AGENDA

TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, SEPTEMER 8, 2022 – 10:00 AM

RIO GRANDE VALLEY

METROPOLITAN PLANNING ORGANIZATION (RGVMPO)

VIRTUAL MEETING

Click here to join the meeting

I. Call To Order

II. Roll Call

III. Public Comments – May be submitted online or may be submitted in paper form specifying the matter you wish to address.

IV. Consent Agenda

1. **Approval of Minute(s) for:**

   August 11, 2022

   ☑ **Action** ☐ **Possible Action** ☐ **Information**

   Presenter: **JP Terrazas, TAC Chairman**

   Item Summary: Approval of the August 11, 2022, Regular Meeting minutes contained in Electronic Item "A" will be requested.

2. **Presentation on the Executive Summary for the Spring 2022 CMP Multimodal Transportation Performance and Assesses Alternative Strategies**

   ☐ **Action** ☐ **Possible Action** ☑ **Information**

   Presenter: **Steve Taylor, CoPlan, LLC**

   Summary: The CMP is a regionally accepted approach for measuring congestion that provides accurate, up-to-date information on multimodal transportation performance and assesses alternative strategies or mitigating congestion that meets state and local needs. While a CMP is required in urbanized areas of over 200,000. The CMP Analysis has been underway since March 2022.

   Background: CoPlan will be providing an update to the Advisory Committee as well as the Policy Board on study development and update as well as providing possible additional actions the RGVMPO may wish to undertake to address identified areas of concern and operational improvement updates.

3. Discussion and Action to Extend the Winter Congestion Study Contract

☑ **Action** ☐ **Possible Action** ☐ **Information**

Presenter: **Andrew A. Canon, Executive Director**

Item Summary: Staff is seeking to extend the Winter Congestion Study contract to include the following items, Traffic Signal Hardware Assessment and Prioritization, Develop planning level Synchro Model, Collect intersection turning movement traffic counts, Review of existing timing plans, Develop baseline signal timing optimization models, Facilitate discussion with respective cities to come to agreement on corridor / intersection phasing, Develop subsequent coordinated planning level signal optimization models, Review recommended timing with city staff, and based on anticipated delay reduction, review and update recommended prioritization for TAC approval

BACKGROUND: The CMP is a regionally accepted approach for measuring congestion that provides accurate, up-to-date information on multimodal transportation performance and assesses alternative strategies or mitigating congestion that meets state and local needs. While a CMP is required in urbanized areas of over 200,000. The CMP Analysis has been underway since March 2022.

4. Discussion and Action on Category 7 Funding Requests for Highway Projects

☑ **Action** ☐ **Possible Action** ☐ **Information**

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

Item Summary: Project identification, funding requests, project scoring, and letting dates have been included within the first table shared. The first table lists proposed project funding on the highest priority projects. The second table lists all prioritized projects submitted by our local governments who initially requested additional CAT 7 funding. In addition to the requests received, MPO staff is proposing two of the highest scoring and regionally significant projects: East Loop and the International Bridge Trade Corridor (IBTC). MPO staff is kindly requesting TAC members' final review and approval before presenting proposed projects to our Policy Board.

Background: MPO staff received prioritized requests and held meetings with our planning partners to establish prioritized projects. In addition to allocated funding from the newly adopted 2023 Unified Transportation Program, there are unobligated funds identified by TXDOT's Transportation Planning & Programming Division to consider as well. As a result of our planning efforts, staff is proposing the highest of priorities for additional CAT 7 funding, including the priority #1 projects, and in some cases a priority #2 & 3.

5. Discussion on the RGV Thoroughfare Plan Amendment

☐ **Action** ☐ **Possible Action** ☑ **Information**

Presenter: **Luis Diaz, RGVMPO**

Summary: As part of the Yearly RGV Thoroughfare Plan Amendment Process, Staff will be accepting amendments to the RGV Thoroughfare Plan until December 21, 2022. Please keep in mind that all Thoroughfare Plan Amendments must be accompanied by a Thoroughfare Plan Amendment Submittal Form and Approved Resolution or Ordinance from the Jurisdictions Governing Body.

Background: The RGVMPO performs a yearly Thoroughfare Plan Amendment Process. Where planning partners throughout the region are asked to compare their jurisdiction's Right of Way (ROW) data with the RGVMPOs UMAP Interactive Map Thoroughfare Plan Data and provide any amendments to the data reflected. The 2021 RGV Amendments Thoroughfare Plan was presented and approved on March 22, 2021, by Hidalgo County Commissioner's Court. Thoroughfare Plan Amendments received were solely from within Hidalgo County.

V. RGVMPO EXECUTIVE DIRECTORS' REPORT AND UPDATES

☐ Action ☐ Possible Action ☑ Information

Presenter: **Andrew A. Canon, RGVMPO**

Item Summary: Financial Update

VI. STATUS REPORTS

A. TxDOT Project Status Report

☐ Action ☐ Possible Action ☑ Information

Presenter: **TxDOT**

B. Cameron County RMA

☐ Action ☐ Possible Action ☑ Information

Presenter: **Pete Sepulveda**

C. Hidalgo County RMA

☐ Action ☐ Possible Action ☑ Information

Presenter: **Ramon Navarro**

D. McAllen Metro

☐ Action ☐ Possible Action ☑ Information

Presenter: **Jon Bocanegra**

E. Brownsville Metro

☐ Action ☐ Possible Action ☑ Information

Presenter: **Simon Ortiz**

F. Valley Metro

☐ Action ☐ Possible Action ☑ Information

Presenter: **Nancy Sanchez**

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

VIII. **Next Meeting:** The next RGVMPO Technical Advisory Committee is schedule "IN-PERSON" at ***10:00 am on October 13,* 2022.**

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
VIRUAL MEETING

August 11, 2022

I) CALL TO ORDER

Benjamin Worsham, Vice Chairman (Cameron County) called the TAC Meeting to order at 10:00 AM. The TAC Meeting was held "Virtually".

II) ROLL CALL

RGVTAC Representatives in attendance were as follows:

MEMBERS PRESENT	
ENTITY	**VOTING MEMBERS**
City of Mission	JP Terrazas, Chairman (ABSENT)
Cameron County	Benjamin Worsham, Vice Chairman
City of Brownsville	Joel Garza
City of Edinburg	Tom Reyna
City of Harlingen	Craig Cook
City of McAllen	Rene Gonzalez
City of Pharr	Daniel Chavez
City of San Benito	Manny De La Rosa
Hidalgo County	Armando Garza, Jr.
Starr County	Jose Escamilla / Rose Benavidez (ABSENT)
TxDOT Pharr District	Melba Schaus
Valley Metro	Jose Luis Silva / Nancy Sanchez
Cameron County RMA	Pete Sepulveda / Eric Davila
Hidalgo County RMA	Ramon Navarro
Brownsville Metro	Simon Ortiz
McAllen Metro	Jon Bocanegra/ Robert De Leon
Port of Brownsville	ABSENT
Port of Harlingen	ABSENT
Port Isabel-San Benito Navigation District	ABSENT
Cameron County Spaceport Dev. Corp.	Mark Yates
GUEST	
LRGVDC	Manuel Cruz
STAFF	
RGVMPO	Andrew A. Canon
RGVMPO	Luis Diaz
RGVMPO	Staff

III) PUBLIC COMMENTS

Mr. Emanuel Martinez from the City of Alamo address TAC members present regarding Alternative Transportation "Passenger Train System". Study shows this kind of transportation will bring additional revenue to the RGV. No discussion took place on this item, Vice Chairman Worsham asked that Staff reach out to Mr. Martinez to provide further information on the status of this Alternative Transportation Passenger Train System Study.

Vice Chairman Worsham, thank Mr. Martinez for sharing this information with the TAC Committee, and moved on to the next item on the agenda as follows.

IV) CONSENT AGENDA

1. **Approval of Minutes**

   Consideration and Action to Approve the Minutes of:

   - **June 9, 2022**
   - **July 14, 2022 (Canceled)**

   Mr. Worsham, Vice Chairman (Cameron County) asked if there were any corrections to the TAC minutes of June 9, 2022.

No other corrections were noted to the minutes of June 9, 2022, TxDOT made a motion to approve the Minutes of June 9, 2022, as presented by staff. The motion was seconded by the City of Pharr and upon a vote, the motion carried unanimously.

2. **Presentation on Transportation System Management & Operations (TSMO)**
Mr. Samit Deo (Arcadis) with TSMO along with Epi Gonzalez and Gabriel Garcia, provided to TAC member present a short presentation on the strategic approach to proactively improve mobility for all modes of transportation by integrating planning and design with operations and maintenance to holistically manage the transportation network and optimize existing infrastructure.

In recent years, Transportation Systems Management & Operations (TSMO) has played an important role in managing, maintaining, and improving the safety and efficiency of existing roadway infrastructure at both the national and state levels. The Texas Department of Transportation (TxDOT) has adopted a TSMO vision and mission statement as presented below.

> ***TSMO Vision Statement: Improve safety and mobility for all modes of transportation by integrating planning, design, operations, construction, and maintenance activities and acknowledging all opportunities for innovation.***
>
> ***TSMO Mission Statement: Through innovation, collaboration, and performance-based decision making, transportation facilities are developed, constructed, maintained, and operated cost-effectively, with the end user in mind.***

In support of the above TSMO mission and vision statements, the initial "TxDOT Statewide TSMO Strategic Plan" was issued on August 21, 2017, by Michael Chacon (Director, Traffic Operations Safety Division), then revised and released on September 17, 2018. The plan was developed using input from the TxDOT districts and divisions, and a variety of local and regional partner agencies. As a result of the plan, specific objectives and evaluation metrics were defined, at both the Central and District levels, that supports the TSMO mission statement

After some discussion on this item, Vice Chairman Worsham, along with TAC members present acknowledged and thank Mr. Deo's and his colleagues for their presentation and insight on how to proactively improve mobility for all modes of transportation.

3. **Discussion and Action to approve the Federal Functional Classification of International Drive CSJ:0921-26-113 and South Parallel Corridor III – CSJ: 0921-06-257**
Luis presented to TAC members present two (2) projects that are requesting Federal Functional Classification as follows:

- **International Drive CSJ: 0921-26-113**
- **South Parallel Corridor III CSJ: 0921-06-257**

As per Federal Legislation, they continue to use Functional Classification in determining eligibility for funding under the Federal-Aid Program. Transportation agencies describe roadway system performance, benchmarks, and targets by functional classification. As agencies continue to move towards a more performance-based management approach, functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility, and safety.

Staff concluded by stating that Resolution 2022-16 will be presented to the Policy Committee for consideration and approval at their upcoming Policy meeting scheduled on August 31, 2022 and will be presented to TP&P and FHWA for their approval as well.

No further discussion took place on this item, City of Brownsville made a motion to recommend approval to the Policy Board the Federal Classification of International CSJ:0921-26-113 and South Parallel Corridor III CSJ:0921-6-257 (Resolution 2022-16) as presented by staff. The motion was seconded by Hidalgo County; and upon a vote; the motion passed unanimously.

DRAFT

4 Discussion and Action on the Updated CAT 7 Scoring and Evaluation Form

Luis informed TAC members present that the RGVMPO is presenting amendments to the current Metropolitan Transportation Plan (MTP 25 Year Plan) Off System Project Evaluation Form with a recommendation for replacement by the Unified Transportation Program (UTP 10 Year Plan) CAT 7 Project Evaluation Form.

Recommendations were also received from the Policy members at their meeting in June to the CAT 7 Scoring/ Evaluation Form as follows:

- Scores for Schematic Status, Environmental Status, ROW Status and Utility Status have been adjusted from 5 points max to now be 10 points max per each item.
- Points were adjusted from each of the following from 10 points max to now 5 points max to keep the overall project total as 100 points.
- Access to Transit Facility in Miles
- Access to Existing Pedestrian Facility in Miles (Bicycle/Trail)
- Regionally Significant
- Congestion Reduction
- Access to Pedestrian Facility in Miles (Bicycle/Trail)
- Was modified to now Read Access to Existing Pedestrian Facility in Miles (Bicycle/Trail)
- Contact Name and Email were added to the bottom of the form.

Staff noted that changes were updated accordingly as recommended by Policy Board and sent out for final review to both the TAC and Policy members prior to the monthly meetings.

This scoring process likewise provides a platform to communicate with project sponsors and decision makers about project implications. The process also investigates what conditions a proposed project is improving and asks the sponsor to reflect on why they are submitting the project being reviewed.

The continuity of this process invariably will refine and improve the process by which projects are submitted for consideration as well as the projects themselves. The latest version of the RGVMPO Off System Project Evaluation Form is reflective of 3 TAC workshops and TPB approval May 27, 2020.

After some discussion on this item, the HCRMA made a motion to recommend approval to the Policy Board; the Updated CAT 7 Scoring and Evaluation Form with recommendations noted by staff. The motion was seconded by the City of San Pharr; and upon a vote, the motion carried unanimously.

5. Discussion and Action on the RGVMPO Self- Certification Document – An Administrative Modification

Rudy provided and included RGVMPO Self-Certification – Administrative Modification document for TAC member's review. Staff noted that TxDOT Planning and Programming reached out to MPO staff requesting modifications to our Self-Certification document. As per all Metropolitan Planning Agencies, concurrent with the submittal of the entire proposed TIP to FHWA and FTA as part of the Statewide TIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. TXDOT TP&P notified all MPO's that revisions within verbiage may need addressing.

This recommendation is regarding compliance with federal regulations and staff is requesting approval of modifications made. Signatures will be required from the TXDOT District Engineer and RGVMPO Policy Board Chairman. RGVMPO staff has made the necessary corrections and presented the document within the meeting packet.

TxDOT noted that Starr County if not define in the document, due to it not being an Urbanized Area.

No further discussion took place on this item, City of Harlingen made a motion to recommend approval to the Policy Board; the Self -Certification – Administrative Modification Document as presented by staff. The motion was seconded by City of San Benito; and upon a vote, the motion carried unanimously.

6. **Discussion on Category 7 Funding Requests for Highway Projects**

Rudy provided prioritized projects listed within tables combining in the current programming and proposed requests for Category 7 funding. The proposed programming combines annual allocation from the Unified Transportation Program (UTP) and carryover funds from FY 2022. RGVMPO staff is seeking discussion on proposed priority project funding for the next amendment to the FY 2023-2026 Transportation Improvement Program (TIP) & Metropolitan Transportation Plan (MTP).

Staff noted that numerous requests were received for additional Category 7 funding for highway projects. The requests included additional funding for Construction, Construction Engineering, Right of Way Acquisition, and Preliminary engineering. Our planning partners prioritized their projects and requests for additional Category 7 funding.

The tables included within the TAC packet list funding requests by fiscal year, current & proposed programming, and a financial breakdown of proposed programming compared to funding availability. The annual allocation allocated to RGVMPO was added to unobligated carryover funds from FY 2022 which produced the available funding amounts for our next programming update.

After proposing the highest priority projects, MPO staff received additional input and recommendations from TxDOT Pharr District staff, incorporating those comments into proposed programming. In addition to the request received, MPO staff is proposing two of the highest scoring and regionally significant projects: Cameron County CCRMA – East Loop - $20,000,000 and Hidalgo County RMA – IBTC - $20,000,000

Hidalgo County (Armando Garza) ask who requested IBTC Project, for $20Million, especially when this project is a $300 Million project; and requested that a meeting be held with TxDOT, HCRMA and Hidalgo County.

Andrew for the record noted this item is for discussion only with both the TAC and Policy Boards at the next meetings to be held in August.

Vice Chairman Worsham recommended that staff continue this conversation with Hidalgo County on a one-to-one meeting to clarify any misunderstanding regarding IBTC Project/Category 7 fundings.

This is an informational item therefore no action is required at this time.

7. **Discussion and Action on the Adoption of the RGVMPO Public Participation Plan (PPP)**

Staff has updated its Public Participation Plan. Significant updates include the addition of Starr County, which is now part of the MPO's Metropolitan Area Boundary (MAB), the updating of the Title VI Complaint form, which is now in English and Spanish, and the inclusion of language solidifying the RGVMPO's commitment to Virtual Public Involvement (VPI) as an additional method to receive public comments. For the public involvement process for the PPP, a link to the document and a comment card were sent out via email to all TAC members and a notice was posted on the RGVMPO's social media platforms on July 14th. RGVMPO Staff also contacted ten homeowner's associations, six apartment complexes, and three manufactured housing parks by July 15th for notification.

Per the Public Participation Plan, adopted on September 25, 2019, the plan is to be reviewed and amended, if necessary, every three years. The document itself is also required to undergo a 45-day public involvement period; to meet this deadline, Staff has updated the plan (to include Starr County) and it will be considered for adoption by the RGVMPO's Policy Board at the August 31, 2022. Staff concluded that Resolution 2022-17 will also be presented to Policy Committee for Approval on August 31, 2022.

No further discussion took place on this item, City of Brownsville made a motion to recommend approval to the Policy Board; the Public Participation Plan (PPP) as presented by staff. The motion was seconded by City of Pharr; and upon a vote, the motion carried unanimously.

DRAFT

8. **Discussion on the RGVMPO Request for Proposal for the FY 2022-2023 Corridor Study of FM509**
Staff noted provided a drafted Request for Proposal (RFP) for the FY 2022-2023 Corridor Study of FM509. The RGVMPO is responsible for gathering the corridor study data on its own. The scope of this project is providing preliminary engineering services for data collection analysis, preliminary drainage analysis, traffic projections, and traffic engineering and operations for FM 509 from US 281 to I-69E in Harlingen, Texas. Items shall include Traffic Data and Projections, Safety Analysis, Traffic and Operational Analysis and Evaluation of Constraints and Feasibility of Implementation.

City Harlingen had a concern regarding the limits within I69 to 77 and requested that those limits be re-evaluated.

Andrew acknowledged City of Harlingen's' request and will be scheduling a meeting with Mr. Cook (City of Harlingen), Mr. Worsham (Cameron County) and TxDOT to clarify limits.

The release date for this RFP is scheduled for Sunday, September 4, 2022. The anticipated award date is Thursday, December 15, 2022. This project is intended to be completed by the end of FY 2023. If the study extends beyond this period, it will require that the obligated funds from the FY 2022-2023 UPWP be carried over into the FY 2024-2025 UPWP.

This is an informational item therefore no action is required at this time.

9. **Discussion on the RGVMPO Request for Proposal for the Performance Management Framework Development and Implementation Study**
Staff has drafted a Request for Proposal (RFP) for the Performance Management Framework Development and Implementation Study. The RGVMPO is responsible for developing and establishing a Performance Management framework for its Planning Region.

Staff is seeking to create an effective and efficient framework by contracting with a consultant that should be prepared to perform the following tasks: assessment of current scoring process and program policies, review and synthesis report of regional, state, and federal performance goals and targets, assessment of tools, data, and capacity needed for performance target development and reporting, assessment of eligible funding categories and projects that can be submitted to the RGVMPO. Develop a report on indicators of expected performance to be used in the development of assessment criteria in support of established goals expertise, develop proposed scoring categories applying to all projects, synthesizing high level goals and data-driven and technical expertise driven inputs – including BIL requirements, and develop recommendations and implementation scheme/toolkit.

The release date for this RFP is scheduled for Sunday, September 4, 2022. The anticipated award date is Thursday, December 15th, 2022. This project is intended to be completed by the end of FY 2023. If the study extends beyond this period, it will require that the obligated funds from the FY 2022-2023 UPWP be carried over into the FY 2024-2025 UPWP.

This is an informational item therefore no action is required at this time.

10. **Discussion on the RGVMPO Request for Proposal for the Comprehensive Sustainability and Resilience Analyses for MPO's**
Staff presented to TAC members present a drafted "Request for Proposal (RFP) for the Comprehensive Sustainability and Resilience Analyses" for the RGVMPO region. The RGVMPO is responsible for developing and establishing Comprehensive Sustainability and Resilience Analyses for the region. The consultant should be prepared to create a resulting report that will outline the methodology used to develop a scalable framework within the MTP update process that allows the MPO to leverage existing processes to analyze sustainability and resilience moving forward.

The selected consultant(s) should be prepared to review existing plans to determine how planning and policy driven mechanisms affect the sustainability and resilience of a community, perform a multimodal needs analysis, review recently completed analysis to identify stressors, perform analysis of site conditions to identify external stressors (land use, demographics, floods, hurricanes, earthquakes, fires, soil conditions, heat), and host a series of workshops with the general public, stakeholders, and MPO staff to review identified resources, assets, and stressors and solicit input.

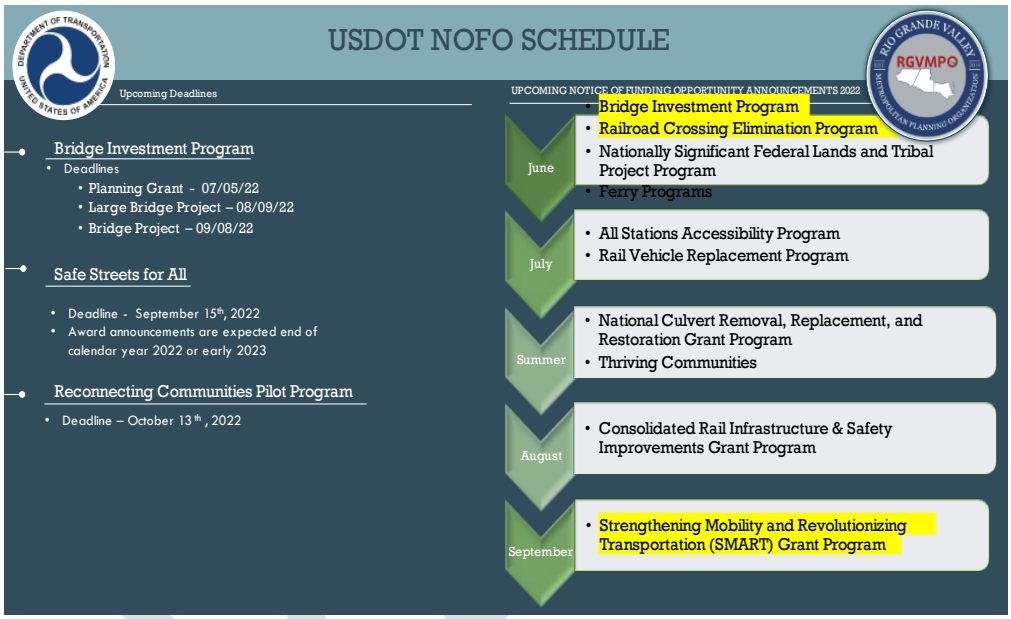
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This is an informational item therefore no action is required at this time.

11. **Discussion and Possible Action on IIJA Infrastructure BIL, specifically on the Safe Streets for All Grant Program**

Javier provided TAC members present a presentation and updates based on the notice of funding opportunities for the Infrastructure BIL and the upcoming application opportunity for Safe Streets for All Grant that is due on September 15, 2022.

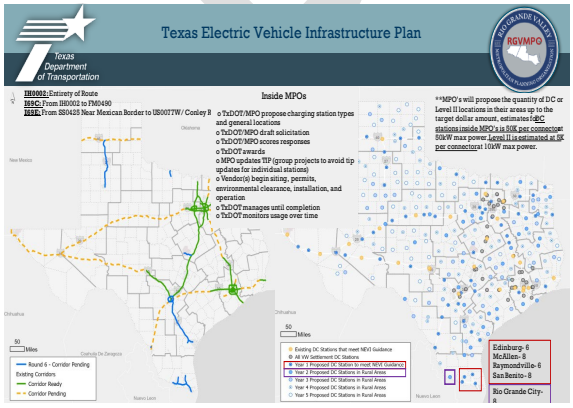


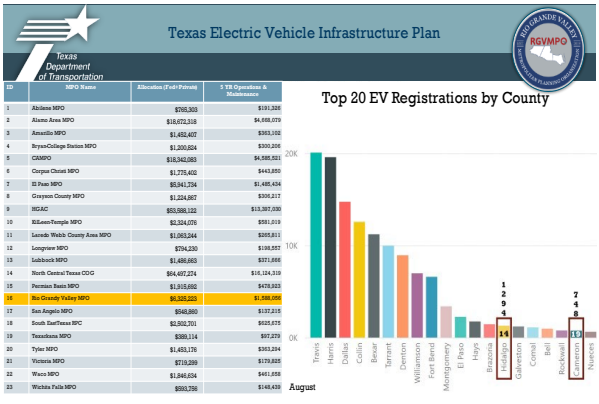
Staff noted that the US Department of Transportation has released a schedule of when the Notice of Funding Opportunities can be expected to be opened for the various program grants under the IIJA Infrastructure BIL. The RGVMPO Staff went over updates on these programs and discuss the Safe Street for All Grant application and reminded TAC members that these applications have a deadline of September 15, 2022.

