503	4,826	8,575	4,073	12	44	47	17	29	51,426
Change Over Previous Month			-3,566	-4,640	1,323	3,749	-4,502	-4,061	32	3	-30	12	

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	2,561	5,430	8,955
Route 31 Business 83	669	21	49,357	50,047
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	4,278		1,165	5,443
Route 61 RGC West	835		2,655	3,490
Route 62 RGC East	666		4,953	5,619
DR-RGC	535		7,768	8,303
Vaquero Express		194,609	0	194,609
Total	50,501	197,191	77,168	324,860

Connecting Service

Routes	Connection	STC	UTRGV	General Public	Total
Route 10 Edinburg - McAllen	12, 31	86	1,061	23,215	24,362
Route 14 UTRGV VABL	12	2	16,962	1,542	18,506
Route 15 Edinburg	12	0	78	7,763	7,841
Route 20 Mission - McAllen	31	42	1,372	21,579	22,993
Route 30 Pharr San Juan - Edinburg	31	2	339	13,104	13,445
Route 32 Donna International Bridge	31	0	0	3,461	3,461
Route 40 Harlingen Medical	31	0	0	11,759	11,759
Route 41 Harlingen Retail	31	22	18	13,772	13,812
Route 42 San Benito Harlingen	31	27	15	5,541	5,583
Route 44 La Feria/Santa Rosa/Primera	31	34	16	6,449	6,499
Route 45 Cameron Career Connection	31	710	1,356	28,135	30,201
Total		925	21,217	136,320	158,462

Total Service

	STC	UTRGV	General Public	Total
Grand Total	51,426	218,408	213,488	483,322

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	0	**27**
12	18	2	9	16	6	10	18	0	0	1	0	0	**80**
14	0	0	0	0	0	0	0	0	0	0	0	0	**0**
31	1	5	0	72	2	1	2	1	1	0	0	0	**85**
40	0	1	0	0	0	0	0	0	0	2	0	0	**3**
41	67	65	24	20	22	6	0	0	0	0	0	0	**204**
42	120	82	52	17	89	108	55	0	0	0	0	0	**523**
43	0	0	0	0	0	0	0	0	0	0	0	0	**0**
44	75	175	126	31	37	98	39	0	0	0	0	0	**581**
45	227	441	319	123	214	232	113	0	1	12	6	1	**1689**
50	1	0	1	0	0	0	0	0	0	0	0	0	**2**
Willacy	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**523**	**782**	**531**	**279**	**373**	**455**	**227**	**1**	**2**	**15**	**6**	**1**	**3195**
Change Over Previous Month		**259**	**-251**	**-252**	**94**	**82**	**-228**	**-226**	**1**	**13**	**-9**	**-5**	**-522**