This is an informational item therefore no action is required at this time.

12. **Discussion on the Texas Electric Vehicle Infrastructure Plan**

Javier provided a brief presentation to TAC Members regarding the TxDOT Electric Vehicle Infrastructure Plan that is going through its approval process with the Federal Highway Administration **(See Attachments)**.





Staff concluded by stating that in partnership with the Texas Commission on Environmental Quality and the State Energy Conservation Office, TxDOT is developing an Electric Vehicle Infrastructure Plan which lays out the next several years of EV charging station infrastructure deployment that will provide charging stations across the state. The RGVMPO will present on a preliminary plan that includes a partnership with TxDOT and the MPO's across the state.

This is an informational item therefore no action is required at this time.

V. RGVMPO EXECUTIVE DIRECTORS' REPORT AND UPDATES

Financial Update

Andrew provided the financial update and noted that the current budget continues with a (24.74%) positive trend. Report filed with the August 11, 2022, RGVTAC Packet.

Item Summary: Category 7, Metropolitan Mobility (STBG) Funding - for the selection of regionally significant Off-System Projects in consultation with TxDOT - RGVMPO staff are presenting for consideration and possible adoption an updated resolution supporting the long-adhered policy of Category 7 funding being capped at the amounts approved by the TPB upon adoption at the August 31, 2022, Policy Meeting.

Item Summary: Policy Meetings November and December 2022 - Staff is recommending to the Policy Board to combine the Policy meetings for (November and December) and that it be held on December 14, 2022.

Item Summary: **2023 TxDOT UTP Public Comment** – Staff noted that a letter was mail out on behalf of Chairman – Judge Trevino to Mr. Bugg, Chairman of Tx Department of Transportation on July 25, 2022, regarding the Development of the 2023 TxDOT UTP (See Attachment).

Item Summary: **Donna Project - TASA Update**: Staff noted that the RGVMPO and TxDOT have been formally notified in writing by City of Donna, that City Commission have come to decision to terminate their TASA Project, the Donna Sidewalks - South International Boulevard Project. Neither party were prepared for the significant challenges local governments have encountered since the conception of the project in 2017.

Item Summary: RGV Traffic Safety Initiative: Staff noted that RGV Traffic Initiative schedule is as follows:

- Law Enforcement Trainings
  - LRGVDC Ken Jones Boardroom (Weslaco) Tuesday, September 6th from 2:30pm to 4:30pm
  - Harlingen Cultural Arts Center on Wednesday, September 7th from 2:30pm to 4:30pm
- Project Manager Trainings
  - Harlingen Cultural Arts Center on Friday, September 9th from 9:30am to 11:30am
  - LRGVDC Ken Jones Boardroom (Weslaco) Wednesday, September 14th from 9:30pm to 11:30am

VI) STATUS REPORTS

A. TxDOT Project Status Report

Melba Schaus, (TxDOT) provided an updated TxDOT Project Status Report (Virtually) within the RGVMPO area. The Monthly Letting Projects provided did indicate that Projects have been extended to FY2023. TxDOT also noted that for the months of January & February 2022; August 2022; November 2022; January 2023; March & April, June and July 2023; No Projects are scheduled to be Let; but should there be any status changes on these projects, TAC members will be notified accordingly. Reminder to for LG's to continue moving forward projects with TxDOT. ***TxDOT Project Status Report is filed with the August 11, 2022, RGVTAC Packet. (Report only, no action taken at this time)***.

B. Cameron County RMA

Eric Davila (Cameron County RMA) provided an updated presentation (Virtually) on projects that are currently within the Cameron County RMA. All projects are moving forward as scheduled. Cameron County RMA report is filed with the August 11, 2022, RGVTAC Packet. **(Report only, no action taken at this time).**

C. Hidalgo County RMA

Ramon Navarro, (Hidalgo County RMA) provided an updated presentation (Virtually) on projects that are currently within the Hidalgo County RMA. The Hidalgo County RMA monthly report is filed with the August 11, 2022, RGVTAC Packet. **(Report only, no action taken at this time).**

DRAFT

D. McAllen Metro

Jon Ray Bocanegra provided an updated report (Virtually) for McAllen Metro. This report includes ongoing ridership. Mr. Bocanegra also shared with TAC members present that the City of McAllen is partnering with STC on a Driver Academy and will be paying for the students to attend classes. Interested participants should apply for the full-time position at McAllen.net under "McAllen Express Admin – Transit Operator". A Job Fare at McAllen Convention Center is scheduled on Tuesday, August 16, 2022, from 9am to 7pm, where Metro McAllen will have a booth so that our Operations team can offer a better understanding of the job and academy. No further discussion took place on this item, McAllen Metro report is filed with the August 11, *2022, RGVTAC Packet*. **(Report only, no action taken at this time).**

E. Brownsville / Island Metros

Simon Ortiz provided an updated report (Virtually) which included the Brownsville Metro and Island Metro. These reports include on-going connecting community projects and combined ridership. The reports are filed with August 11, 2022, RGVTAC Packet. (***Report only, no action taken at this time).***

F. Valley Metro

Jose Luis Silva provided an update report (Virtually), for both the Rural and Urban areas for the Year-To-Date Report. The Valley Metro Report was provided and is filed with the August 11, 2022, RGVTAC Packet. **(Report on, no action taken at this time).**

VII) NEW OR UNFINISHED BUSINESS

None

VIII) <u>ADJOURNMENT:</u>

There being no further business to come before the RGVTAC Members, Vice Chairman Worsham called for a motion to adjourn. City of Pharr made a motion to adjourn the meeting at 11:54 AM. The motion was seconded by Cameron County RMA; and upon a vote, the motion carried unanimously.

DRAFT

Rio Grande Valley
Metropolitan Planning Organization

CONGESTION AND DELAY STUDY
EXECUTIVE SUMMARY
Spring 2022

Prepared for:

Rio Grande Valley
Metropolitan Planning Organization
617 West University Drive
Edinburg, TX. 78539

Prepared by:

CoPLAN

280 Shelby Lane
Ladonia, Texas 75449

August 31, 2022

Submitted to:

Rio Grande Valley
Metropolitan Planning
Organization

EXECUTIVE SUMMARY

The Rio Grande Valley Metropolitan Planning Organization (MPO) has an established congestion management process (CMP) to monitor the transportation network. The goal of the monitoring system is to ensure optimal performance of the transportation system by identifying congested areas and related transportation deficiencies.

Traffic studies are conducted each year, rotating among the seasons. In 2022, the Spring season was studied. Past CMP studies include Spring 2001, Fall 2002, Summer 2003, Spring 2004, Winter 2005, Fall 2006, Spring 2007, Winter 2008/2009, Summer 2009, Fall 2010, Spring 2013, Winter 2015, and Winter 2019.

The purpose of this years' study and routes shown in **Figures E-1** and **E-2**, which covered 1,415 directional miles within the region, was to identify problem areas using travel time studies and to prepare recommendations to improve the traffic flow on the transportation system as a whole and on specific corridors. The results of this study can be used as factors in prioritizing needed improvements.

The FHWA requires MPOs over 200,000 to have a CMP to monitor, manage, and mitigate congestion as defined locally. Historically, the MPO has used Congestion Index (CI) as the primary performance measure to identify areas of congestion and delay. This performance measure is based on average travel speed as determined through floating car travel time runs compared to that of the posted speed (judged to be the free flow or unconstrained travel speed). The resulting performance measure is calculated for each segment between intersections (signalized, stop signs, and major uncontrolled intersections in rural areas). In addition to the intersection segment, the same performance measure is calculated for 0.1-mile segments to have a common unit length for baseline comparisons.

By using Global Positioning Systems (GPS) in the travel time runs, congestion and delay are pinpointed as shown in **Figure E-3**. The GPS collects position and speed data every one second which highlights areas of delay. This data, coupled with other integrated data resources, provide the needed reference material to prepare recommendations that are focused on the true cause of the congestion and delay.

Over the years, the majority of the recommended mitigation for the "congested" arterial segments was to optimize and coordinate the arterial signal system to provide more consistent travel speeds along major corridors and avoid frequent stopping at most signals. These conditions are being highlighted in this update cycle to differentiate between "congestion" and "delay". The congestion index threshold used to date to define congestion has been < 0.75 or an average speed within a segment of less than 75% of posted speed. This average could be a result when traffic volumes approach capacity of a link and create enough friction such that drivers are forced to drive slower and are unable to reach the posted speed limit. The other, more common, situation that results in a < 0.75 CI is travel unconstrained for most of the link at or above posted speed, but the driver is forced to stop at the downstream intersection long enough to bring the average speed from center of upstream intersection until passing through the downstream intersection down to a point that results in a longer travel time to traverse the segment and thus a lower average speed. This second condition will be referred to as "delay" instead of "congestion"… a small but very important distinction. To mitigate "delay", it will more commonly be a local intersection or corridor signal system operational issue, thus much lower capital cost vs. "congestion" that may more typically be a capacity issue with a large required investment.

Another signal system component that contributes greatly to unnecessary delay is the condition of the vehicle detection equipment. Past assessments around the region have shown percentages as high as 65% of the areas intersections had inoperable detection.

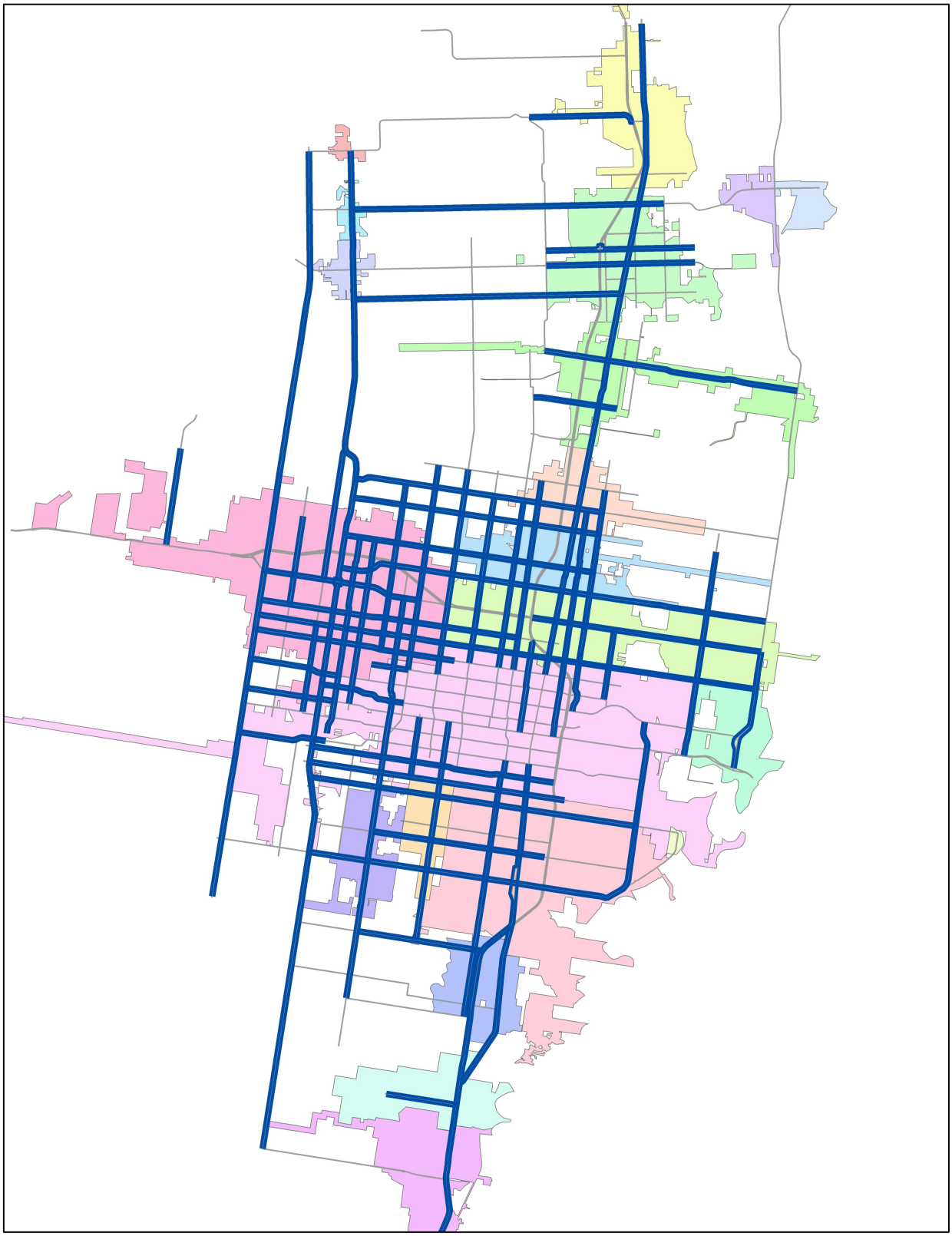


Figure E-1- Spring 2022 CMP Routes

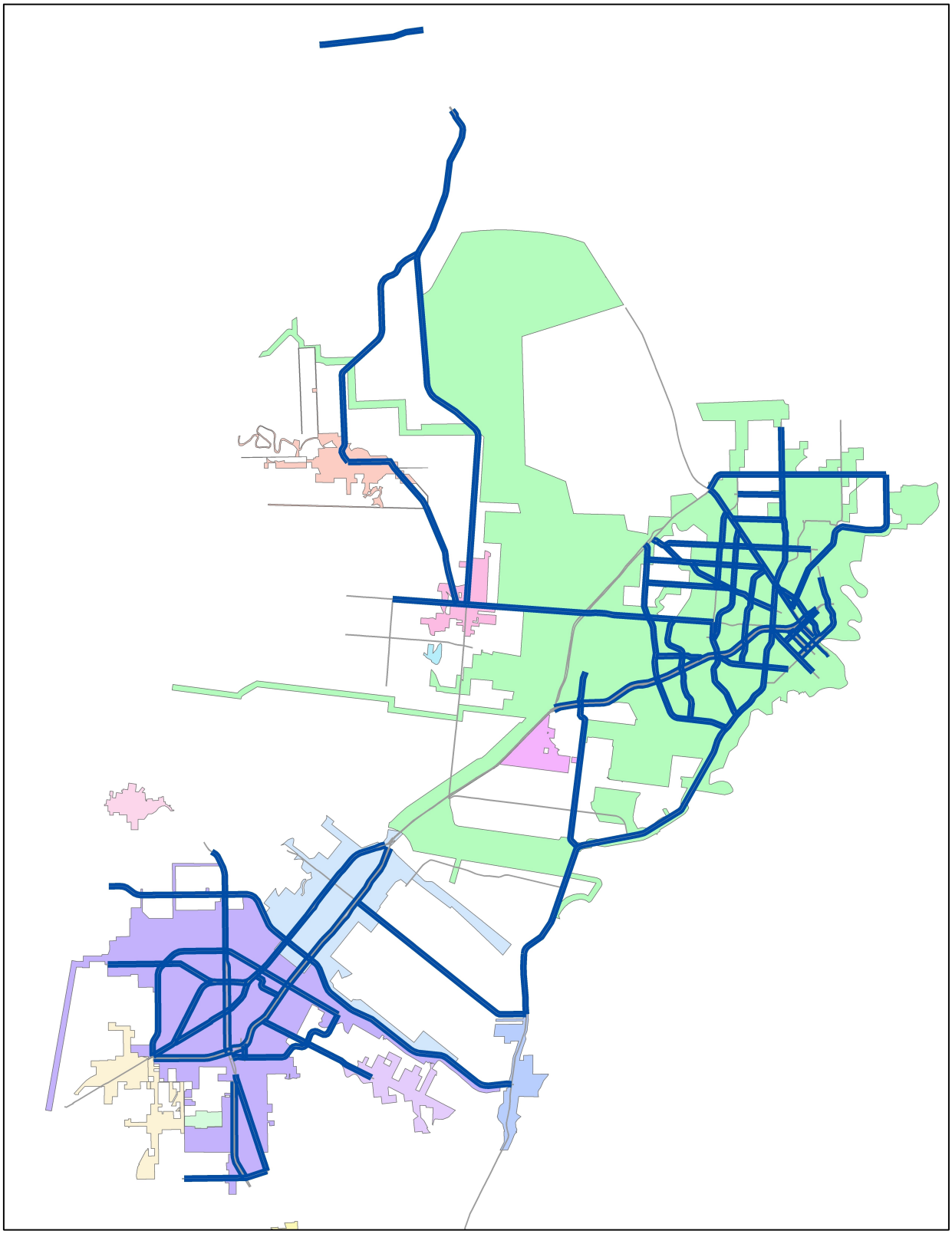


Figure E-2- Spring 2022 CMP Routes

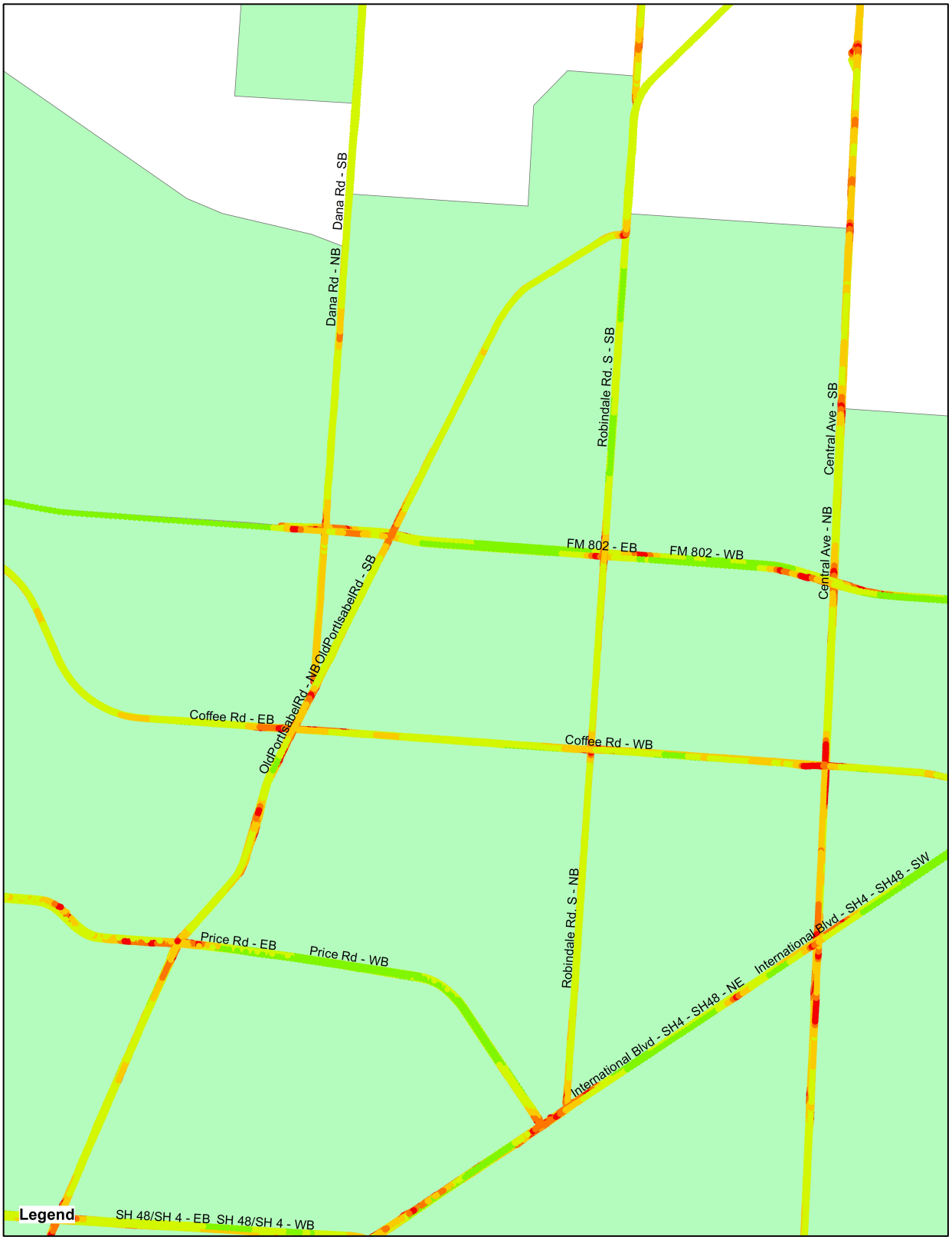


Figure E-3 – Example Raw 1-Second Travel Time Data

KEY FINDINGS

As shown in **Table E-1** and **Figure E-4**, of the 1415.8 directional miles of roadways studied in Spring 2022, during the PM Peak Period, 214.0 miles were free-flow, 587.7 miles were stable, and 614.1 miles were congested. Therefore, for the Spring 2022 season, 56.6% of the roadways operated within an acceptable range during the PM Peak Period (compared to 49-68% for previous studies between 2001-2019). The percent congested can vary dramatically each year depending on season and roadways included.

Table E-1 - Summary of Study Roadways in Terms of CI on Intersection Segments Congestion < 0.75

Season	Measure	Roadway Condition			Total
		Free Flow	Stable	Congested < 0.75	
Spring 2022	Number of Miles	214.0	587.7	614.1	1415.8
	Percentage of Miles	15.1%	41.5%	43.4%	100%

For those segments found to be “congested”, many are thought to be secondary approaches as compared to what many feel are the busiest or most congested intersections. To address this issue, a new performance measure was first introduced with the Spring 2013 update and is once again included this year. It is referred to as volume weighted delay. This performance measure will be used to highlight those areas where the combination of delay and higher volumes lead to congestion and delay. The resulting value highlights the total exposure or relative number of vehicles that encounter the measured delay from the travel time runs. The volumes used are gathered from the current MPO maintained travel demand model. The average daily volumes are conflated to the intersection segments in GIS where a weighted average volume is determined based on the lengths of each model link. One element to note in using the model volumes is the distinction that the volumes represent daily (24 hour) volumes combined for both directions, while the delays calculated are directional for a specific time period (AM or PM peak period). Therefore, the performance measure is solely a relative measure of the magnitude of delay for a peak period which highlights the expected daily volumes along the link in question. The average volumes for 2-way segments used in the calculation were divided in half to represent the relative volumes on the directional link in order to be able to compare to other segments that include 1-way volumes in the model such as frontage roads, mainlanes, or 1-way streets.

As expected, the results shown in **Figure E-5** with this performance measure vary substantially from those using only Congestion Index. Congestion Index has been used exclusively for over 20 years by the MPO to rank deficient segments on the network. Over the years, it was seen that many of the higher ranked “congested” segments were secondary approaches or intersections that had high delays but lower volumes. By applying volume to the delay results, we can now represent the relative number of seconds of total delay given the number of vehicles experiencing the measured delay. For those approaches with high delays but relatively low volumes, they will fall down the list vs. those with less delay but very high volumes. Thus, the list will represent those approaches where the most vehicles could benefit from some form of improvement.

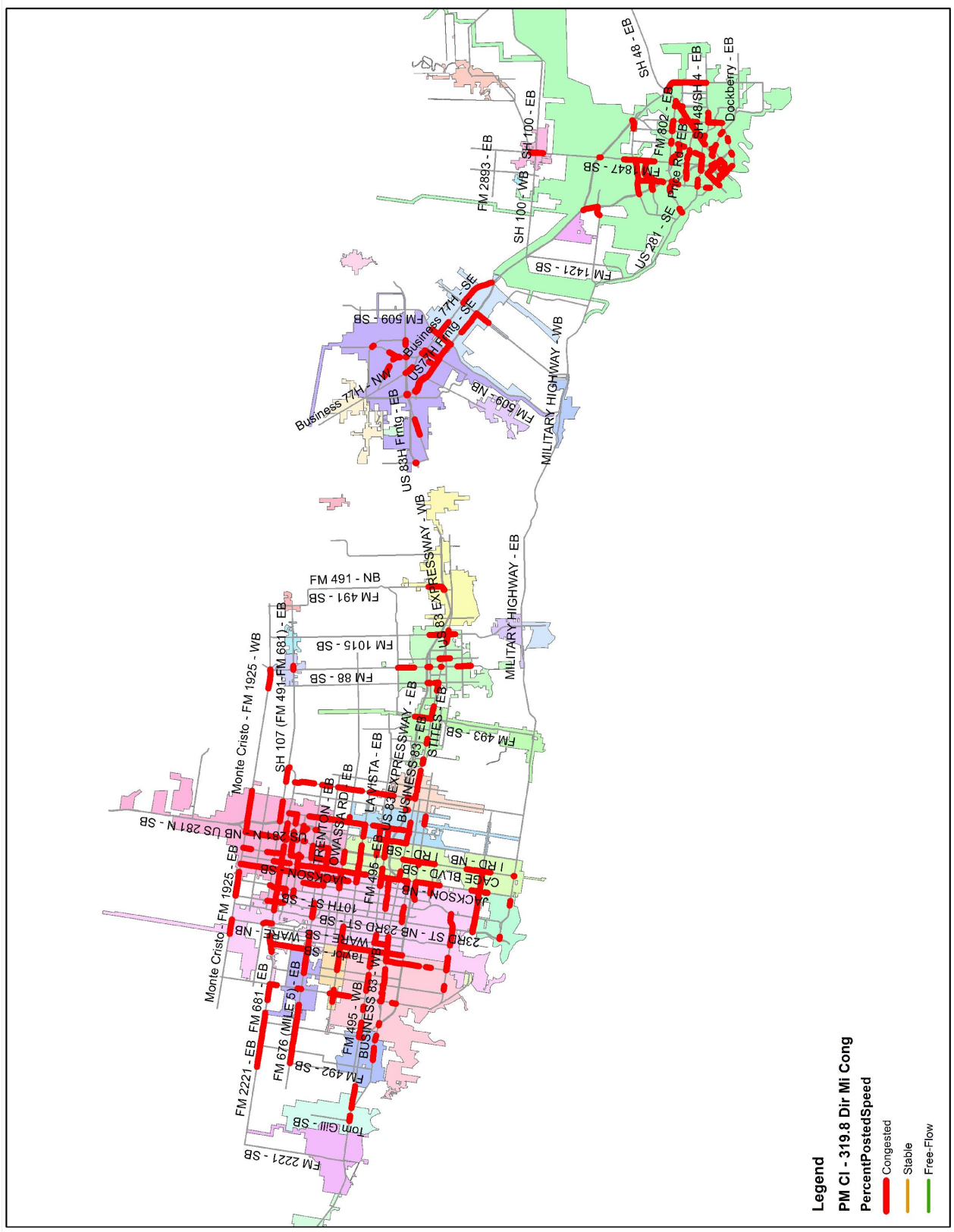


Figure E-4 – Spring 2022 Congestion Index (Intersection Segments)

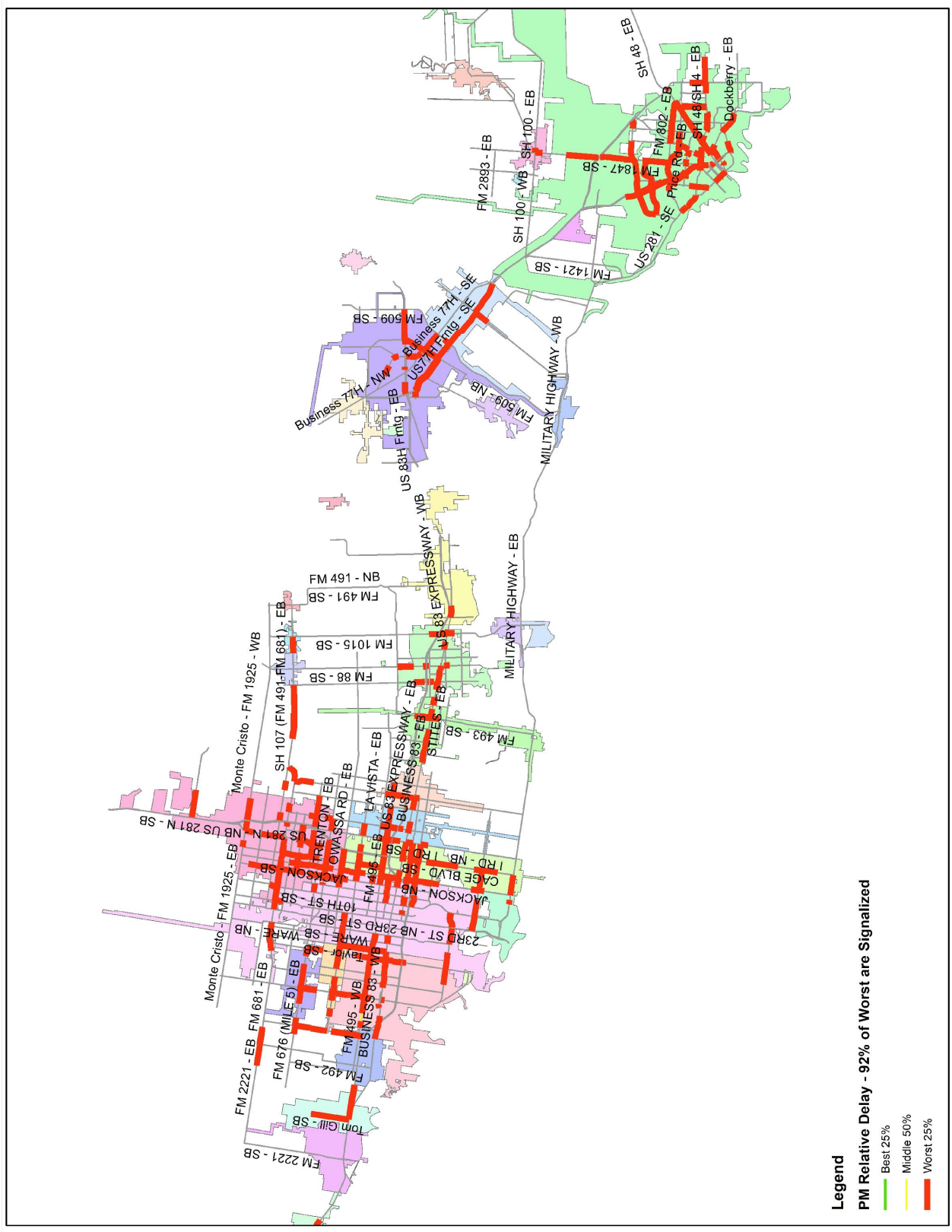


Figure E-5 – Spring 2022 Volume Delay (Intersection Segments)

ONE-TENTH OF A MILE (0.1-mile) SEGMENTS

To address common questions related to congestion and its relation to segment length, a criterion was added in the 2009 season and is included once again this year. The intersection segments that include a signal, stop sign, or major cross street on each end were further broken down into relatively common lengths. These lengths vary slightly depending on the intersection segment length, but the lengths closely match approximately 0.1 mile (approximately 500 feet). This allows close comparison of each segment and further allows assessment of the root cause and location of congestion / delay. The vast majority of the congested 0.1-mile segments fall at the intersection with a signal or stop sign. The overall length of congestion also is greatly reduced given the fact that most congestion is limited to the controlled intersection segment and not those mid-block. **Table E-2**, and illustrated in **Figure E-6**, show the number of congested, stable and free-flow miles on 0.1-mile segments. Comparing this to **Table E-1**, we can see that the number of congested miles is far less based on 0.1-mile segments which can be interpreted to mean congestion does not occur on entire segments and mostly occurs on a shorter portion of the segments between intersections. This helps further narrow down the location and contributing factors of congestion in the region.

Table E-4 - Summary of Study Roadways in Terms of CI on 0.1-mile Segments
Congestion < 0.75

Season	Measure	Roadway Condition			Total
		Free Flow	Stable	Congested < 0.75	
Spring 2022	Number of Miles	458.7	793.5	163.6	1,415.8
	Percentage of Miles	35.9%	53.8%	10.3%	100%

In the Spring 2022 Study, a total of 1,661 0.1-mile segments were congested. Of these, 980 segments (about 59%) had a Signal at the downstream end. When comparing the 0.1 results to those of the intersection segments, it becomes clear that a large percentage of the measured delay occurs within 500' of a traffic signal and a large percentage of the signals could benefit from an operational assessment and update. The results indicate that 163.6 miles of 0.1 segments contribute to bring 614.1 miles of intersection segments into the "congested" category of CI. This means that there is sufficient delay in those short segments to bring the average speed for the longer segment low enough to fall below the 0.75 CI threshold.

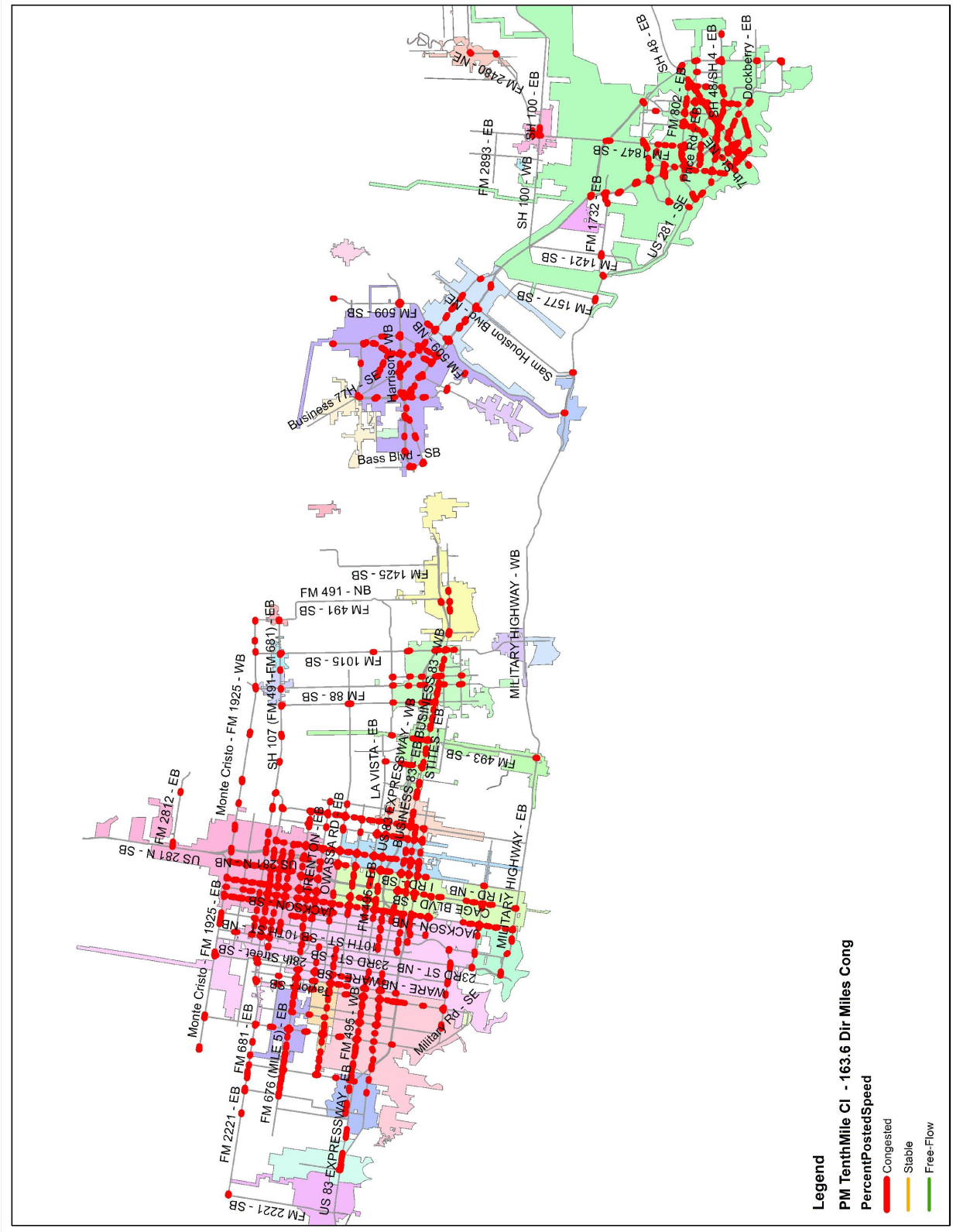


Figure E-6 – Summaries at 0.1-mile segment level for Spring 2022

CONCLUSIONS

A large percentage (43.4%) of roadway intersection segments studied in Spring 2022 were operating under congested conditions. On many of the segments with CI in the congested range, the congestion occurred only near a stop sign or traffic signal and had acceptable conditions through the remainder of the segment.

The results of this report when compared to previous study year roadways indicate higher levels of congestion, particularly when compared to respective seasons. Possible reasons for this include continued population growth and issues with signal timing and coordination. For those corridors that have been part of past signal timing improvements, the typical life before needing updates is 3 years, depending on volume changes and growth. In some cases, construction is completed, but signal optimization is still needed to maximize the efficiency of the new improvements.

RECOMMENDATIONS

Recommendations were developed for each section of congested roadway. Improvements include traffic signal timing optimization, access management, roadway widening, and adding traffic signals (when warranted) in place of existing stop signs.

The majority of the segments found to be congested would improve by optimizing and coordinating the signals along the corridors. In general, much of the study network would recognize substantially improved operations before warranting larger capital expenditures. Of the roadway segments that were congested, 59% would improve to acceptable levels with optimized and coordinated signal timing. Those signals identified as Priority 1 that would address a large percentage of the “congestion” and “delay” within the region are shown in **Figures E-7** and **E-8**. The signals shown, are primarily those that are maintained by cities with population greater than 50,000. This threshold is the point where TxDOT turns over maintenance of on-system signals to the respective city. The figures also include those that are still maintained by TxDOT primarily the diamond intersections along the freeways. These signals are coupled with those that were recently optimized and coordinated through a City of McAllen funded effort. Leveraging that recent effort by continuing the coordination across city limit lines would allow the region to benefit from the combined effort.

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

Signal timing improvements are a relatively inexpensive way to make significant improvements on a transportation network. Improved signal timing can decrease delay by appropriately allocating green time among competing phases. This allows more traffic to pass through the signal with less delay. By adjusting cycle lengths and offsets, drivers can travel longer distances along a corridor before having to stop for a red light. This decreases travel time and improves air quality. Both signal timing optimization and traffic signal progression are low-cost improvements to make the best use of existing capacity and optimize allocation of funding. The cost for a signal timing improvement project varies depending on the number of traffic signals, the controller capabilities, vehicle detection condition, the location of the traffic signals and adjacent signals, the number of timing plans required, and implementation and fine-

tuning needs. The results will be very evident as has been demonstrated previously with localized projects. A regional perspective would produce consistent travel time runs even when crossing from one city / agency to another.

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

The U.S. Department of Transportation's Federal Highway Administration (FHWA) has produced a video showing that retiming traffic signals is one of the more cost-effective techniques available to state and local agencies in their efforts to manage congestion and growing travel demand. The video, "It's About Time, Traffic Signal Management: Cost-Effective Street Capacity and Safety," demonstrates how signal timing on roads can improve air quality while reducing fuel consumption, decreasing traffic congestion, and saving time for commercial and emergency vehicles. Two-thirds of all highway miles in the United States are roads with traffic signals. According to the Institute of Transportation Engineers, the United States has about 300,000 traffic signals. The performance of about 75 percent of them could be improved easily and inexpensively by updating equipment or by simply adjusting the timing.

The Federal Highway Administration defines access management as “the process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding system in terms of safety, capacity, and speed.”

The MPO has recognized the need for access management on their transportation system since the late 1990’s. In September 2003 the Texas Department of Transportation (TxDOT), Transportation Commission, adopted new rules on access management. These rules directed TxDOT to apply access management on all state-owned roadways. Consequently, the MPO developed their first regional Access Management Plan in April 2005. It establishes mechanisms that can be used to apply access management to local transportation plans, projects and procedures.

Access management is accomplished in a variety of ways such as managing the design of access points, the location of access points, the number of access points allowed within a given distance (access density), and the roadway median treatment. Generally, the number of access points is minimized and regularly spaced from each other so that conflict points are separated. On these congested segments, drivers turning into multiple driveways in close proximity interrupted through traffic as they slowed to make their turn. Combining driveways, installing medians, and providing right-turn or left-turn lanes can move the slow-moving traffic out of the way of through traffic, reducing delay and potential for rear-end collisions.

Access management can provide a number of benefits to the public agency and to the traveling public. Capacity is preserved and safety (motorized and non-motorized) is improved by minimizing conflict points and minimizing speed differentials between through traffic and slow-moving turning traffic. Safety for turning movements is also improved by providing adequate turning (auxiliary) lanes or by prohibiting turns in key locations using a raised median. In addition to safety and efficiency improvements, access management also provides environmental and financial benefits with reduced vehicle emissions and improved fuel economy by maintaining the flow of traffic.

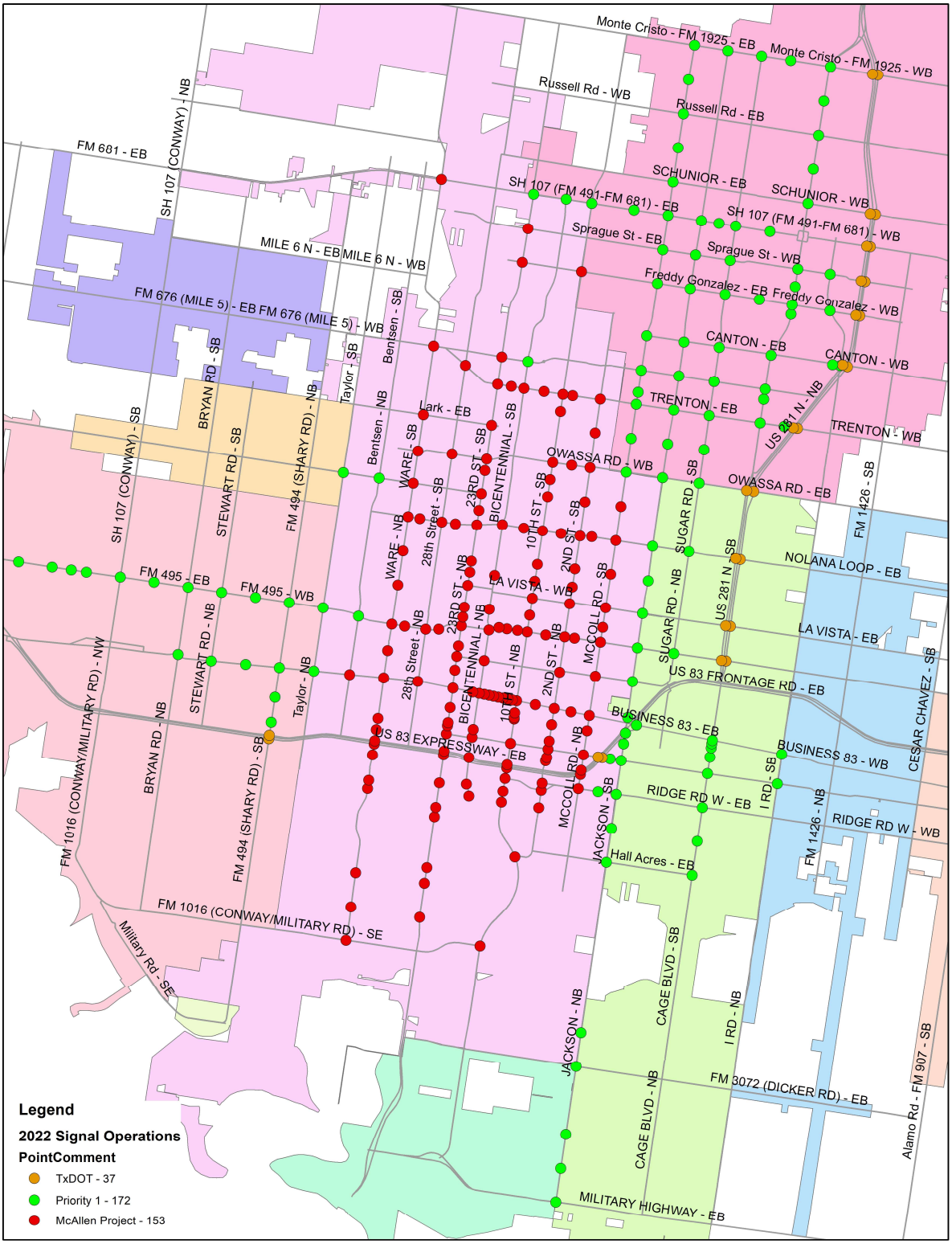


Figure E-7 – Hidalgo County Priority 1 Signals



Figure E-8 – Cameron County Priority 1 Signals

On new roadways, or on undeveloped corridors, access management can be used to minimize operational traffic problems, due to unmanaged development, before they occur. In these cases, it is inexpensive and fairly easy to accomplish. The traveling public benefits from a safe and efficient corridor. Property owners benefit from safe access. The agency benefits from a low-cost management plan from the onset rather than costly highway improvement projects once problems occur. Once corridors are developed, it is more difficult, expensive, and time consuming to retrofit managed access. Whenever possible, access management should be given high priority on undeveloped corridors.

Access management can be very challenging on existing 'built-up' urban roadways. Common issues include limited right-of-way and opposition by landowners. Still, retrofitting a corridor with access management can provide benefits. Possible retrofitting improvements include: consolidating and closing driveways, constructing raised medians, constructing auxiliary lanes, providing regularly spaced traffic signals to encourage use of a major cross-street or driveway, and providing alternative routes such as internal access roads.

Roadway widening is necessary where traffic signal timing and access management are unable to provide enough capacity for heavy traffic volumes. Some segments may improve in the short term with optimized signal timing but may ultimately warrant additional capacity through widening. Widening could include adding a through lane for a long section of road or providing turn lanes at intersections.

Adding signals may be an improvement at four-way stop intersections or intersections with heavy major street and cross street traffic. This reduces delay for previously stop-controlled movements but may increase delay for movements that were not controlled. As traffic volumes increase, traffic signals or other types of intersection design such as roundabouts or continuous flow intersections should be considered to efficiently move traffic.

As transportation funding continues to be limited, operations are being highlighted by many MPOs across the country. It has been clearly proven locally and nationally that operational improvements provide the highest benefit/cost ratio and on a regional scale as compared to local capacity projects that benefit a smaller portion of the region.

ATTACHMENT "A"

SCOPE OF SERVICES

PROJECT PARAMETERS

The following assumptions pertain to the provision of Basic Services:

A. The PROJECT will consist of the following activities, as requested by the

RGVMPO: Congestion Management Process Planning Level Operations Study

(Winter 2022):

Task 1 - Traffic Signal Hardware Assessment and Prioritization
1.1 "Self-Assessment" with City that has responsibility for maintenance
1.2 Based on findings and related costs, review and update recommended prioritization for TAC approval

Task 2 - Develop planning level Synchro Model
2.1 Collect intersection turning movement traffic counts
2.2 Review of existing timing plans
2.3 Develop baseline signal timing optimization models
2.4 Facilitate discussion with respective cities to come to agreement on corridor / intersection phasing
2.5 Develop subsequent coordinated planning level signal optimization models
2.6 Review recommended timing with city staff
2.7 Based on anticipated delay reduction, review and update recommended prioritization for TAC approval

Task 3 - The CMP Planning Level Operations Study Intersections Based on:
3.1 Coordinate Entry of Recommended Signal Timing by Cities

Task 4 – Perform "Before / After" Analysis
4.1 "After" Travel Time Analysis
4.2 Calculate and Document Performance Measure Results Compared to Spring 2022 CMP

B. PROJECT is located within Cameron, Hidalgo County, and Starr counties of Texas

C. Notice to Proceed will be received on or before **XXXXX**

D. Final deliverable, including a presentation to the RGVMPO Policy, will be completed by **XXXXX.**

E. Items not directly described within this scope (i.e. tasks, additional copies or report, etc.) will be considered additional services and will require an agreement on scope and fee between the RGVMPO and C o P L A N , LLC prior to work being completed.

F. The traffic signal hardware assessment and prioritization scope as described will be completed for **172** Priority 1 intersections as illustrated in attached figure.

G. Signals and / or corridors that include intersections maintained by TxDOT will be timed around optimized timing plans developed and provided by TxDOT. It is estimated that TxDOT is responsible for **37** intersections (mostly diamond intersections that are counted as 2 locations) that are part of those identified as Priority 1 locations.

H. Traffic Counts will be limited for up to **100** intersections

I. Traffic Counts will be performed for 1.5 hours in each of the AM and PM Peak Periods.

J. The AM peak period will be 7:30-9 AM and the PM peak period will be 4:30-6 PM.

K. All GIS files will be prepared in ArcGIS 10.0+.

Congestion Management Process Planning Level Operations Study – Winter 2022

Task 1 - Traffic Signal Hardware Assessment and Prioritization

1.1 "Self-Assessment" with City that has responsibility for maintenance

- CoPLAN will coordinate directly with the designated representative for each City responsible for maintenance of the included signals.
- CoPLAN, along with City representatives, will visit each **172** intersections included in the study and perform assessment of the signal equipment contents, working condition, capabilities, and limitations
- Photographs will be taken to document the current conditions of the cabinet equipment and the intersection approaches
- The various elements of the assessment will be digitally coded and included in a database for use in GIS

1.2 Based on findings and related costs, review and update recommended prioritization for TAC approval

- Following the completion of Task 1.1, the results will be evaluated and used to perform a second level prioritization based on the needs of the signal hardware to accommodate the implementation of the regional signal operations study. Factors to be considered include: maintenance needs, presence of and working condition of traffic detection (loops, video, etc.), controller model and software version, communications, pedestrian amenities, and ability to accommodate GPS clock if applicable.
- The updated prioritization will be presented to the CMP Committee for review, discussion, edits, and approval. If there are any changes in the number of intersections included, some Priority 2 intersections could be moved up and considered for inclusion.

Task 2 - Develop planning level Synchro Model

2.1 Collect intersection turning movement traffic counts

- All included intersections (up to **100**) will have turning movement counts (TMCs) collected for 1.5 hours during the AM Peak period and 1.5 hours in the PM Peak period.
- Traffic counts will be digitally coded.

2.2 Review of existing timing plans

- CoPLAN will work with each City to collect PDF copies of the existing timing plans, when available. These timing plans will be used to assess the existing parameters used by each City and how they may vary between adjacent cities.

2.3 Develop baseline signal timing optimization models

- The existing timing plans will be used to create the initial Synchro Baseline traffic signal model of the existing conditions.
- The City of McAllen stated that they will provide a copy of their recent citywide **153** signal coordination study model. Therefore, the proposed effort reflects this to extend the coordination into adjacent cities. If the model is not available or is not reflective of the existing conditions in the field, this will result in additional services for the added effort.

2.4 Facilitate discussion with respective cities to come to agreement on corridor / intersection phasing

- Following the development of the baseline model, it will become apparent of timing elements that may vary between cities. CoPLAN will facilitate discussions with representatives of each city to address these differences and work through options for those corridors that serve multiple cities. It may be necessary to make some adjustments in either the model or City preferences to develop a model that best reflects the recommended signal phasing.

2.5 Develop subsequent coordinated planning level signal optimization models

- Based on the results of Task 2.4, CoPLAN will develop the optimized traffic signal model for both and AM and PM periods.
- The model will reflect the recommended timing and include the results of discussions with each City regarding preferences for signal phasing.

2.6 Review recommended timing with city staff

- Following the development of the optimized signal models, CoPLAN will review the results with representatives of each city. CoPLAN will make any adjustments to the models based on City input following these meetings.

2.7 Based on anticipated delay reduction, review and update recommended prioritization for TAC approval

- Following the results of the optimized signal timing, the applicable performance measures will be tabulated along with those from the baseline model in Task 2.3.
- The potential benefits, including reduction in delays, improved travel speeds, and fuel savings will be tabulated.
- Based on the results of the model estimated “before / after” conditions, the intersection prioritization will be reassessed for the third time based on the anticipated benefits.
- The updated prioritization will be presented to the CMP Committee for review, discussion, edits, and approval. If there are any changes in the number of intersections included, some Priority 2 intersections could be moved up and considered for inclusion. If so, those added will be considered additional services since they will need to go through the full scope as described.

Task 3 - The CMP Planning Level Operations Study Intersections Based on:

- Results of traffic controller field assessment,
- Repairs of vehicle detection needed by cities, and
- Capabilities and condition of existing equipment, and
- Limited up to **100** intersections.

3.1. Coordinate Entry of Recommended Signal Timing by Cities

- Coordinate with respective cities responsible for signal maintenance (Edinburg, McAllen, Mission, Pharr, and Brownsville)
- Manage the entry of recommended peak period signal timing plans by city staff ahead of activation
- Activate peak period signal timing by corridor
- Observe peak period traffic and adjust signal timing splits and offsets as needed to provide best possible traffic flow for the subset of operations study intersections
    - Given the duration of the peak period in the region, the observations and adjustments may take multiple peak periods to complete each corridor

Task 4 – Perform "Before / After" Analysis

4.3 **"After" Travel Time Analysis**

- Perform travel time runs on respective corridors included in the coordinated signal timing installed by the cities.
- Process the travel time runs using the same base as the Spring 2022 CMP.

4.4 **Calculate and Document Performance Measure Results Compared to Spring 2022 CMP**

- Compare and document the results between the "after" travel time runs and those that represent the "before" collected as part of the Spring 2022 CMP. Performance measures shall include: travel time, delay, control delay, fuel savings, and driver time savings.

TASK 5 - Deliverables – Spring 2022

Deliverables to the RGVMPO will be as follows:

1. Tabulated results of the Task 1.1 "self-assessment" including database and referenced to GIS.
2. Updated tabulation of Task 1.2 prioritization once approved by the committee.
3. Excel and database that includes the tabulated turning movement counts (TMC) for each intersection as described in Task 2.1.
4. PDFs of the existing traffic signal timing plans collected in Task 2.2 as provided by the respective cities and referenced in GIS.
5. A flash drive containing the Synchro files of the baseline models as prepared in Task 2.3.
6. Notes and tabulations of elements identified for discussion with each City as part of Task 2.4. The results of said meetings will be summarized and ultimately reflected in the optimized traffic signal models.
7. A flash drive containing the Synchro files of the optimized models as prepared in Task 2.5.
8. Notes and tabulations of elements identified for discussion with each City as part of Task 2.6. The results of said meetings will be summarized and ultimately reflected in the final optimized traffic signal models.
9. Updated tabulation of Task 2.7 final prioritization once approved by the committee.
10. Updated Synchro traffic model that reflects adjustments made in the field based on peak period observations
11. Prepare documentation that summarizes the observed results of the implementation of the peak period signal timings for the "before / after" analyses

TASK 6 - Additional Services

Additional services may include the following:

1. In Task 1.2, the updated prioritization will be presented to the Technical Committee for review, discussion, edits, and approval. If there are any changes in the number of intersections included, some Priority 2 intersections could be moved up and considered for inclusion. If so, those added will be considered additional services since they will need to go through Task 1 also before advancing to Task 2.
2. Development and / or timing plans other than AM or PM peak periods
3. If any intersections identified as being maintained by TxDOT are not optimized by TxDOT, but need to be in order to coordinate the balance of the corridor, any work on those intersections including collection of traffic counts, model coding, optimizing, etc will be considered additional services.

ATTACHMENT "B"
PROJECT BUDGET

1.0 FEE / COMPENSATION FOR SERVICES AND REIMBURSABLE EXPENSES

Direct Labor: No retainer fee is required to begin Task 1.0 for this project. Direct labor to complete the transportation planning services is described below and detailed in the **Exhibit B.**

Unit Cost Basis

Tasks 1, 2, 3 and 4 Congestion Management Process Planning Level Operations Study (Winter 2022)		$ 383,906.65
	Sub-Total	$ 383,906.65
Task 5	**Deliverables**	N / A
Task 6	**Additional Services**	N / A
	TOTAL BUDGET	**$ 383,936.65**

All travel expenses, other than mileage, supplies, printing, maps, facsimile transmissions, and reproduction, are included in Tasks 1-4.

2.0 TIMES OF PAYMENT

2.1 CONSULTANT will submit monthly invoices for work performed under the terms of this agreement including a progress report detailing effort to date and current period. Invoices will include adequate documentation to justify the percent of work complete to date. Invoices are due and payable within 20 days of receipt of invoice.

ATTACHMENT "B"
PROJECT BUDGET

				172	Full Scope Priority 1 Int (Task 1)					
				100	Full Scope Priority 1 Int (Tasks 2, 3, and 4)					
Personnel	Sr. Project Manager	Operations Task Manager	GIS Task Manager	Turning Movement Counts	Local Mileage	Task Hours	Task Budget	Unit Cost Per Task / Int	Applicable Number of Intersections	Task Budget
Task										
Task 1 - Traffic Signal Hardware Assessment and Prioritization										$76,802.65
1.1 - "Self Assessment" with City with responsibility for maintenance (2 hr / int)	172		172		2280	344	$61,522.66	$357.69	172	$61,522.65
1.2 - Based on findings and related costs, review and update recommended prioritization for TAC approval (0.5 hr / int)	8		86			94	$15,280.00	$88.84	172	$15,280.00
Task 2 - Develop planning level Synchro Model										$137,254.00
2.1 - Collect intersection turning movement traffic counts	50	50		400	1300	500	$43,754.00	$437.54	100	$43,754.00
2.2 - Review of existing timing plans (1 hr / int)	100					100	$19,000.00	$190.00	100	$19,000.00
2.3 - Develop baseline signal timing optimization models (1.5 hr / int)	50	100				150	$24,500.00	$245.00	100	$24,500.00
2.4 - Facilitate discussion with respective cities to come to agreement on corridor / intersection phasing (0.5 hr / int)	50					50	$9,500.00	$95.00	100	$9,500.00
2.5 - Develop subsequent coordinated planning level signal optimization models (2 hr / int)	25	175				200	$31,000.00	$310.00	100	$31,000.00
2.6 - Review recommended timing with city staff (0.25 / int)	25					25	$4,750.00	$47.50	100	$4,750.00
2.7 - Based on anticipated delay reduction, review and update recommended prioritization for TAC approval (0.25 / int)	25					25	$4,750.00	$47.50	100	$4,750.00
Task 3 - Coordinate Entry of Recommended Signal Timing by Cities										$93,780.00
3.1 Deployment of Signal Timing (4 / int)	150	250			1000	400	$66,580.00	$665.80	100	$66,580.00
3.2 Update Synchro Model based on Adjustments made During Fieldwork	40	40				80	$13,600.00	$136.00	100	$13,600.00
3.3 Prepare Documentation of Coordination Results	40	40				80	$13,600.00	$136.00	100	$13,600.00
Task 4 - Perform "Before / After" Analysis										$76,070.00
3.1 "After" Travel Time Runs (2 / int)	50	100	50	300	1500	500	$52,870.00	$528.70	100	$52,870.00
3.2 Calculate and Document Performance Measure Results Compared to Spring 2022 CMP	40	40	60			140	$23,200.00	$232.00	100	$23,200.00
Total Hours	825	795	368	700	6,080	1488				
Rate	$190.00	$150.00	$160.00	$65.00	$0.580					
Staff Effort	$156,750.00	$119,250.00	$58,880.00	$45,500.00	$3,526.66		$383,906.66			$383,906.65

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION

617 WEST UNIVERSITY DRIVE
EDINBURG, TX 78539
(956) 682-3481

PLANNING PARTNERS:

Judge Eddie Treviño, Jr.
Chairman
Cameron County

Commissioner David L Fuentes
Vice Chairman
Hidalgo County

City of Brownsville
City of Edinburg
City of Harlingen
City of McAllen
City of Mission
City of Pharr
City of San Benito
Cameron County
Hidalgo County
Starr County
Cameron County RMA
Hidalgo County RMA
TxDOT (Pharr District)
Valley Metro
Brownsville Metro
McAllen Metro
Port of Brownsville
Port of Harlingen
Port Isabel – San Benito Nav. Dist.
Cameron Co Spaceport Dev Corp

STAFF

Andrew A. Canon
Executive Director

Luis M. Diaz
Assistant Director

EX-OFFICIO:

Rio Grande Valley Partnership
LRGVDC

RE: TAC Agenda Item - Category 7 Funding Requests

Greetings Technical Advisory Committee Members,

RGVMPO staff would like to thank our planning partners for collaborating with both TXDOT & MPO staff while prioritizing Category 7 project funding. MPO staff received prioritized requests and held meetings with our planning partners to establish prioritized projects. In addition to allocated funding from the newly adopted 2023 Unified Transportation Program, there are unobligated funds identified by TXDOT's Transportation Planning & Programming Division to consider as well. As a result of our planning efforts, staff is proposing the highest of priorities for additional CAT 7 funding, including the priority #1 projects, and in some cases a priority #2 & 3. Project identification, funding requests, project scoring, and letting dates have been included within the first table shared. The first table lists proposed project funding on the highest priority projects. The second table lists all prioritized projects submitted by our local governments who initially requested additional CAT 7 funding. In addition to the requests received, MPO staff is proposing two of the highest scoring and regionally significant projects: East Loop and the International Bridge Trade Corridor (IBTC). MPO staff is kindly requesting TAC members' final review and approval before presenting proposed projects to our Policy Board.

Thank you for your time and consideration. MPO staff is available for further discussion.

Respectfully,

Rudy Zamora Jr.
RGVMPO Transportation Planner II

Programming Category 7 Funding Requests - Summary

	*Amount in Millions $
2023 UTP Allocation:	$328.81
FY 2022 Carryover Funds:	$75.12
Total Amount Available:	$403.93
Currently Programmed: FY 2023-2032	$346.90
Balance:	$57.03
CAT 7 Proposed Priority Project Totals	
IBTC	$20.00
East Loop	$20.00
Cameron County	$9.39
Hidalgo County	$28.04
Total	$77.43
Balance	-$20.40
Harlingen-San Benito 2023 UTP Total Delta Allocation	$12.13
Final Balance	-$32.53

*The Final Balance was calculated by adding Proposed Priority Project Request totals, to the amount of currently programmed projects, and the Delta Allocation for the HSB area.

The - $32.53 Million is where RGVMPO will stand in terms of programming FY's 2023-2032, if the TPB approves proposed priority projects.

The negative balance will not allow for further programming of projects. The 2024 UTP allocation will be the first opportunity to identify additional CAT 7 funding.

Programming of Category 7 Funding Requests

Proposed Projects

	Project Name & CSJ #	FY 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Current Amount Programmed	Scoring Percentage	Letting Date
Cameron County *(Sponsor)*														
CCRMA	SH 550 Gap II (0684-01-068)	$1,420,000										$19.35M: FY 2023	73.53%	FY 2023
Cameron County	S. Parallel Corridor (0921-06-257)					$6,765,000						Local Funds: FY 2026	Pending	FY 2026
CCRMA	Old Alice Rd. (0921-06-290)							$1,200,000				$19.3M: FY 2029	61.77%	FY 2029
CCRMA	East Loop (0921-06-315)					$20,000,000						Local Funds: FY 2025	64.71%	FY 2025
	Totals (Millions):	$1,420,000				$26,765,000		$1,200,000				$29,385,000		
Hidalgo County *(Sponsor)*														
City of Mission	Taylor Rd., Sec. 2 (0921-02-328)		$2,500,000									$8.49M: FY 2024	52.94%	FY 2023
City of McAllen			$2,500,000											
City of Mission	Inspiration/Military Pkwy (0921-02-395)				$500,000							$3M: FY 2023	61.77%	FY 2024
City of McAllen	Bentsen Rd. (0921-02-512)			$2,160,840								$1.9M: FY 2025	35.29%	FY 2025
City of McAllen	Russell Rd. (0921-02-362)					1,650,000						Local Funds: FY 2024	Pending	FY 2024
Pct. 4						$3,300,000								
Pct. 2	Nolana Loop (0921-02-361)			$2,633,301								$14.84M: FY 2025	61.77%	FY 2024
Pct. 1	Mile 10 N. (0921-02-360)				$1,000,000			$3,800,000				$17.32M: FY 2023, 2029	55.88%	FY 2026
Pct. 3	Liberty Blvd., Ph. II (0921-02-322)						$1,700,000					$10.18M: FY 2028	64.71%	FY 2024
HCRMA	International Bridge Trade Corridor (0921-02-142)					$20,000,000						Local Funds: FY 2026	79.41%	FY 2026
City of Pharr	I Rd. (0921-02-363)		$4,524,926									$3.89M: FY 2024	54.12%	FY 2023
City of Pharr	I Rd. (0921-02-499)				$1,778,500							$6.84M: FY 2026	48.24%	FY 2023
	Totals (Millions):		$9,524,926	$4,794,141	$3,278,500	$24,950,000	$1,700,000	$3,800,000				$48,047,567		

2023 UTP Allocation:	**$328.80**	**Carryover from FY 2022:**	**$75.12**	**Total Available:**	**$403.92**

Currently Programmed (as of May 2022):	**$346.90 M**
Currently Programmed & Requests Combined:	**$424.34 M**

Over-programmed:

$20.42 M

Total of over-programming (including allocation for HSB Area) for FY 2023-2032 for RGVMPO: $32.54 M

***Harlingen-San Benito Area:**	**$12.13 M**	**FY 2032**

***A benchmark (for over-programming) of $20M was recommended during TPB on Aug. 31, 2022**

Full List of Category 7 Requests on Priority Projects - (Highlighted projects are listed within the previous table as proposed)

CAMERON COUNTY & CCRMA						
Project Name	**Phase**	**Increase**	**Project Score**	**Priority**	**Current Funding**	**Letting Date**
Old Alice Rd. - (0921-06-290)	CONST	$1,200,000	105/170: 61.77%	1	2029/$19.3M	FY 2029
South Parallel Corridor Ph. 3 - (0921-06-257)	CONST & CE	$6,765,000	Pending	2	2026/Local $	FY 2026
	ROW/UTILITY	$1,000,000			2023/Local $	
SH 550 Gap II - (0684-01-068)	CONST	$1,420,000	125/170:73.53%	3	2023/$19.35M	FY 2023
	TOTAL:	$10,385,000	Cameron County/CCRMA			

CITY OF MISSION						
Project Name	**Phase**	**Increase**	**Project Score**	**Priority**	**Current Funding**	**Letting Date**
Taylor Rd., Sec. 2 – (0921-02-328)	CONST & CE	$2,500,000	90/170: 52.94%	1	2024/$8.49M	FY 2023
Inspiration/Military Pkwy – (0921-02-395)	ROW	$500,000	105/170: 61.77%	2	2023/$3M	FY 2024
Los Ebanos - (from IH 2 to FM 1016/Military HWY)	ROW & CONST	$3,310,840	Pending	3	2032/Unfunded	FY 2032
	TOTAL:	$6,310,840	City of Mission			

Full List of Category 7 Requests on Priority Projects - (Highlighted projects are listed within the previous table as proposed)

CITY OF MCALLEN						
Project Name	**Phase**	**Increase**	**Project Score**	**Priority**	**Current Funding**	**Letting Date**
Taylor Rd. Sec. II - (0921-02-328)	CONST & CE	$2,500,000	90/170: 52.94%	1	2024/$8.49M	FY 2023
Russell Rd. - (0921-02-362)	CONST, ROW, & CE	$1,650,000	Pending	2	2024/Local $	FY 2024
Bentsen Rd. - (0921-02-512)	CONST	$2,160,840	60/170: 35.29%	3	2025/$1.9M	FY 2025
	TOTAL:	$6,310,840	City of McAllen			

CITY OF PHARR						
Project Name	**Phase**	**Increase**	**Project Score**	**Priority**	**Current Funding**	**Letting Date**
I Rd. - (0921-02-363)	CONST & CE	$4,524,926	92/170: 54.12%	1	2024/$3.89M	FY 2023
I Rd. - (0921-02-499)	CONST & CE	$1,778,500	82/170: 48.24%	2	2026/$6.84M	FY 2023
	TOTAL:	$6,303,426	City of Pharr			

HIDALGO COUNTY						
Project Name	**Phase**	**Increase**	**Project Score**	**Priority**	**Current Funding**	**Letting Date**
Mile 10 N. - (0921-02-360)	ROW, CONST, & CE	ROW: $1,000,000 - C&CE: $3,800,000	95/170: 55.88%	1	2029/$17.32M	FY 2026
Mile 1 E. - (0921-02-254)	ROW	$510,840	90/170: 52.94%	2	2025/$7.05M	FY 2025
Mile 6 W. - (0921-02-448)	ROW	$1,000,000	100/170: 58.82%	3	2029: $12M	FY 2029
	TOTAL:	$6,310,840	(Pct. 1)			

Full List of Category 7 Requests on Priority Projects - (Highlighted projects are listed within the previous table as proposed)

Project Name	Phase	Increase	Project Score	Priority	Current Funding	Letting Date
Nolana Loop - (0921-02-361)	CONST & CE	$2,633,301	105/170: 61.77%	1	2025/$14.8M	FY 2024
Eldora Rd. - (0921-02-403)	CONST & CE	$1,121,355	105/170: 61.77%	2	2028/$13.72M	FY 2023
Cesar Chavez - (0921-02-399)	CONST & CE	$1,256,184	95/170: 55.88%	3	2027/$6.85M	FY 2024
Cesar Chavez - (0921-02-405)	CONST	$1,300,000	100/170: 58.82%	4	2027/$21.35M	FY 2025
	TOTAL:	$6,310,840	(Pct. 2)			
Liberty Blvd. Ph. II - (0921-02-322)	CONST	$1,700,000	110/170: 64.71%	1	2028/$10.18M	FY 2024
Mile 3 N. - (0921-02-332)	ROW, CONST & CE	2,110,840	80/170: 47.06%	2	2025/$7.19M	FY 2025
Los Ebanos - (from IH 2 to FM 1016)	ROW & CONST	2,500,000	Pending	3	2032/Unfunded	FY 2032
	TOTAL:	$6,310,840	(Pct. 3)			
Russell Rd. - (0921-02-362)	ROW, CONST & CE	$3,300,000	Pending	1	2024/Local $	FY 2024
Canton Rd. - (from US 281 E. to Cesar Chavez)	CONST & CE	$3,010,840	Pending	2	Unfunded	FY 2028
	TOTAL:	$6,310,840	(Pct. 4)			
	TOTAL:	$25,243,360	HIDALGO COUNTY			

Full List of Category 7 Requests on Priority Projects - (Highlighted projects are listed within the previous table as proposed)

***RGVMPO Staff Proposed**

Project Name	Phase	Increase	Project Score	Priority	Current Funding	Letting Date
East Loop (0921-06-315)	CONST	$20,000,000	64.71%	1	2025/Local$	FY 2025
IBTC (0921-02-142)	CONST	$20,000,000	79.41%	1	2026/Local$	FY 2026

TOTAL:	$40,000,000	CAMERON & HIDALGO COUNTY RMA

THOROUGHFARE PLAN

AUGUST 25, 2022 – KICK-OFF MEETING

INTRODUCTIONS



Luis M. Diaz
Assistant Director
ldiaz@rgvmpo.org
Office Extension:318



Juan Pena
GIS Specialist I
jpena@rgvmpo.org
Office: 956-574-6685



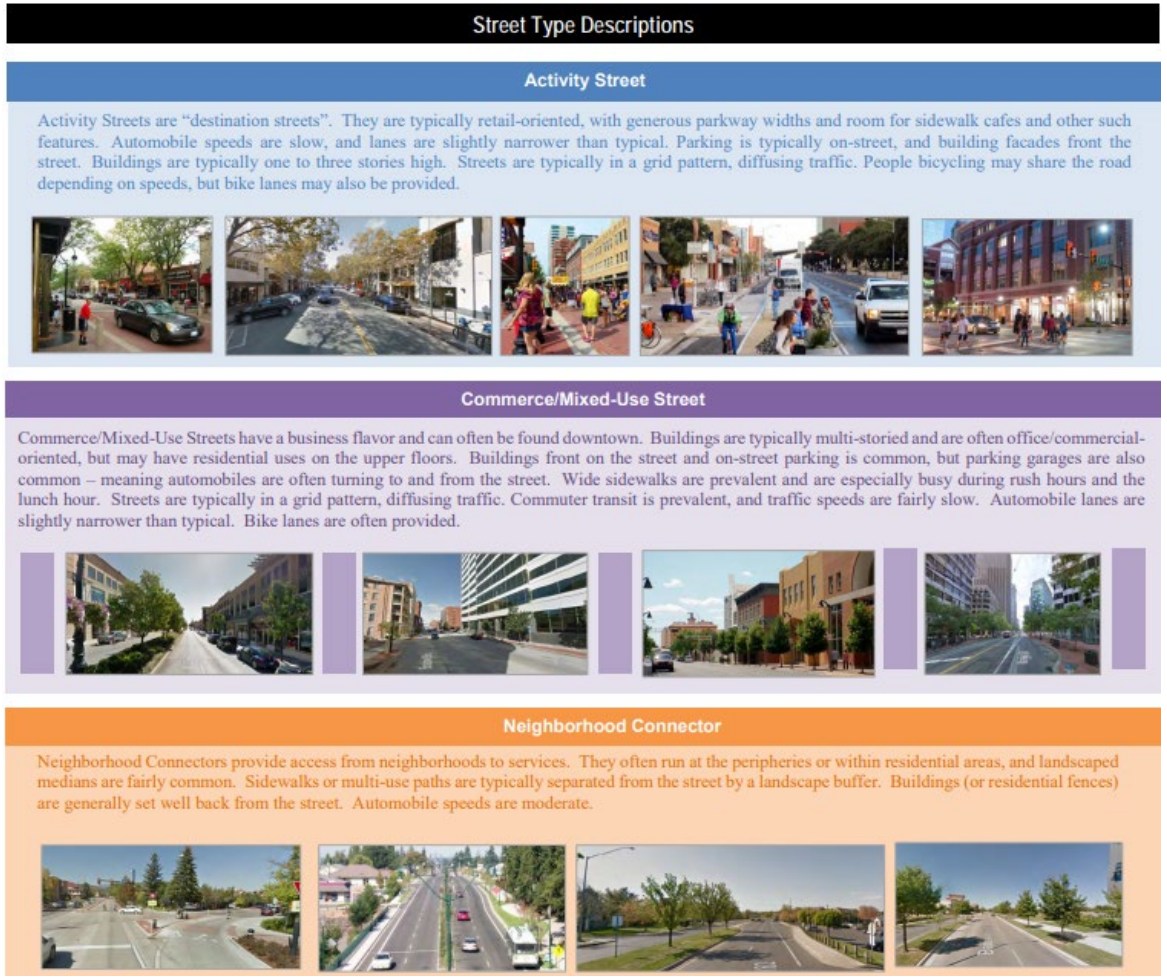
Eva L Garcia
Planner III
Bike/Ped Program Coordinator
egarcia@rgvmpo.org
Office: 956-574-6677



Christopher Nelson
Planner I
cnelson@rgvmpo.org

WHAT IS THOROUGHFARE?

- A collection of all Existing Planned and Preserved Right of Way ROW
- Identifies type and general location of future transportation corridors
- Preserves transportation corridors (ex. Right-of-Way)
- Guides future development
- Promotes connectivity and design uniformity



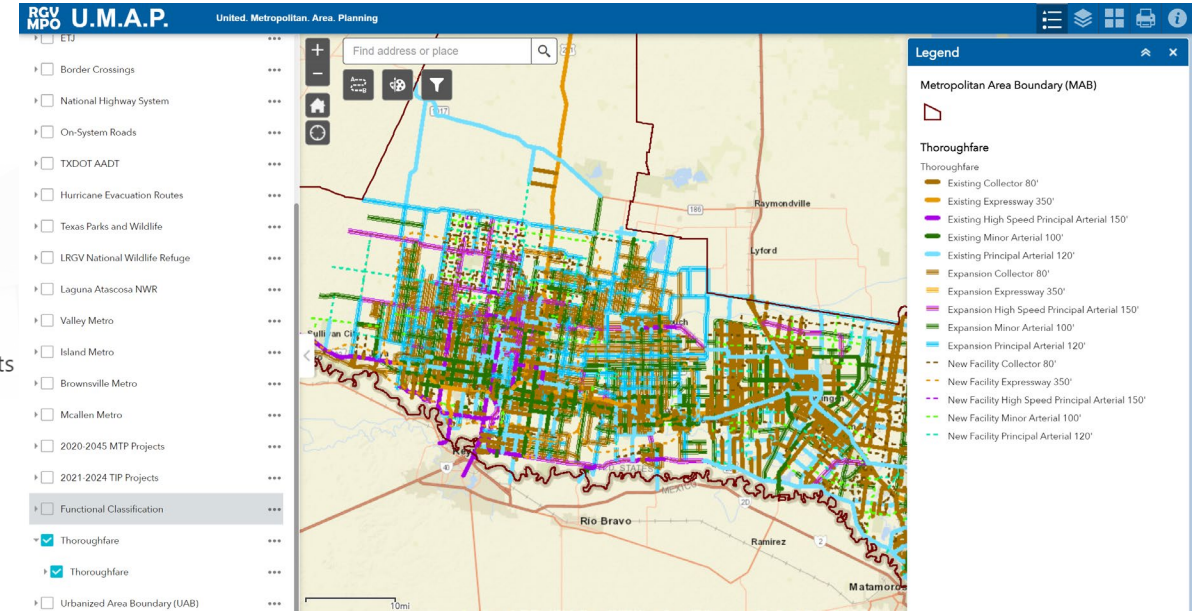
WHY ARE THOROUGHFARE PLAN AMENDMENTS IMPORTANT?

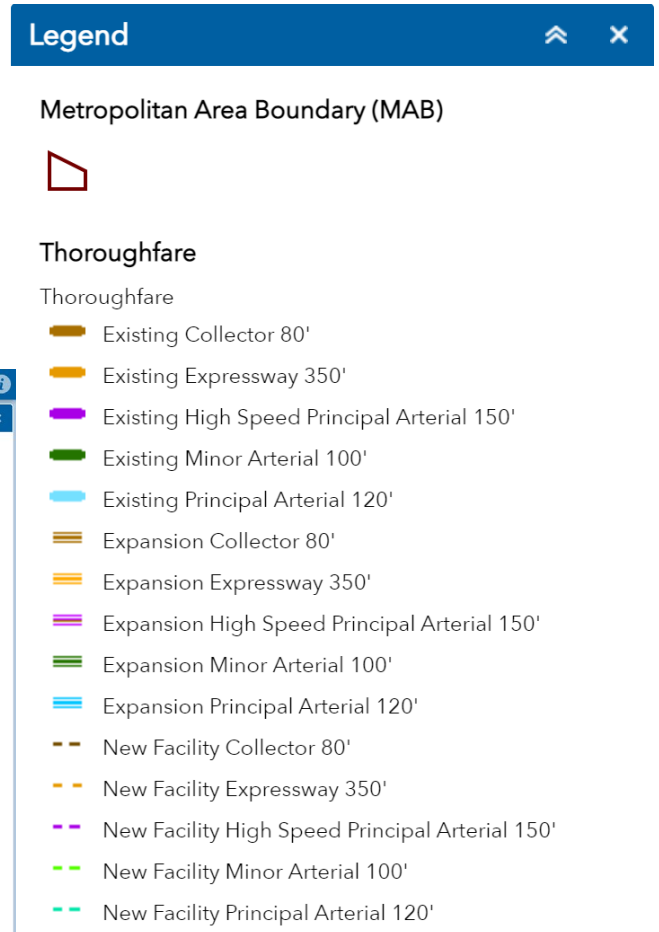
- UMAP Updates for public, commercial and federal use
- A clear plan and evidence of future Right of Way (ROW) acquisition
- Local government and cities use UMAP for field operations
- Stories…
  - Selling of Land
  - Property Utilization



UMAP (INTERACTIVE MAP)

- UMAP can be found at the RGVMPO website in the "Maps" tab
  - UMAP(Interactive Map)
- Data that can be found in UMAP only includes information pertaining to 80' or wider
- Thoroughfare is not Functional Classification (These are 2 different things not to be mixed)
  - Thoroughfare Plan is a collection of Right of Way across the region.
  - Federal Functional Classification is a collection of all roadways eligible for federal funding.
- UMAP is not meant to be used as a final verdict on updates or thoroughfare status for project development



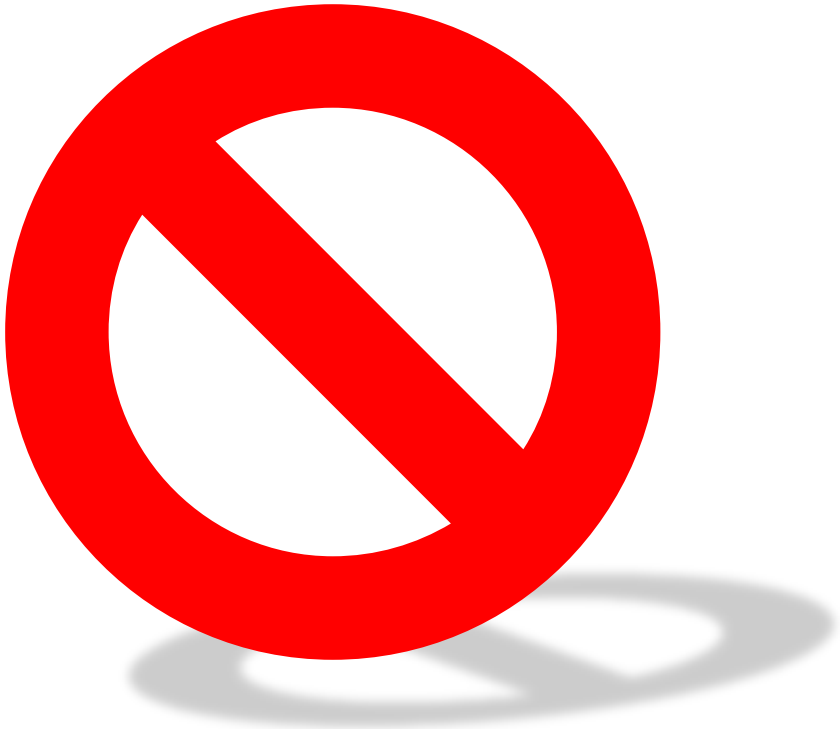


Current Right of Way Description:

Explanation of Designations:
*Existing = Assigned Right of Way fully utilized
*Expansion = Portion of assigned Right of Way utilized
*New = Reservation of Right of Way for future developments

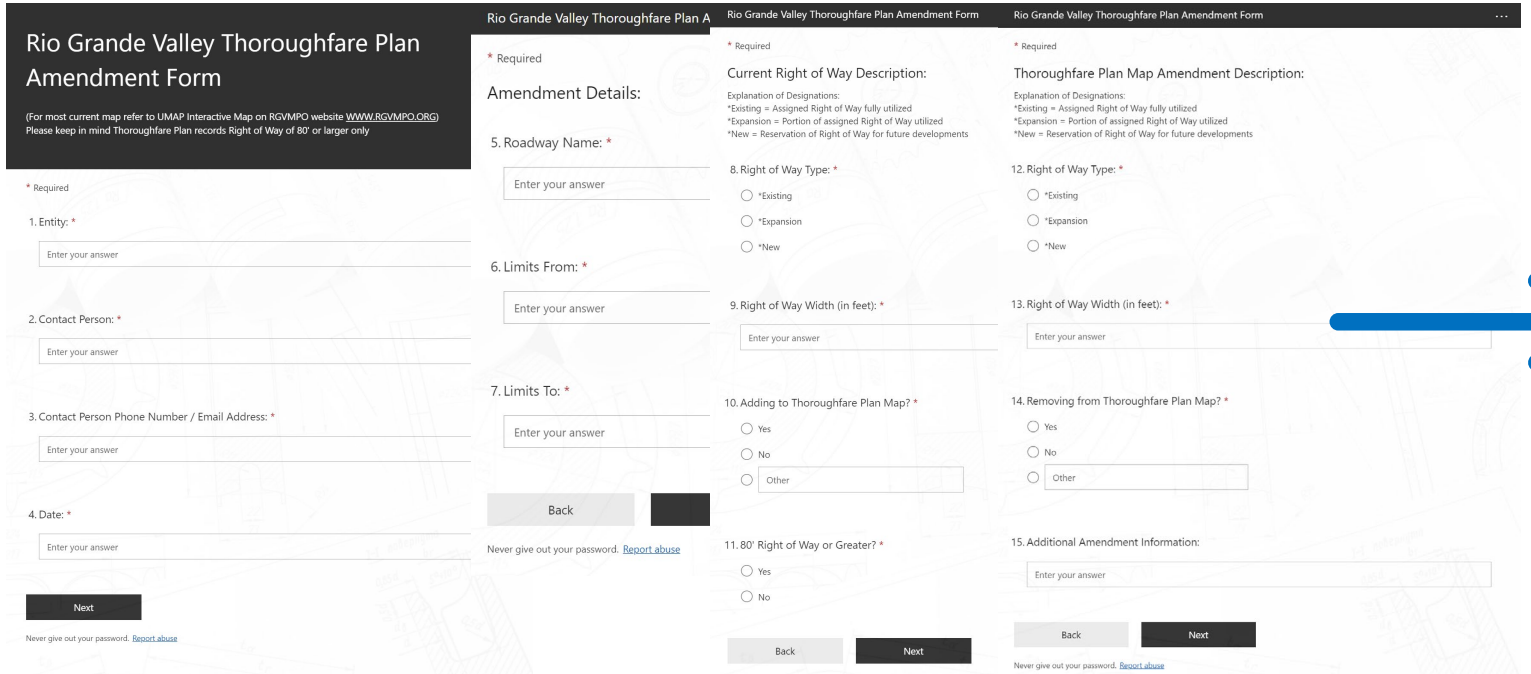
THOROUGHFARE IS NOT…

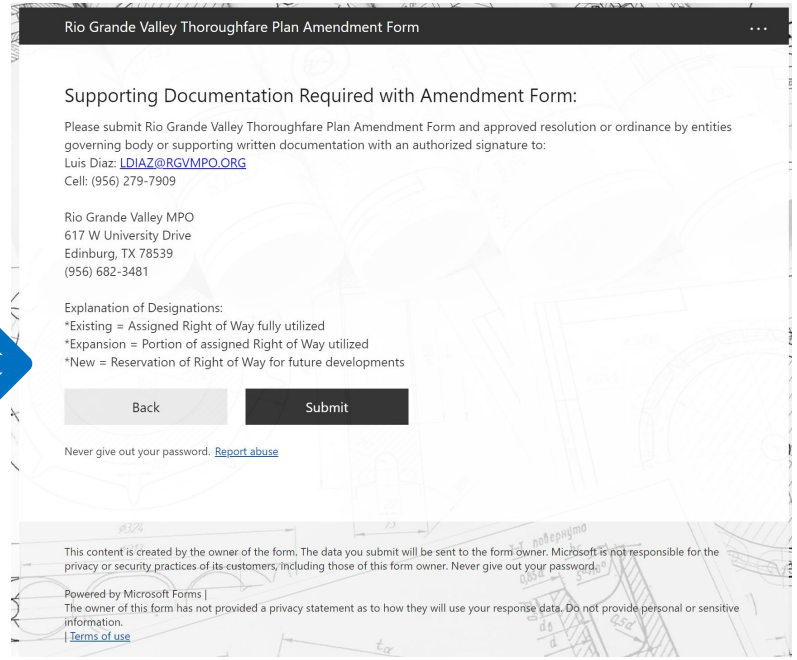
- List of construction projects
- Commitment by local governments to build specific roads
- Survey, design or engineering study showing the exact alignments
- Ranking or prioritization of roadway improvements
- Set timeframe for when a project should be complete
- Financial plan or funding mechanism



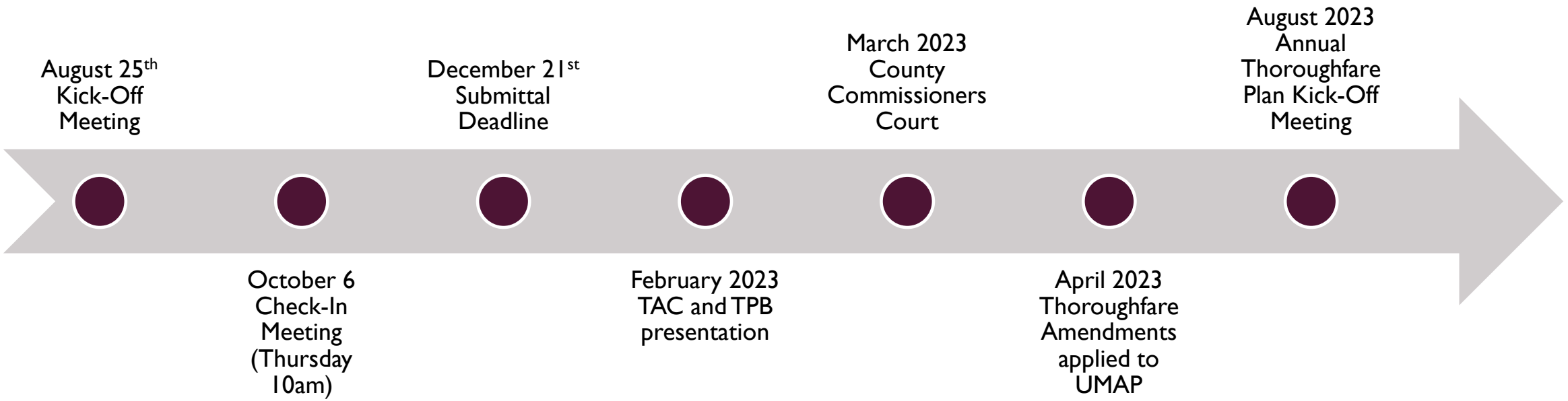
AMENDMENT PLAN FORM

- The Rio Grande Valley Thoroughfare Plan Amendment Form can be found at the RGVMPO website in the "Planning Documents" tab
  - Under Resources "Thoroughfare Plan Amendment Form"
- Use form to produce and format changes or upcoming thoroughfare submissions as Excel sheet
  - 15 Questions
- City ordinance and Resolution required for submittal





SUBMITTAL TIMELINE



Q&A?



RIO GRANDE VALLEY MPO FY 2022-2023 UPWP

TASK NAME	UPWP TASK	UPWP Budget	FY 2022 Budget	Adjusted Amount	FY 2022 ADJUSTED BUDGET	October 2021	November 2021	December 2021	January 2022	February 2022	March 2022	April 2022	May 2022	June 2022	July 2022	August 2022	September 2022	FY 2022 TOTAL	FY 2022 BALANCE
MPO Administration	1.1	$1,387,085.50	$693,542.75		$693,542.75	$27,797.47	$61,556.82	$115,726.24	$45,963.19	$58,880.29	$73,428.53	$57,211.60	$39,433.63	$79,689.75	$76,285.47			$635,972.99	$57,569.76
Public Participation Plan	1.2	$168,638.32	$84,319.16		$84,319.16	$572.20	$890.10	$1,494.10	$254.58	$1,384.54	$2,097.78	$2,491.12	$3,097.39	$1,576.02	$3,393.64			$17,251.47	$67,067.69
Training for TAC & TPC	1.3	$4,289.66	$2,144.83		$12,144.83	$0.00	$0.00	$0.00	$0.00	$0.00	$78.63	$1,113.82	$0.00	$0.00	$0.00			$1,192.45	$10,952.38
Computer Purchases	1.4	$130,924.70	$65,462.35		$65,462.35	$1,500.00	$260.75	$4,084.05	$1,500.00	$835.00	$13,350.00	$7,679.80	$9,246.13	$750.00	$7,430.44			$46,636.17	$18,826.18
Staff Development	1.5	$103,393.32	$51,696.66		$51,696.66	$8,151.79	$295.00	$199.68	$5,191.32	$15,431.68	$8,224.04	$18,846.59	$34,022.30	$16,836.33	$7,362.77			$114,561.50	$62,864.84
Demographic Data	2.1	$132,638.32	$66,319.16		$66,319.16	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,544.37	$3,554.85	$5,022.45	$5,332.28			$15,453.95	$50,865.21
Title VI Civil Rights Evaluation	2.2	$75,793.32	$37,896.66		$37,896.66	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00			$0.00	$37,896.66
Model Work	2.3	$227,379.96	$113,689.98		$63,689.98	$0.00	$38.13	$304.97	$2,538.04	$8,110.80	$6,598.64	$2,866.93	$2,639.43	$823.67	$2,509.58			$26,430.19	$37,259.79
Land Use Map	2.4	$113,689.98	$56,844.99		$56,844.99	$11,016.29	$21,515.67	$3,084.04	$6,158.87	$15,818.87	$10,630.42	$13,078.93	$10,744.09	$8,977.93	$13,913.32			$114,938.43	$58,093.44
Service Coordination	3.1	$77,093.32	$38,546.66		$38,546.66	$3,650.85	$5,086.21	$3,942.36	$78.16	$1,912.66	$686.31	$0.00	$0.00	$0.00	$0.00			$15,356.55	$23,190.11
Planning Assistance	3.2	$171,684.98	$85,842.49		$85,842.49	$9,709.83	$15,983.16	$25,744.22	$14,959.38	$10,138.61	$1,022.10	$3,627.44	$6,356.35	$9,068.96	$19,753.87			$116,363.92	$30,521.43
Complete Streets Planning	3.4	$0.00	$0.00		$30,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00			$0.00	$30,000.00
Resiliency Planning	3.5	$0.00	$0.00		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00			$0.00	$0.00
Performance-Base Planning	3.6	$0.00	$0.00		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00			$0.00	$0.00
Project Selection Criteria	4.1	$37,896.66	$18,948.33		$18,948.33	$0.00	$0.00	$0.00	$0.00	$482.97	$1,931.86	$0.00	$0.00	$0.00	$0.00			$2,414.83	$16,533.50
Bike And Pedestrian	4.2	$304,773.28	$152,386.64		$152,386.64	$1,416.08	$4,905.40	$7,997.15	$3,897.50	$6,563.51	$9,936.35	$8,903.09	$8,007.32	$5,444.55	$6,723.38			$63,794.33	$88,592.31
Truck Route & Freight Planning	4.3	$37,896.66	$18,948.33		$18,948.33	$156.13	$228.73	$0.00	$0.00	$322.03	$157.24	$78.63	$0.00	$0.00	$0.00			$942.76	$18,005.57
County Thoroughfare Plan	4.4	$38,146.66	$19,073.33		$19,073.33	$0.00	$0.00	$0.00	$0.00	$0.00	$623.83	$0.00	$0.00	$0.00	$0.00			$623.83	$18,449.50
Metropolitan Transportation Plan	4.5	$193,133.30	$96,566.65		$96,566.65	$708.04	$0.00	$702.59	$194.46	$3,132.14	$8,604.04	$6,817.01	$6,888.58	$5,355.79	$12,101.40			$44,504.05	$52,062.60
Regional Transit Plan	5.1	$37,896.66	$18,948.33		$18,948.33	$0.00	$38.13	$0.00	$0.00	$0.01	$0.00	$0.00	$101.05	$0.00	$0.00			$139.17	$18,809.16
Incident Management & Safety Study	5.2	$18,948.34	$9,474.17		$9,474.17	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00			$0.00	$9,474.17
Congestion Data Collection	5.3	$289,796.66	$144,898.33		$244,898.33	$0.00	$0.00	$961.88	$0.00	$0.00	$0.00	$39,910.71	$36,579.77	$33,546.97	$0.00			$110,999.33	$133,899.00
Corridor Study	5.4	$175,000.00	$156,051.67		$18,948.33	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$39.32			$39.32	$18,909.01
Traffic Counts	5.5	$18,948.34	$9,474.17		$9,474.17	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$692.74	$154.44	$0.00	$0.00			$847.18	$8,626.99
	Totals	$3,745,047.94	$1,941,075.64		$1,893,972.30	$64,678.68	$110,798.10	$164,241.28	$80,735.50	$123,013.09	$137,369.77	$164,862.78	$160,825.33	$167,092.42	$154,845.47	$0.00	$0.00	$1,328,462.42	$565,509.88

TASK NAME	UPWP TASK	UPWP Budget	FY 2023 Budget	Adjusted Amount	FY 2023 ADJUSTED BUDGET	October 2022	November 2022	December 2022	January 2023	February 2023	March 2023	April 2023	May 2023	June 2023	July 2023	August 2023	September 2023	FY 2023 TOTAL	FY 2023 BALANCE
MPO Administration	1.1	$1,387,085.50	$693,542.75		$693,542.75														
Public Participation Plan	1.2	$168,638.32	$84,319.16		$84,319.16														
Training for TAC & TPC	1.3	$4,289.66	$2,144.83		$2,144.83														
Computer Purchases	1.4	$130,924.70	$65,462.35		$65,462.35														
Staff Development	1.5	$103,393.32	$51,696.66		$51,696.66														
Demographic Data	2.1	$132,638.32	$66,319.16		$66,319.16														
Title VI Civil Rights Evaluation	2.2	$75,793.32	$37,896.66		$37,896.66														
Model Work	2.3	$227,379.96	$113,689.98		$63,689.98														
Land Use Map	2.4	$113,689.98	$56,844.99		$56,844.99														
Service Coordination	3.1	$77,093.32	$38,546.66		$38,546.66														
Planning Assistance	3.2	$171,684.98	$85,842.49		$335,842.49														
Complete Streets Planning	3.4	$0.00	$0.00		$90,000.00														
Resiliency Planning	3.5	$0.00	$0.00		$325,000.00														
Performance-Base Planning	3.6	$0.00	$0.00		$250,000.00														
Project Selection Criteria	4.1	$37,896.66	$18,948.33		$18,948.33														
Bike And Pedestrian	4.2	$304,773.28	$152,386.64		$152,386.64														
Truck Route & Freight Planning	4.3	$37,896.66	$18,948.33		$18,948.33														
County Thoroughfare Plan	4.4	$38,146.66	$19,073.33		$19,073.33														
Metropolitan Transportation Plan	4.5	$193,133.30	$96,566.65		$96,566.65														
Regional Transit Plan	5.1	$37,896.66	$18,948.33		$18,948.33														
Incident Management & Safety Study	5.2	$18,948.34	$9,474.17		$9,474.17														
Congestion Data Collection	5.3	$289,796.66	$144,898.33		$144,898.33														
Corridor Study	5.4	$175,000.00	$18,948.33		$200,000.00														
Traffic Counts	5.5	$18,948.34	$9,474.17		$9,474.17														
	Totals	$3,745,047.94	$1,803,972.30		$2,850,023.97	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00				$0.00	$0.00

FY 2022 Task	Adjusted upwp	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1	$907,165.75	$815,614.58	89.91%	$755,971	($59,643)
2	$224,750.79	$156,822.57	69.78%	$187,292	$30,470
3	$154,389.15	$131,720.47	85.32%	$128,658	($3,063)
4	$305,923.28	$112,279.80	36.70%	$254,936	$142,656
5	$301,743.33	$112,025.00	37.13%	$251,453	$139,428
Totals	$1,893,972.30	$1,328,462.42	70.14%	$1,578,310.25	$249,847.83
			83.33%		

FY 2023 Task	Adjusted upwp	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1	$897,165.75	$0.00	0.00%	$0	$0
2	$224,750.79	$0.00	0.00%	$0	$0
3	$1,039,389.15	$0.00	0.00%	$0	$0
4	$305,923.28	$0.00	0.00%	$0	$0
5	$382,795.00	$0.00	0.00%	$0	$0
Totals	$2,850,023.97	$0.00	0.00%	$0.00	$0.00
			0.00%		

FY 22-23 Task	Adjusted UPWP	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1	$1,804,331.50	$815,614.58	45.20%	$751,805	($63,810)
2	$449,501.58	$156,822.57	34.89%	$187,292	$30,470
3	$1,193,778.30	$131,720.47	11.03%	$497,408	$365,687
4	$611,846.56	$112,279.80	18.35%	$254,936	$142,656
5	$684,538.33	$112,025.00	16.37%	$285,224	$173,199
Totals	$4,743,996.27	$1,328,462.42	28.00%	$1,976,665.11	$648,202.69
			41.67%		

September 8, 2022

TxDOT Monthly Letting Update

(Projects within Rio Grande Valley MPO Area)

PROJECTS LET IN July 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
FM 491 *0861-01-068*	HID	FM 1425 to CR 1390	Reconstruct and Widen Roadway with 4ft shoulders	$4,284,358 / $3,701,236	CAT 8
LL-Anzalduas Int'l Bridge *0921-02-303*	HID	At Anzalduas International Bridge Port of Entry – South Bound	Construct South Bound Inspection Station	$12,008,326 / $0.00	CAT 10, 7, 11 & 3
LL-Anzalduas Int'l Bridge *0921-02-379, etc*	HID	Port of Entry North Bound	Inbound Commercial Inspection Preprimary Inspection Pre-Cleared Cargo Traffic	$38,769,158 / $0.00	CAT 10 & 3

NO PROJECT LET IN August 2022

PROJECTS TO BE LET IN September 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – On Taylor Rd. *0921-02-327*	HID	BUS 83 to I-2 (BUS 83)	Widen to 4 Lane Divided Roadway	$6,246,255 / $0.00	CAT 3 & 7 (CRRSAA)
LL – FM 1926 *1804-01-072*	HID	@SS 115 (23rd St) & Jackson Ave	Addition of North & South Bound Center Turn Lanes	$116,619 / $0.00	CAT 7
LL – SH 336 *0621-01-106*	HID	Intersection of Bus 83 to 135 Ft S of Intersection of Bus 83	Addition of North & South Bound Center Turn Lanes	$77,958 / $0.00	CAT 7

PROJECTS TO BE LET IN October 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-Port Rd *0921-06-352*	CAM	SH 100 to Industrial Drive	Rehabilitate Port Road	$2,468,608 / $0.00	Rider 37
LL – Loop 499 – Sidewalks *0921-06-312*	CAM	Rio Hondo Rd to FM 106 (Harrison Rd)	Construction of ADA Accessible 6 Ft wide Sidewalks	$574,484 / $0.00	CAT 3 & 9

Disclaimer: Work in Progress and Subject to Change (FY 2023 might have projects moving around as we continue moving forward)

September 8, 2022

NO PROJECTS TO BE LET IN November 2022

PROJECTS TO BE LET IN December 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Liberty Blvd *0921-02-194*	HID	US 83 to Mile 3	Construct Liberty Blvd, in Peñitas, 4 Lane with Left Turn Lane	$10,953,888 / $0.00	CAT 3, 7 & 12

NO PROJECTS TO BE LET IN January 2023

PROJECTS TO BE LET IN February 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
IH-69E *0039-07-257*	CAM	Industrial Blvd to Loop 499 (Primera Rd)	North Bound & South Bound Ramp Reversal	$2,813,726 / $0.00	CAT 2
FM 676 (5 Mile) *1064-01-032*	HID	SH 364 (La Homa) East to SH 107	Widen to 4 Lane Divided	$16,149,113 / $0.00	CAT 2
FM 508 0342-04-037	CAM	IH-69E Frontage to 0.20 Miles East of IH-69E	Widen Road – Add Lanes	$330,657 / $0.00	CAT 3

NO PROJECTS TO BE LET IN March, April, May, June & July 2023

PROJECTS TO BE LET IN August 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
Los Indios Int'l Bridge BSIF *0921-06-359*	CAM	@ Los Indios Int'l Bridge GSA Facility	Construct Border Safety Inspection Facility (BSIF)	$3,465,955 / $0.00	CAT 10
LL – Donna Sidewalk Project 0921-02-393	HID	South International Blvd	Rehabilitation of Deteriorated Sidewalks	$396,640 / $0.00	CAT 3 & 9

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September 8, 2022

PROJECTS TO BE LET IN September 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – FM 509 Extension *0921-06-254*	CAM	FM 508 to FM 1599	Construct 2 Lane Rural Roadway	$7,000,001 / $0.00	CAT 2
LL-City of Pharr & City of Alamo *0921-02-432*	HID	Within the City of Pharr & Alamo	PSJA TriCity Pedestrian Improvements (Phase II)	$2,196,840 / $0.00	CAT 3 & 9
LL-Bicentennial Hike & Bike & Wisconsin Rd *0921-02-431*	HID	Within the Cities of Edinburg & McAllen	Jackson Hike & Bike (Phase II)	$1,541,992 / $0.00	CAT 3 & 9
Resaca De Las Palmas State Park	CAM	Within the World Birding Center @ Resaca De Las Palmas State Park	Resurface Roads and Raise Grade	$250,000 / $0.00	CAT 10

PROJECTS TO BE LET IN October 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
FM 676 *1064-01-043, etc*	HID	Taylor Rd to FM 2220	Widen to 4 Lane With Left Turn Lane	$8,235,607 / $0.00	CAT 7 & 11

NO PROJECTS TO BE LET IN November 2023

PROJECTS TO BE LET IN December 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Brownsville / Los Fresnos Hike & Bike Trail *0921-06-322, etc*	CAM	2.0 Miles North of FM 511 / FM 1847 Intersection Along Canal, .7 Miles East, .38 Miles North, .3 Miles West	Construct 10’ Hike & Bike Trail between Brownsville and Los Fresnos	$806,213 / $0.00	CAT 3 & 9
LL – Brownsville / Los Fresnos Hike & Bike – Phase II	CAM	Phase I Terminus, 1 Mile North, .38 Miles West, .1 Mile North	Construct 10’ Hike & Bike Trail	$662,370 / $0.00	CAT 3 & 9

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PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 8/23/22)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6						CAT 10 (RIDER 37	Cat 11 (RIDER 11B)/(Rider 45)	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS			
Construction Lettings																	
Jan-22		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Feb-22		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Mar-22		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Apr-22	HID	IH 69C	0255-08-108, etc.	Overlay	Nolan Ave. to Sprague St.	$ -	$ 7,849,453	$ 7,849,453	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 7,849,453
						$ -	$ 7,849,453	$ 7,849,453	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 7,849,453
May-22	HID	Various (Hidalgo County)	0921-02-483	Install Warning/Guide Signs, Install Pavemen	Various Locations in Hidalgo County	$ -	$ -	$ -	$ -	$ 1,653,329	$ -	$ 1,653,329	$ -	$ -	$ -	$ -	$ 1,653,329
						$ -	$ -	$ -	$ -	$ 1,653,329	$ -	$ 1,653,329	$ -	$ -	$ -	$ -	$ 1,653,329
Jun-22	HID	FM 907	1586-01-079	Rehabilitation	FM 3072 to US 281	$ 4,935,728	$ -	$ 4,935,728	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,935,728
	HID	>Bus 83	0039-04-130, etc.	Improve Traffic Signal	@ Victoria Rd.	$ -	$ -	$ -	$ -	$ 154,057	$ -	$ 154,057	$ -	$ -	$ -	$ -	$ 154,057
	CAM	>BUS 77	0039-12-264	Improve Traffic Signal	@ FM 1846 / SS 486	$ -	$ -	$ -	$ -	$ 188,102	$ -	$ 188,102	$ -	$ -	$ -	$ -	$ 188,102
	CAM	>BUS 77	0039-12-265	Install Intersection Flashing Beacon	@ Iowa Gardens Road	$ -	$ -	$ -	$ -	$ 188,102	$ -	$ 188,102	$ -	$ -	$ -	$ -	$ 188,102
	CAM	>BUS 77	0039-12-266	Install Intersection Flashing Beacon	@ Camino Real Blvd/Yoakum St	$ -	$ -	$ -	$ -	$ 54,652	$ -	$ 54,652	$ -	$ -	$ -	$ -	$ 54,652
	CAM	>BUS 77	0039-10-087	Improve Traffic Signal	@ US 281/SH48	$ -	$ -	$ -	$ -	$ 154,057	$ -	$ 154,057	$ -	$ -	$ -	$ -	$ 154,057
	HID	>FM 492	0862-01-065	Improve Traffic Signal	@ SH 495	$ -	$ -	$ -	$ -	$ 154,057	$ -	$ 154,057	$ -	$ -	$ -	$ -	$ 154,057
	HID	>FM 493	0863-03-039	Improve Traffic Signal	@ FM 1925	$ -	$ -	$ -	$ -	$ 154,057	$ -	$ 154,057	$ -	$ -	$ -	$ -	$ 154,057
	CAM	>FM 509	2369-01-031	Improve Traffic Signal	@ Russell Ln / Haine Dr	$ -	$ -	$ -	$ -	$ 154,057	$ -	$ 154,057	$ -	$ -	$ -	$ -	$ 154,057
	HID	>FM 907	1586-01-086	Improve Traffic Signal	@ Mile 17 N Rd	$ -	$ -	$ -	$ -	$ 154,057	$ -	$ 154,057	$ -	$ -	$ -	$ -	$ 154,057
	HID	>FM 907	1586-01-087	Improve Traffic Signal	@ Wisconsin Rd	$ -	$ -	$ -	$ -	$ 154,057	$ -	$ 154,057	$ -	$ -	$ -	$ -	$ 154,057
	HID	>FM 1423	1427-01-046	Improve Traffic Signal	@ SH 495	$ -	$ -	$ -	$ -	$ 154,057	$ -	$ 154,057	$ -	$ -	$ -	$ -	$ 154,057
	HID	>FM 2812	2831-01-015	Install Intersection Flashing Beacon	@ Cesar Chavez Rd	$ -	$ -	$ -	$ -	$ 51,867	$ -	$ 51,867	$ -	$ -	$ -	$ -	$ 51,867
	HID	>IH 2	0039-18-125	Improve Traffic Signal	@ SHS 433	$ -	$ -	$ -	$ -	$ 188,103	$ -	$ 188,103	$ -	$ -	$ -	$ -	$ 188,103
	HID	>IH 69C	0255-07-147	Improve Traffic Signal	@ SH 107	$ -	$ -	$ -	$ -	$ 188,103	$ -	$ 188,103	$ -	$ -	$ -	$ -	$ 188,103
	CAM	>IH 69E	0039-16-071	Install Pedestrian Signal	@ E. 14th St.	$ -	$ -	$ -	$ -	$ 188,103	$ -	$ 188,103	$ -	$ -	$ -	$ -	$ 188,103
	HID	>Various (Hidaldo County	0921-02-482	Improve Traffic Signal	Various Locations in Hidalgo County	$ -	$ -	$ -	$ -	$ 563,149	$ -	$ 563,149	$ -	$ -	$ -	$ -	$ 563,149
	HID	>UP 281	0255-09-104	Improve Traffic Signal	@ SS115	$ -	$ -	$ -	$ -	$ 188,103	$ -	$ 188,103	$ -	$ -	$ -	$ -	$ 188,103
	STR	US 83	0039-01-100	Improve Traffic Signal	@ San Antonio St	$ -	$ -	$ -	$ -	$ 188,103	$ -	$ 188,103	$ -	$ -	$ -	$ -	$ 188,103
	STR	US 83	0039-01-101	Install Intersection Flashing Beacon	@ Hidalgo Ave	$ -	$ -	$ -	$ -	$ 51,867	$ -	$ 51,867	$ -	$ -	$ -	$ -	$ 51,867
						$ 4,935,728	$ -	$ 4,935,728	$ -	$ 3,270,710	$ -	$ 3,270,710	$ -	$ -	$ -	$ -	$ 8,206,438
Aug-22	STR	US 83	0038-07-081	Improve Traffic Signals	0.1 Miles West of FM 3167 to 0.1 Miles East of FM 3	$ -	$ -	$ -	$ -	$ 230,179	$ -	$ 230,179	$ -	$ -	$ -	$ -	$ 230,179
	HID	Nittler Rd. - West Bridge	0921-02-445, etc.	Reconstruct Bridge	1.25 Miles West of FM 88 (NBI: 21-109-0-AA03-41-004)	$ -	$ -	$ -	$ 758,808	$ -	$ -	$ 758,808	$ -	$ -	$ -	$ -	$ 758,808
	CAM	FM 3069	3093-01-002	Rehabilitate to Add Shoulders	FM 510 to FM 2489	$ -	$ -	$ -	$ -	$ 4,830,356	$ -	$ 4,830,356	$ -	$ -	$ -	$ -	$ 4,830,356
	CAM	>SH 48	0220-07-067	Install Safety Lighting	6045 Ft. South of SH 100 to 4300 Ft. South of SH 100	$ -	$ -	$ -	$ -	$ 122,376	$ -	$ 122,376	$ -	$ -	$ -	$ -	$ 122,376
	HID	FM 493	0863-01-078	Install Traffic Signal	0.1 Miles North of Murphy Ave. to 0.1 Miles South of Murphy Ave.	$ -	$ -	$ -	$ -	$ 277,034	$ -	$ 277,034	$ -	$ -	$ -	$ -	$ 277,034
	HID	>FM 493	0863-03-040	Install Safety Lighting	FM 1925 to Rogers Rd.	$ -	$ -	$ -	$ -	$ 138,830	$ -	$ 138,830	$ -	$ -	$ -	$ -	$ 138,830

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 8/23/22)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6						CAT 10 (RIDER 37	Cat 11 (RIDER 11B)/(Rider 45)	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS			
	CAM	SH 4	0039-10-089	Improve Traffic Signals	0.1 Miles West of Central Ave. to 0.1 Miles East of Central Ave.	$ -	$ -	$ -	$ -	$ 154,426	$ -	$ 154,426	$ -	$ -	$ -	$ -	$ 154,426
	CAM	SH 4	0039-10-088	Improve Traffic Signals	0.1 Miles West of FM 511 to 0.1 Miles East of FM 511	$ -	$ -	$ -		$ 151,584	$ -	$ 151,584	$ -	$ -	$ -	$ -	$ 151,584
	HID	FM 907	1586-01-089	Install Traffic Signal	0.1 Miles north of Mile 17 1/2 North Rd. to 0.1 Miles South of Mile 17 1/2 North Rd.	$ -	$ -	$ -	$ -	$ 226,530	$ -	$ 226,530	$ -	$ -	$ -	$ -	$ 226,530
	HID	>Nittler Rd. - East Bridge	0921-02-446	Reconstruct Bridge	.2 Miles West of FM 88 (NBI: 21-109-0-AA03-41-005)	$ -	$ -	$ -	$ 654,000	$ -	$ -	$ 654,000	$ -	$ -	$ -	$ -	$ 654,000
						$ -	$ -	$ -	$ 1,412,808	$ 6,131,315	$ -	$ 7,544,123	$ -	$ -	$ -	$ -	$ 7,544,123
Sep-22	CAM	FM 1421	0331-03-021, etc.	Seal Coat	SH 100 to FM 1732	$ -	$ 251,540	$ 251,540	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 251,540
	WIL	>FM 490	0860-02-013	Seal Coat	FM 88 to FM 1015 IH-69E	$ -	$ 355,149	$ 355,149	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 355,149
	WIL	>FM 490	1430-01-028	Seal Coat	FM 1425 to Bus 77	$ -	$ 229,049	$ 229,049	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 229,049
	CAM	>FM 3462	3477-01-005	Seal Coat	SH 345 to FM 510	$ -	$ 98,685	$ 98,685	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 98,685
	WIL	>FM 491	0861-02-018	Seal Coat	Bus 77 FM 1425	$ -	$ 206,684	$ 206,684	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 206,684
	CAM	>FM 507	0873-02-015	Seal Coat	Willacy/Cameron CL to FM 508	$ -	$ 189,568	$ 189,568	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 189,568
	WIL	>FM 2629	2621-02-010	Seal Coat	FM 1425 to FM 506 .56 Miles East of FM 1425	$ -	$ 80,254	$ 80,254	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 80,254
	WIL	>FM 2629	2621-03-011	Seal Coat	.56 Miles East of FM 1425 to FM 506	$ -	$ 64,017	$ 64,017	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 64,017
	CAM	>FM 2556	2529-01-024	Seal Coat	FM 506 to SH 107	$ -	$ 16,531	$ 16,531	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 16,531
	WIL	>FM 2099	1944-03-003	Seal Coat	FM 498 to FM 1018	$ -	$ 132,754	$ 132,754	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 132,754
	CAM	>BUS 83	0039-06-047	Seal Coat	Hidalgo/Cameron County Line to White Ranch Rd.	$ -	$ 940,751	$ 940,751	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 940,751
	CAM	>BUS 77	0327-08-106	Seal Coat	IH-69E N Combes to LP 499	$ -	$ 187,796	$ 187,796	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 187,796
	WIL	>IH-69E	0327-10-066	Seal Coat	0.03 Miles South of SH 186 to Conley Rd.	$ -	$ 220,450	$ 220,450	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 220,450
	WIL	>IH-69E	0327-10-067	Seal Coat	State Spur 56 to .03 Miles South of SH 186	$ -	$ 231,933	$ 231,933	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 231,933
	BRK	>FM 3066	0696-02-002	Seal Coat	2.042 Mi West of US 281 to US 281	$ -	$ 84,421	$ 84,421	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 84,421
	STR	>FM 490	1490-01-017	Seal Coat	FM 755 to Hidalgo CL	$ -	$ 544,441	$ 544,441	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 544,441
	BRK	>FM 2191	1703-01-017	Seal Coat	SH 285 to FM 1418 to SH 285	$ -	$ 238,216	$ 238,216	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 238,216
	HID	>FM 2993	3046-01-006	Seal Coat	FM 1925 to SH 107	$ -	$ 193,017	$ 193,017	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 193,017
	STR	>FM 2294	2151-01-014	Seal Coat	FM 2844 to FM 755 to FM 2844	$ -	$ 206,205	$ 206,205	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 206,205
	JH	>FM 649	0329-01-023	Seal Coat	SH 16 to FM 2687	$ -	$ 289,074	$ 289,074	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 289,074
	HID	>FM 1924	1802-01-045	Seal Coat	SH 107 to FM 494	$ -	$ 371,599	$ 371,599	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 371,599
	HID	>SH 107	0342-01-098	Seal Coat	FM 88 to FM 3071/FM 1015	$ -	$ 146,997	$ 146,997	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 146,997
	HID	>SH 107	0342-02-055	Seal Coat	FM 3017 to FM 1015	$ -	$ 74,510	$ 74,510	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 74,510
	JH	.FM 649	0329-04-009	Seal Coat	Webb CL to SH 16	$ -	$ 554,363	$ 554,363	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 554,363
Sep-22	CAM	FM 506	0872-04-030, etc.	Rehabilitate Roadway	BUS 83 to FM 3067	$ 10,063,946	$ -	$ 10,063,946	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,063,946
	CAM	>FM 800	1136-02-053	Rehabilitate Roadway	FM 1479 to FM 509	$ 5,756,022	$ -	$ 5,756,022	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,756,022
	CAM	>FM 1479	1425-04-023	Rehabilitate Roadway	FM 800 to FM 675	$ 4,696,138	$ -	$ 4,696,138	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,696,138
						$ 20,516,106	$ 5,908,004	$ 26,424,110	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 26,424,110
Nov-22	HID	SH 107	0528-01-121, etc.	Overlay	FM 2061 to 4th St.	$ -	$ 1,550,353	$ 1,550,353	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,550,353
	HID	>SH 495	0865-01-113	Overlay	FM 1926 to FM 3362	$ -	$ 1,278,497	$ 1,278,497	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,278,497

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 8/23/22)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6						CAT 10 (RIDER 37	Cat 11 (RIDER 11B)/(Rider 45)	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS			
	CAM	>SH 48	0220-07-063	Overlay	FM 511 to SH 550	$ -	$ 520,072	$ 520,072	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 520,072
	HID	FM 492	0862-01-057, etc.	Replace Bridge & Reconstruct Approaches	.25 Mi N of BUS 83 @ Edinburg Main Canal	$ -	$ -	$ -	$ 1,233,063	$ -	$ -	$ 1,233,063	$ -	$ -	$ -	$ -	$ 1,233,063
	CAM	>FM 732	1057-02-031	Replace Bridge & Reconstruct Approaches	2.0 Mi NE of US 281 @ Drainage Ditch	$ -	$ -	$ -	$ 675,000	$ -	$ -	$ 675,000	$ -	$ -	$ -	$ -	$ 675,000
						$ -	$ 3,348,922	$ 3,348,922	$ 1,908,063	$ -	$ -	$ 1,908,063	$ -	$ -	$ -	$ -	$ 5,256,985
Dec-22	HID	CS - Charles Green	0921-02-331	Replace Bridge and Repair Approaches	CR 342 (Charles Green) to Over Irrigation Canal	$ -	$ -	$ -	$ 482,475	$ -	$ -	$ 482,475	$ -	$ -	$ -	$ -	$ 482,475
	CAM	>CS - Teege Rd.	0921-06-302, etc.	Replace Bridge & Reconstruct Approaches	On Teege Rd., 0.30 Mi W of JCT IH-69E	$ -	$ -	$ -	$ 516,938	$ -	$ -	$ 516,938	$ -	$ -	$ -	$ -	$ 516,938
	HID	>CS - Doolittle Rd.	0921-02-387	Replace Bridge & Reconstruct Approaches	1.71 Mi N of FM 1925 @ North Main Ditch, STR #: A	$ -	$ -	$ -	$ 1,438,800	$ -	$ -	$ 1,438,800	$ -	$ -	$ -	$ -	$ 1,438,800
						$ -	$ -	$ -	$ 2,438,213	$ -	$ -	$ 2,438,213	$ -	$ -	$ -	$ -	$ 2,438,213
Jan-23	CAM	Bus 77	0039-12-259	Overlay	South LP 499 to IH-69E South	$ -	$ 4,144,736	$ 4,144,736	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,144,736
	CAM	>SS 206	1425-03-066	Overlay	Commerce St. to Bus 77	$ -	$ 749,236	$ 749,236	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 749,236
	CAM	>SS 206	1425-03-067	Overlay	Bus 77 to SL 499	$ -	$ 876,936	$ 876,936	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 876,936
	CAM	>SS 206	1425-03-072	Overlay	IH-69E to Commerce St.	$ -	$ 1,175,446	$ 1,175,446	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,175,446
	CAM	CS - Owens Rd.	0921-06-306, etc.	Replace Bridge & Reconstruct Approaches	0.10 Mi South of SH 4 @ Resaca De La Guerra, STR #: C014-10-001	$ -		$ -	$ 482,475	$ -	$ -	$ 482,475	$ -	$ -	$ -	$ -	$ 482,475
						$ -	$ 6,946,354	$ 6,946,354	$ 482,475	$ -	$ -	$ 482,475	$ -	$ -	$ -	$ -	$ 7,428,829
Feb-23		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Mar-23		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Apr-23	CAM	SH 107	0342-03-037	Rehabilitate Existing Roadway	Louisiana St. to Hooks E. Hodges St.	$ 4,369,645	$ -	$ 4,369,645	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,369,645
						$ 4,369,645	$ -	$ 4,369,645	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,369,645
May-23		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Jun-23		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Jul-23	CAM	SH 4	1504-01-037	Rehabilitate Existing Roadway	IH-69E to SH 48	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 13,648,184	$ 13,648,184	$ -	$ -	$ 13,648,184
	HID	Cesar Chavez Rd.	0921-02-484, etc.	Install Intersection Flashing Beacon	At Ridge Rd	$ -	$ -	$ -	$ -	$ 56,498	$ -	$ 56,498	$ -	$ -	$ -	$ -	$ 56,498
	HID	>Mile 4 W. Rd.	0921-02-487	Install Intersection Flashing Beacon	At Mile 16 N. Rd	$ -	$ -	$ -	$ -	$ 56,498	$ -	$ 56,498	$ -	$ -	$ -	$ -	$ 56,498
	HID	>Mile 6 W. Rd.	0921-02-488	Install Intersection Flashing Beacon	At Mile 12 N Rd	$ -	$ -	$ -	$ -	$ 56,498	$ -	$ 56,498	$ -	$ -	$ -	$ -	$ 56,498
	HID	>M Rd.	0921-02-489	Install Intersection Flashing Beacon	At Mile 17 1/2 N Rd	$ -	$ -	$ -	$ -	$ 56,498	$ -	$ 56,498	$ -	$ -	$ -	$ -	$ 56,498
	HID	>Ramseyer Rd.	0921-02-490	Install Intersection Flashing Beacon	At Kenyon Rd	$ -	$ -	$ -	$ -	$ 56,498	$ -	$ 56,498	$ -	$ -	$ -	$ -	$ 56,498
	HID	>Texan Rd.	0921-02-486	Install Intersection Flashing Beacon	At 4 Mi Line Rd	$ -	$ -	$ -	$ -	$ 56,498	$ -	$ 56,498	$ -	$ -	$ -	$ -	$ 56,498
	HID	>Texan Rd.	0921-02-485	Install Intersection Flashing Beacon	At 8 Mi Line Rd	$ -	$ -	$ -	$ -	$ 56,498	$ -	$ 56,498	$ -	$ -	$ -	$ -	$ 56,498
	CAM	US 281	0220-04-059, etc.	Install Traffic Signal	At Calle Pluton / Capt. Basler	$ -	$ -	$ -	$ -	$ 256,274	$ -	$ 256,274	$ -	$ -	$ -	$ -	$ 256,274
	CAM	>FM 1419	1426-01-057	Install Traffic Signal	@ FM 511	$ -	$ -	$ -	$ -	$ 227,305	$ -	$ 227,305	$ -	$ -	$ -	$ -	$ 227,305
	CAM	>FM 1847	1801-01-059	Install Traffic Signal	@ Main St.	$ -	$ -	$ -	$ -	$ 227,305	$ -	$ 227,305	$ -	$ -	$ -	$ -	$ 227,305
	HID	>FM 1925	1803-02-049	Install Traffic Signal	@ M Rd./Gwin Rd.	$ -	$ -	$ -	$ -	$ 434,024	$ -	$ 434,024	$ -	$ -	$ -	$ -	$ 434,024
	HID	FM 1425	1428-01-027, etc.	Rehabilitate Roadway	SH 107 to IH-2	$ 9,410,102	$ -	$ 9,410,102	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 9,410,102
	HID	>FM 1425	1428-01-028	Rehabilitate Roadway	IH-2 to Bus 83	$ 944,742	$ -	$ 944,742	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 944,742

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Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6						CAT 10 (RIDER 37	Cat 11 (RIDER 11B)/(Rider 45)	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS			
	HID	>FM 1425	1428-01-033	Widen Paved Shoulder (to 5 ft. or less)	SH 107 to Miles 12 N Rd.	$ -	$ -	$ -	$ -	$ 4,606,316	$ -	$ 4,606,316	$ -	$ -	$ -	$ -	$ 4,606,316
						$ 10,354,844	$ -	$ 10,354,844	$ -	$ 6,146,710	$ -	$ 6,146,710	$ 13,648,184	$ 13,648,184	$ -	$ -	$ 30,149,738
Aug-23	CAM	SH 48	0220-07-068	Median Barrier Installation	2.56 Miles South of SH 100 to 1.76 Miles South of SH 100	$ -	$ -	$ -	$ -	$ 276,948	$ -	$ 276,948	$ -	$ -	$ -	$ -	$ 276,948
	HID	IH-69C	0255-07-148	Median Barrier Installation	0.29 Miles South of FM 490 Overpass to FM 490 Overpass	$ -	$ -	$ -	$ -	$ 106,760	$ -	$ 106,760	$ -	$ -	$ -	$ -	$ 106,760
	HID	*Freddy Gonzalez Dr.*	*0921-02-500*	*Install Traffic Signal*	*0.1 Miles West of Mon Mack Rd. to 0.1 Miles East of Mon Mack Rd.*	$ -	$ -	$ -	$ -	$ 189,422	$ -	$ 189,422	$ -	$ -	$ -	$ -	$ 189,422
	CAM	*Dixieland Rd.*	*0921-06-356*	*Install Safety Lighting*	*Garret Rd. to FM 1479*	$ -	$ -	$ -	$ -	$ 469,640	$ -	$ 469,640	$ -	$ -	$ -	$ -	$ 469,640
	HID	*Mile 2 Rd.*	*0921-02-508*	*Install Advanced Warning Signs & Safety Ligl*	*0.1 Miles West of Minnesota Rd. to 0.1 Miles East of Minnesota Rd.*	$ -	$ -	$ -	$ -	$ 136,457	$ -	$ 136,457	$ -	$ -	$ -	$ -	$ 136,457
	HID	*FM 1924*	*1802-01-046*	*Install Traffic Signal*	*0.1 Miles West of Schuerbach Rd. to 0.1 Miles East of Schuerbach Rd.*	$ -	$ -	$ -	$ -	$ 370,836	$ -	$ 370,836	$ -	$ -	$ -	$ -	$ 370,836
	HID	*Mile 3 Rd*	*0921-02-509*	*Install Advanced Warning Signs & Safety Ligl*	*0.1 Miles West of Western Rd. to 0.1 Miles East of Western Rd.*	$ -	$ -	$ -	$ -	$ 136,457	$ -	$ 136,457	$ -	$ -	$ -	$ -	$ 136,457
	HID	*FM 2221*	*0669-03-030*	*Install Traffic Signal*	*0.1 Miles West of Abram Rd. to 0.1 Miles East of Abram Rd.*	$ -	$ -	$ -	$ -	$ 180,869	$ -	$ 180,869	$ -	$ -	$ -	$ -	$ 180,869
	HID	*FM 2221*	*0669-03-029*	*Install Advanced Warning Signs & Safety Ligl*	*0.1 Miles West of Queen Palm Dr. to 0.1 Miles East of Queen Palm Dr.*	$ -	$ -	$ -	$ -	$ 82,238	$ -	$ 82,238	$ -	$ -	$ -	$ -	$ 82,238
	STR	FM 755	1103-05-002	Install Traffic Signal	0.1 Miles North NE of Flores St. to 0.1 Miles SW of F	$ -	$ -	$ -	$ -	$ 238,594	$ -	$ 238,594	$ -	$ -	$ -	$ -	$ 238,594
	HID	*FM 492*	*0862-01-066*	*Install Traffic Signal*	*0.1 Miles West of Mile 6 Rd. to 0.1 Miles East of Mile 6 Rd.*	$ -	$ -	$ -	$ -	$ 196,701	$ -	$ 196,701	$ -	$ -	$ -	$ -	$ 196,701
	HID	FM 681	0669-01-066	Install Traffic Signal	0.1 Miles West of Inspiration Rd. to 0.1 Miles East of	$ -	$ -	$ -	$ -	$ 287,219	$ -	$ 287,219	$ -	$ -	$ -	$ -	$ 287,219
	HID	FM 2128	2450-01-026	Install Traffic Signal	0.1 Miles West of Terry Rd, to 0.1 Miles East of Terry	$ -	$ -	$ -	$ -	$ 278,322	$ -	$ 278,322	$ -	$ -	$ -	$ -	$ 278,322
	HID	FM 2812	2831-01-016	Add Left Turn Lane	0.1 Miles East of Jackpot Blvd.	$ -	$ -	$ -	$ -	$ 472,173	$ -	$ 472,173	$ -	$ -	$ -	$ -	$ 472,173
						$ -	$ -	$ -	$ -	$ 3,422,636	$ -	$ 3,422,636	$ -	$ -	$ -	$ -	$ 3,422,636
Sep-23	HID	>FM 1015	1228-03-051	Rehabilitate Roadway	IH-2 to 2.584 Miles South of IH-2	$ -	$ -	$ -	$ -	$ -	$ 7,500,000	$ 7,500,000	$ -	$ -	$ -	$ -	$ 7,500,000
	HID	FM 1015	1228-03-050, etc.	Rehabilitate Roadway	Mile 9 to IH-2	$ -	$ -	$ -	$ -	$ -	$ 4,375,000	$ 4,375,000	$ -	$ -	$ -	$ -	$ 4,375,000
	HID	SH 107	0342-01-093	Operational Improvements & Rehabilitation	@ Bus 281	$ 710,310	$ -	$ 710,310	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	CAM	FM 511	0684-01-073, etc.	Seal Coat	Old Port Isabel Rd. to Charmaine Lane	$ -	$ 113,275	$ 113,275	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	CAM	>BU 77X	0039-12-263	Seal Coat	FM 732 to IH-69E	$ -	$ 115,925	$ 115,925	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	WIL	>IH 69E	0327-10-064	Seal Coat	SP 112 to SP 56	$ -	$ 269,488	$ 269,488	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	WIL	>IH-69E	0327-10-069	Seal Coat	Cameron/Willacy County Line to FM 1018	$ -	$ 324,907	$ 324,907	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	CAM	>BU 77W	0327-11-002	Seal Coat	Willacy/Cameron County Line to IH-69E	$ -	$ 45,190	$ 45,190	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	CAM	>FM 106	0630-02-043	Seal Coat	FM 1595 to SH 345	$ -	$ 223,340	$ 223,340	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	CAM	>FM 106	0630-03-027	Seal Coat	SH 345 to FM 2925	$ -	$ 80,830	$ 80,830	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	CAM	>IH 169	0684-01-074	Seal Coat	IH 69E to Old Alice Rd.	$ -	$ 153,940	$ 153,940	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	CAM	>SH 550	0684-01-075	Seal Coat	Old Alice Rd. to Old Port Isabel Rd.	$ -	$ 693,552	$ 693,552	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	WIL	>FM 498	0861-03-018	Seal Coat	BUS 77 to IH-69E	$ -	$ 12,807	$ 12,807	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	WIL	>FM 507	0873-03-009	Seal Coat	FM 1018 to FM 2629	$ -	$ 131,514	$ 131,514	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	CAM	>FM 800	1136-02-057	Seal Coat	FM 509 to FM 2520	$ -	$ 101,862	$ 101,862	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 101,862
	CAM	>FM 106	1138-01-042	Seal Coat	FM 2925 to FM 803	$ -	$ 63,187	$ 63,187	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 63,187
	CAM	>FM 106	1425-03-073	Seal Coat	SL 499 to FM 1595	$ -	$ 380,244	$ 380,244	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 380,244
	CAM	>FM 106	2243-01-016	Seal Coat	FM 803 to FM 1847	$ -	$ 96,835	$ 96,835	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 96,835
	HID	IH 2	0039-18-123, etc.	Seal Coat	FM 2557 FM 1423	$ -	$ 553,511	$ 553,511	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 553,511

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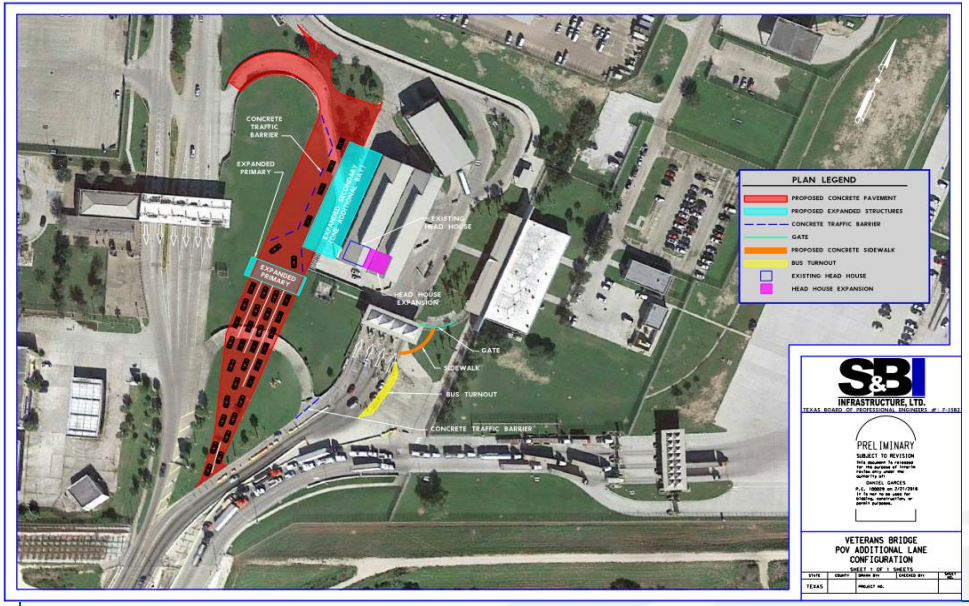
Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6						CAT 10 (RIDER 37	Cat 11 (RIDER 11B)/(Rider 45)	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS			
	ZAP	>US 83	0038-02-034	Seal Coat	Zapata/Webb County Line to 1.611 Miles South of La	$ -	$ 696,856	$ 696,856	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 696,856
	ZAP	>US 83	0038-03-043	Seal Coat	1.611 Miles South of La Perla Ranch Rd. to 0.917 Mi	$ -	$ 609,527	$ 609,527	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 609,527
	HID	>IH 2	0039-17-207	Seal Coat	FM 1426 to FM 2557	$ -	$ 87,684	$ 87,684	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 87,684
	BRK	>BUS 281	0255-13-002	Seal Coat	US 281 N to US 281 S	$ -	$ 175,963	$ 175,963	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 175,963
	HID	>FM 491	0861-01-067	Seal Coat	MILE 10 N to IH-2	$ -	$ 246,740	$ 246,740	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 246,740
	HID	>FM 493	0863-03-037	Seal Coat	FM 2812 to FM 1925	$ -	$ 188,843	$ 188,843	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 188,843
	STR	>FM 1017	1227-03-014	Seal Coat	FM 755 to Hidalgo/Starr County Line	$ -	$ 495,664	$ 495,664	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 495,664
	BRK	>FM 2191	1703-01-018	Seal Coat	BUS 281 to SH 285	$ -	$ 287,416	$ 287,416	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 287,416
	HID	>FM 2061	1939-01-065	Seal Coat	FM 1925 to SH 107	$ -	$ 229,169	$ 229,169	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 229,169
	JH	>FM 3073	3099-01-009	Seal Coat	FM 649 to SH 16	$ -	$ 735,258	$ 735,258	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 735,258
	HID	>FM 1425	3343-04-015	Seal Coat	FM 2629 to SH 107	$ -	$ 290,765	$ 290,765	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 290,765
	HID	>FM 162	3617-01-002	Seal Coat	IH 69C to 0.25 Miles East of Vickburg Dr.	$ -	$ 76,506	$ 76,506	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 76,506
	CAM	R&S - FM 510	1057-03-045	Rehabilitate Roadway	FM 3462 to FM 1847	$ 15,866,766	$ -	$ 15,866,766	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 15,866,766
						$ 16,577,076	$ 7,480,798	$ 24,057,874	$ -	$ -	$ 11,875,000	$ 11,875,000	$ -	$ -	$ -	$ -	$ 35,932,874
Oct-23	HID	>On Mile 5 (Bridge)	1064-01-046	Replace Bridge	@ Edinburg Main Canal STR #: K00011001	$ -	$ -	$ -	$ 671,650	$ -	$ -	$ 671,650	$ -	$ -			$ 671,650
						$ -	$ -	$ -	$ 671,650	$ -	$ -	$ 671,650	$ -	$ -	$ -	$ -	$ 671,650
Nov-23	HID	R&S - IH-69C - Frontage I	0255-08-111, etc.	Overlay	Trenton Rd. to SH 107	$ -	$ 1,641,267	$ 1,641,267	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,641,267
	HID	R&S ->SH 495	0865-01-116	Overlay	FM 1426 to FM 907	$ -	$ 1,319,065	$ 1,319,065	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,319,065
						$ -	$ 2,960,332	$ 2,960,332	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,960,332
						$ 56,753,399	$ 34,493,863	$ 91,247,262	$ 6,913,209	$ 20,624,700	$ 11,875,000	$ 39,412,909	$ 13,648,184	$ 13,648,184	$ -	$ -	$ 144,308,355

CCRMA
Project Status Presentation
RGVMPO Technical Advisory Committee

September 8, 2022

RMA
CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY

Veterans POV Expansion
CSJ: 0921-06-313



Recent Activity:

- Under Construction

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

→ Under Construction

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



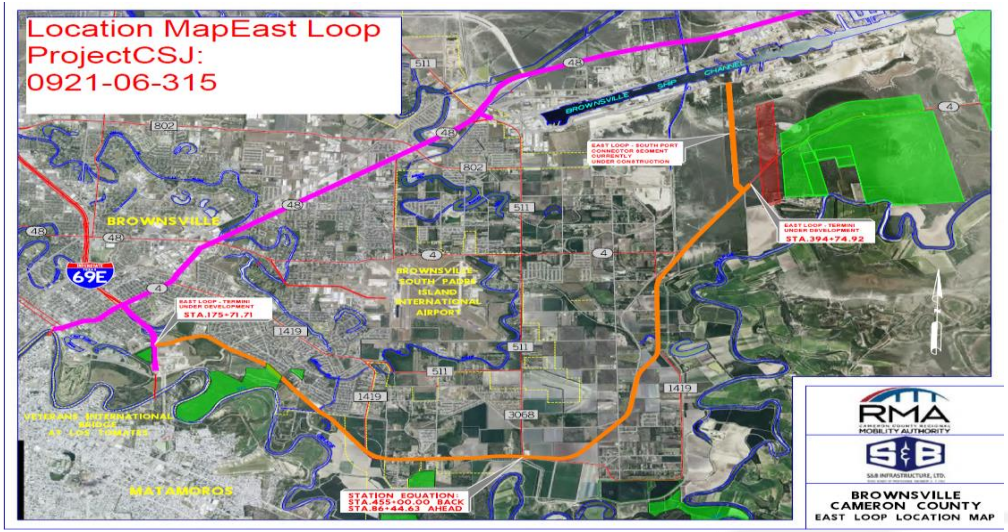
1	Environmental	✓
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	- 90% PS&E Completed
5	Funding	✓

Recent Activity:

- Included in Border Master Plan- High Impact Project
- ROW in Place / Utilities Adjusted
- Environmental Re Evaluation Underway
- PS&E-90% complete
- TxDOT Commission Approved 2.5 Miles of Interstate Designation - March 2020
- UPRR Structure Group Approved a Railroad Bridge Alternative

→ Shovel Ready

East Loop
CSJ: 0921-06-315

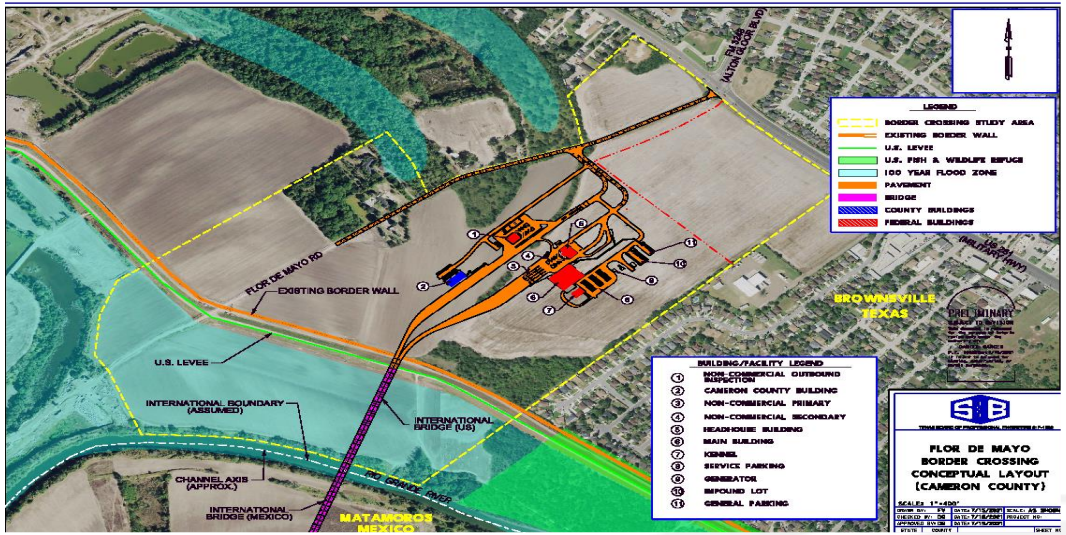


1	**Environmental**	- 80% complete
2	**Preliminary Engineering**	✓
3	**ROW & Utilities:**	- In Process
4	**Design**	- 60%
5	**Funding**	- Partially Funded

Recent Activity:

- Included in Border Master Plan- High Impact Project
- USFWS Land Swap Agreement FONSI Issued
- Environmental Documents are 80% complete
- USFWS and IBWC Addressing 90% schematic comments
- August/November 2021 TIP Amendment-Approved
- CCRMA is Proceeding with 100% Local Funding for PS&E to Expedite
- 60% PS&E under review and soon to be submitted to TxDOT
- Federal Grant Application under the Multimodal Projects Discretionary Grant opportunity submitted

Flor De Mayo Bridge
CSJ: TBD



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

Recent Activity:

- Included in Border Master Plan- High Impact Project
- Feasibility study Complete
- Submitted Presidential Permit Application to DOS

Free Trade Bridge

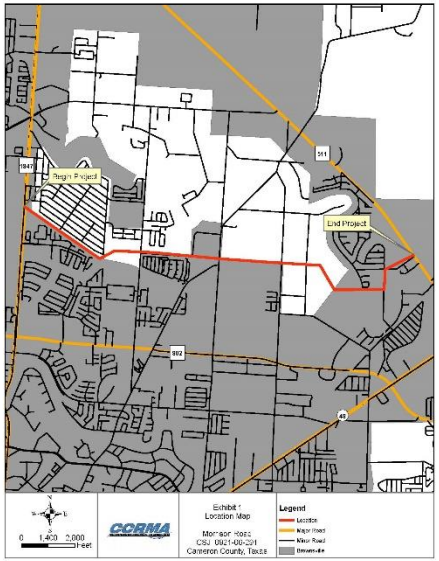


Recent Activity:

- CBP/GSA Final DAA Underway
- Design Underway
- Utilizing Local funds
- 60% Design Review held on May 05, 2022
- 90% design submitted June 30, 2022
- Letting Fall 2022

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

Morrison Road
CSJ: 0921-06-291

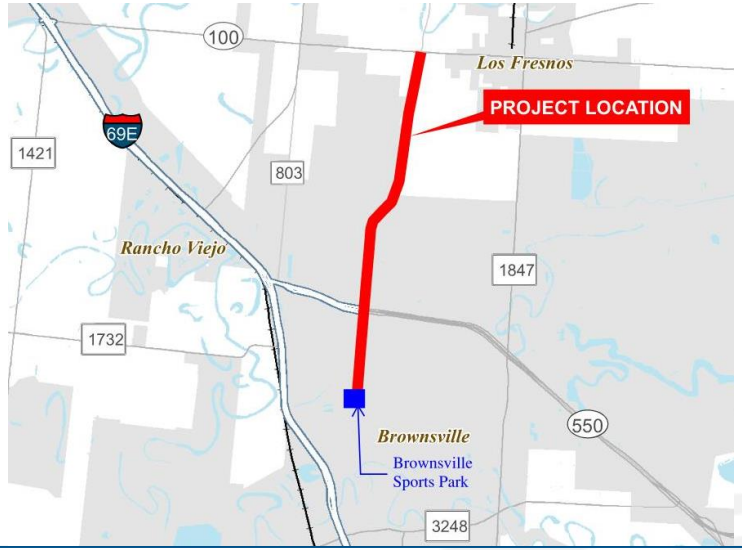


1	**Environmental**	- Underway
2	**Preliminary Engineering**	- Underway
3	**ROW & Utilities:**	- Pending
4	**Design**	- Pending
5	**Funding**	✓

Recent Activity:

- Included in Border Master Plan- High Impact Project
- Consultant selected and environmental and schematic are under development
- Preliminary Coordination with City and Drainage / District Underway
- Functional Classification under review by FHWA

Old Alice Rd
CSJ: 0921-06-290



1	Environmental	- 95% Complete
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	✓
5	Funding	✓

Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- 100% PS&E complete.
- Virtual Public Meeting Held August 11, 2020
- ROW 100% in place.
- Will work with RGVMPO/TxDOT to accelerate letting

FM 509
CSJ: 0921-06-254

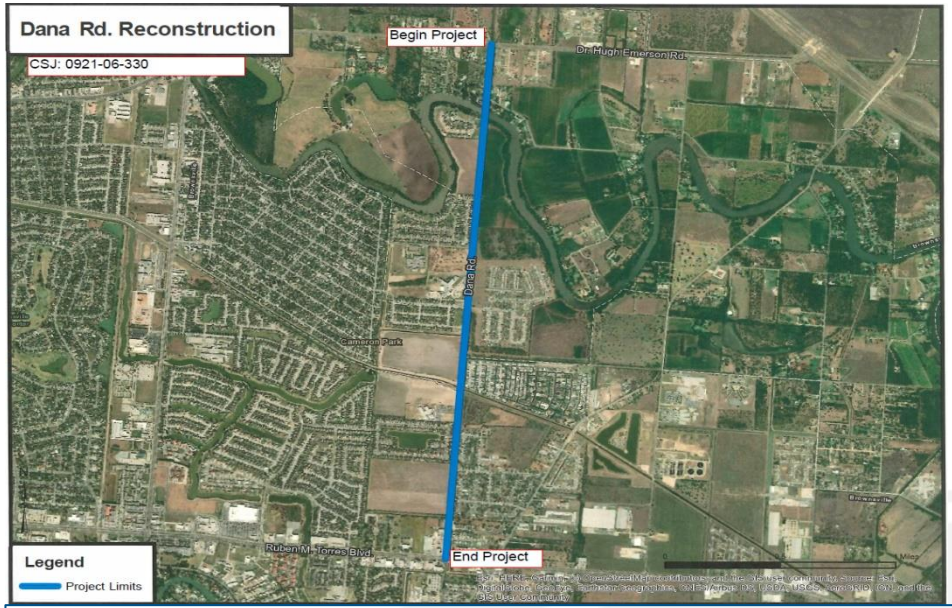


1	**Environmental**	- Pending
2	**Preliminary Engineering**	- Underway
3	**ROW & Utilities:**	- Pending
4	**Design**	- Pending
5	**Funding**	✓

Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- Transportation Commission Approved On-System Minute Order - May 2021
- TxDOT has funded the project fully in the 2021 UTP
- Functional Classification under review by FHWA
- CCRMA will utilize 100% Local Funds for Preliminary Engineering to expedite
- Consultant selected - Board approved PE July 2022

Dana Road
CSJ: 0921-06-330

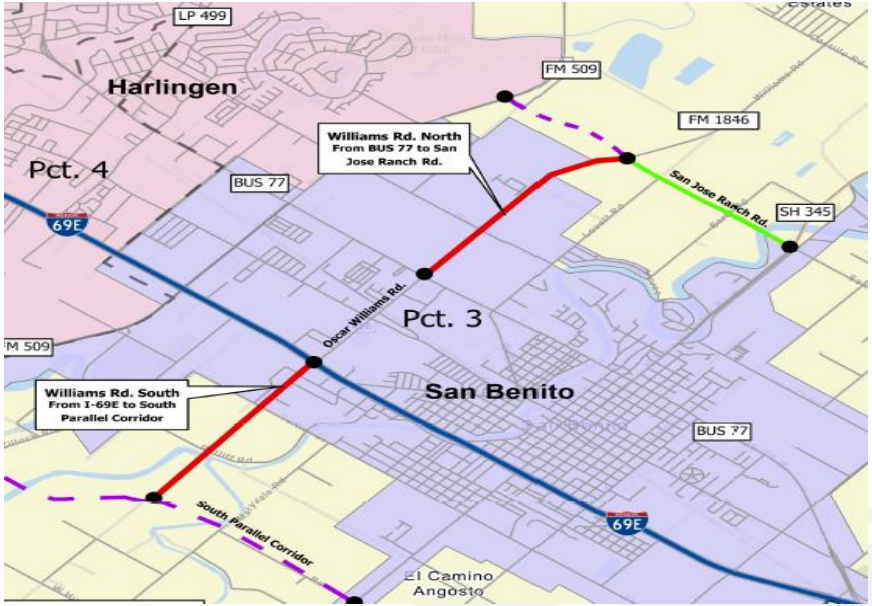


1	**Environmental**	- Pending
2	**Preliminary Engineering**	- Underway
3	**ROW & Utilities:**	✓
4	**Design**	- Pending
5	**Funding**	✓

Recent Activity:

- Consultant selected
- ILA with City of Brownsville approved to add Dana Road Bridge Rehabilitation to project.
- EDC for Dana Road Bridge approved on 05.27.22
- Board approved PE July 2022

FM 1846-Williams Road



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

Recent Activity:

- ILA with City of San Benito and Cameron County approved
- CCRMA will utilize 100% Local Funds for Preliminary Engineering to expedite
- Consultant selected for BUS 77 to San Jose Ranch Road (Phase I) - Board approved PE Aug 2022
- Consultant selected for I-69E to South Parallel Corridor (Phase II) - Board approved PE July 2022

SPI 2nd Access
CSJ: TBD

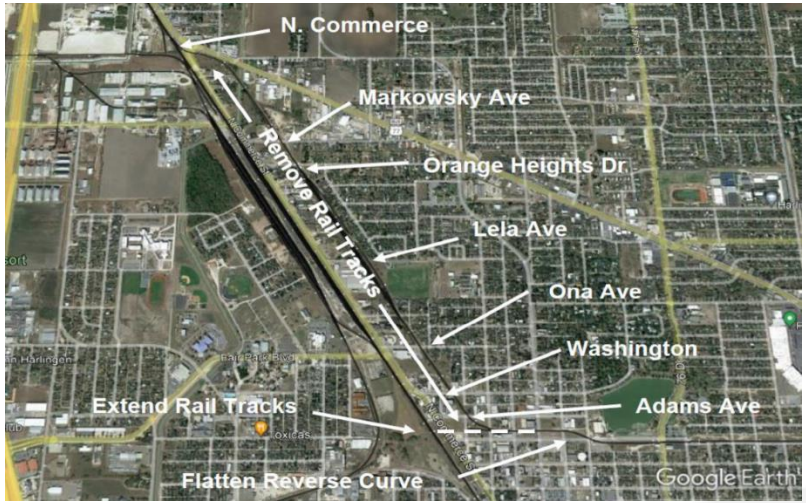


1	**Environmental**	- Underway
2	**Preliminary Engineering**	- Underway
3	**ROW & Utilities:**	- Pending
4	**Design**	- Pending
5	**Funding**	- Pending

Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- Recently redesignated to a Non-Tolled project development strategy
- Using Local Funds to Complete Environmental Phase
- Using local funds to place project in STIP
- CCRMA Consultant selected for Advance Project Development
- Joint Evaluation Meeting held 08/02/2022 hosted by USACE w/ TxDOT, CCRMA, USFWS, TPWD, NOAA, and GLO.

Harlingen Rail Improvements Project FR-CRS-21-002

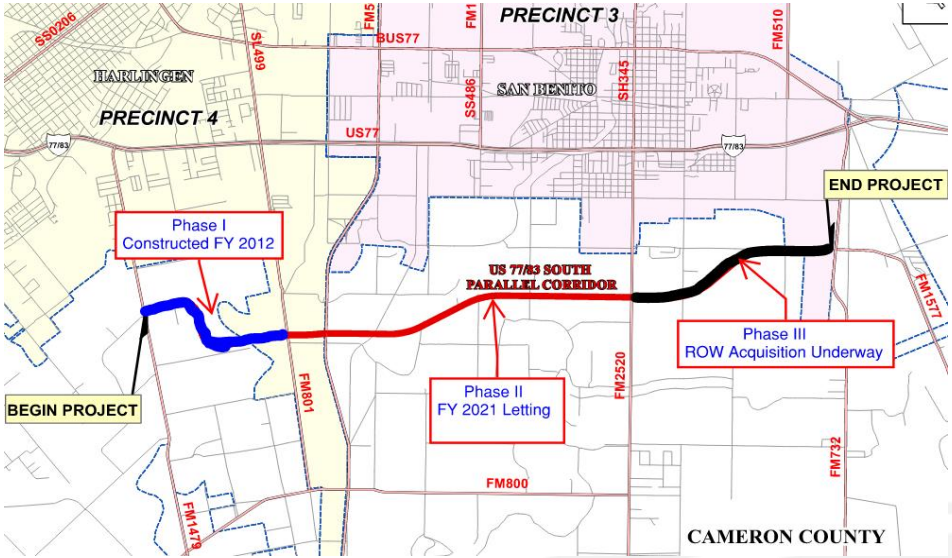


1	Environmental	- Pending
2	Preliminary Engineering	- Pending
3	ROW & Utilities:	✓
4	Design	- Pending
5	Funding	✓

Recent Activity:

- Partnership between: CCRMA, Cameron County, and City of Harlingen
- Project Scope: Eliminate certain railroad-street crossings
- Limits: N. Commerce street S. of US 77 Sunshine to Adams Avenue
- US DOT / FRA Awarded grant in July 2022 under the FY21 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program for $5,570,566
- Using Federal & Local funds to complete Environmental Phase.
- Using Federal & Local funds to complete Design.

S. Parallel Corridor Phase II
CSJ: 0921-06-252

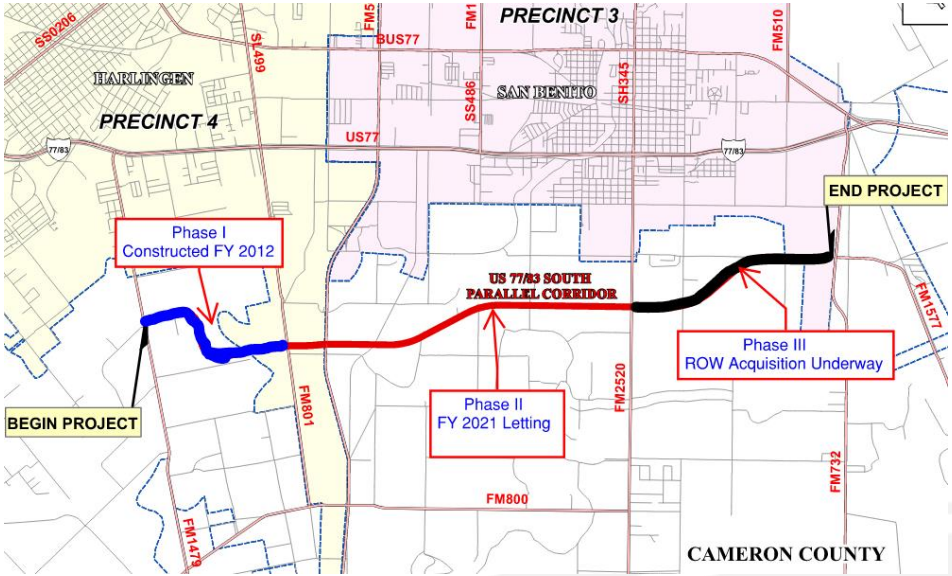


1	Environmental	✓
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	✓
5	Funding	✓

Recent Activity:

- Under Construction – 30% Complete

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

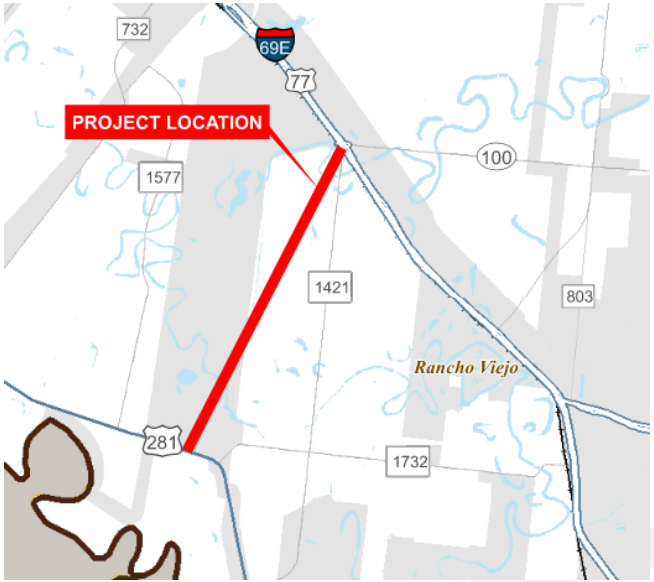


1	**Environmental**	✓
2	**Preliminary Engineering**	✓
3	**ROW & Utilities:**	- Underway
4	**Design**	- Underway
5	**Funding**	- Pending

Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- ROW Acquisition Underway using Local Funds
- Utility Coordination Underway using Local Funds
- Needs Funding to construct the entire 10-Mile Corridor to a 5-Lane Urban Section

US 281 Connector



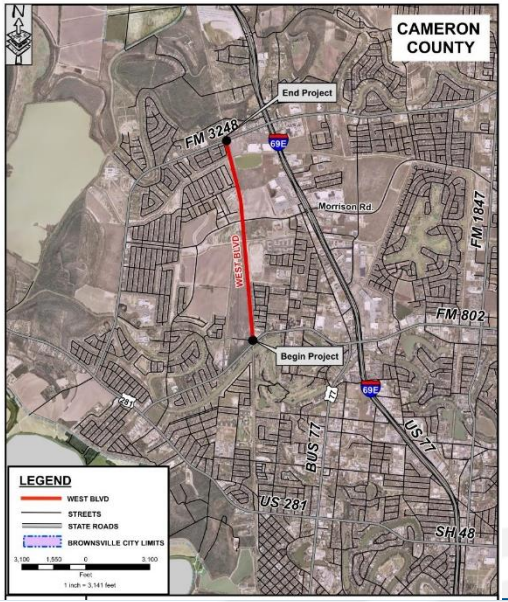
1	**Environmental**	- Pending
2	**Preliminary Engineering**	- Pending
3	**ROW & Utilities:**	- Pending
4	**Design**	- Pending
5	**Funding**	- Pending

Recent Activity:

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

West Blvd – Roadway

CSJ:

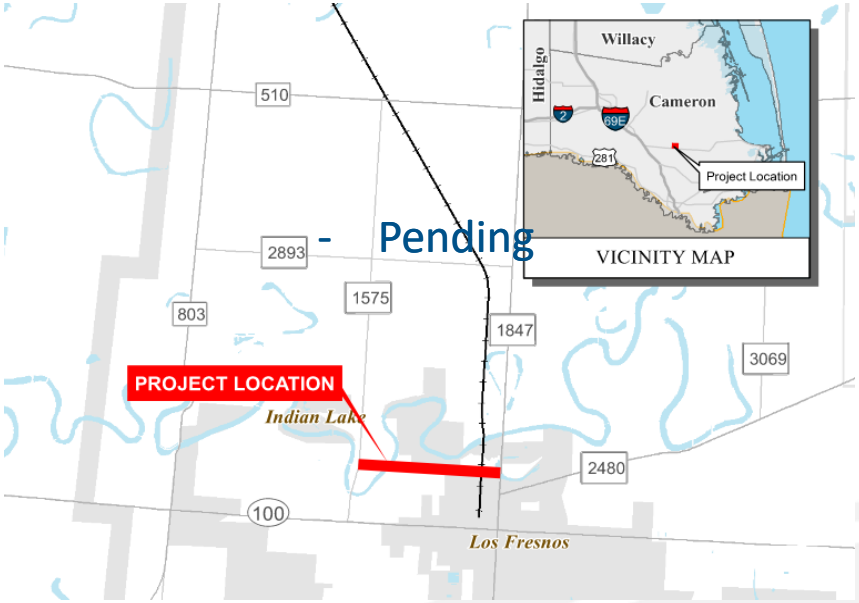


1	**Environmental**	- Underway
2	**Preliminary Engineering**	✓
3	**ROW & Utilities:**	✓
4	**Design**	- Underway
5	**Funding**	✓

Recent Activity:

- Preliminary Engineering is being completed with 100% Local Funds
- Functional Classification under development
- Roadway Construction Funding - FY 2024 of the TIP / MTP
- Environmental Documents Under Development In-House (CCRMA)
- ROW is in place
- 60% PS&E on July 31, 2022

Whipple Road
CSJ: 0921-06-292



1 **Environmental** - Underway

2 **Preliminary Engineering** - Underway

3 **ROW & Utilities:** - Pending ✓

4 **Design** - Pending

5 **Funding** - Partial

Recent Activity:

- Partially Funded in 2021 UTP
- DCC held on September 14, 2020
- Schematics at 60%
- Environmental at 75%

FM 1847
CSJ: 0921-06-325



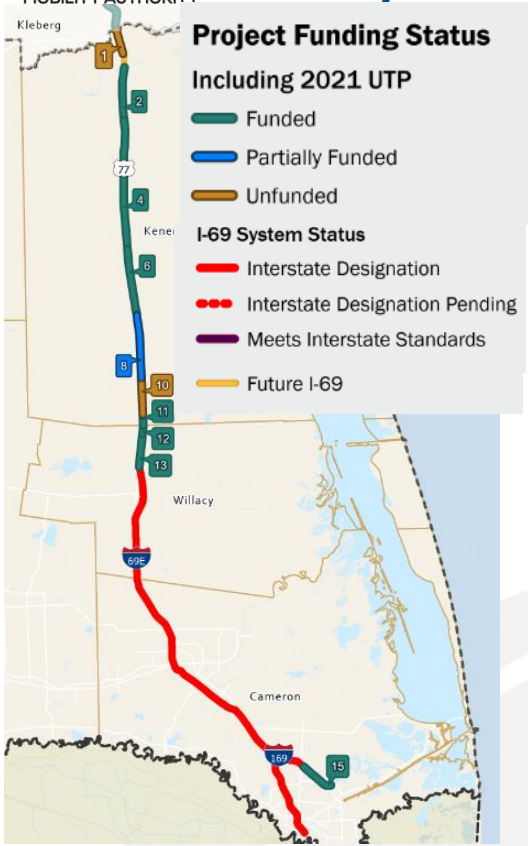
1	**Environmental**	- Underway
2	**Preliminary Engineering**	- Underway
3	**ROW & Utilities:**	✓
4	**Design**	- Pending
5	**Funding**	✓

Recent Activity:

- Revised limits: Resaca Retreat Dr. to First St.
- DCC held on September 14, 2020
- Schematics at 90%
- Environmental at 75%

U.S. 77 – I69E Plan

Fully Funded by TxDOT - 2021 UTP

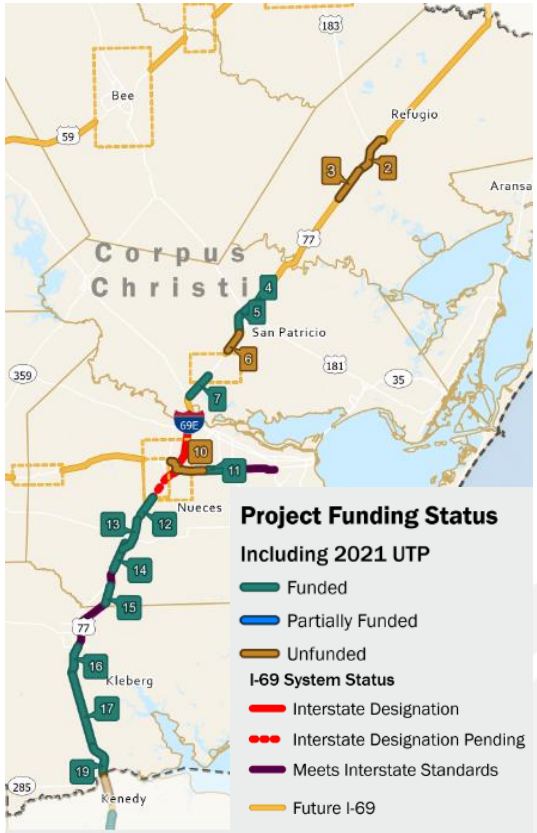


#	CSJ	HWY	Current XS[2]	Limits	Description	EST CONST COST (M)	EST TOTAL COST[3]	MILES	FUNDING STATUS[5]	LET YEAR
1	0327-02-055	US 77	4D+	KENEDY/KLEBERG COUNTY LINE to 0.71 MILES N. OF LA PARRA AVE.	Interstate Designation	$23.3	$28.0	TBD	Unfunded	2025
2	0327-02-056	US 77	4D+	0.87 MILES S. OF LA PARRA AVE. to 8 MILES S. OF LA PARRA AVE.	Interstate Designation	$66.9	$80.3	7.1	Full	2026
4	0327-03-048	US 77	4D+	8 MILES S. OF LA PARRA AVE.. to 9.6 MILES N. OF NORIAS RD.	Interstate Designation	$60.4	$72.5	12.5	Full	2026
6	0327-04-037	US 77	4D+	9.6 MILES NORTH OF NORIAS RD to NORIAS RD.	Interstate Designation	$84.6	$101.5	9.6	Full	2024
8	0327-05-041	US 77	4D+	NORIAS RD to 1.34 MILES N OF WILLACY/KENEDY COUNTY LINE	Interstate Designation	$108.3	$130.0	11.6	Partial	2024
10	0327-05-043	US 77	4D+	1.34 MILES N OF WILLACY/KENEDY COUNTY LINE to 1.19 MILES S OF CRYSTAL GATE/NORIAS DI	Construct Main lanes & Overpasses	$24.5	$29.4	3.5	Unfunded	2035
11	0327-05-042	US 77	4D+	1.34 MILES N OF WILLACY/KENEDY COUNTY LINE to WILLACY/ KENEDY COUNTY LINE	Construct Main lanes & Overpasses (Under Construction; Completion date Nov. 2020)	$7.2	$8.6	1.3	Full	2018
12	0327-10-062	US 77	4D+	WILLACY/KENEDY COUNTY LINE to 0.93 MILES S OF WILLACY/ KENEDY C.L.	Construct Main lanes & Overpasses (Under Construction; Completion date Nov. 2020)	$8.2	$9.9	0.9	Full	2018
13	0327-10-057	US 77	4D+	0.93 MILES S OF WILLACY/KENEDY COUNTY LINE to BUSINESS 77	Construct Main lanes & Overpasses (Under Construction; Completion date Nov. 2020)	$22.7	$27.2	4.0	Full	2017
15	0684-01-068	SH 550	4D+	.203 MILES S OF FM 1847 to 1.13 MILES SE OF UPRR OVRPSS AT FM 3248	Construct New Toll Road	$17.3	$20.8	3.9	Full	2022
Total						**$1,085.2**	**$1,302.3**	**103.8**		

Included in Border Master Plan

U.S. 77 – I69E Plan

Fully Funded by TxDOT - 2021 UTP



#	CSJ	HWY	Current XS[2]	Limits	Description	EST CONST COST ($M)	EST TOTAL COST[3]	MILES	FUNDING STATUS[5]	LET YEAR
2	0371-03-090	US 77	4CTL, 4D+	N OF REFUGIO to S OF REFUGIO (RELIEF ROUTE)	Construct New Roadway Lanes	$360.0	$432.0	10.1	Unfunded	2029
3	0371-03-130	US 77	4D+	S OF REFUGIO RR to S OF WOODSBORO	Convert Non-Freeway	$70.0	$84.0	4.1	Unfunded	2029
4	0371-04-062	US 77	4D+	CHILTIPIN CREEK BR (CONTROL BREAK) to BUSINESS NORTH (SINTON)	Convert Non-Freeway	$40.0	$48.0	2.9	Full	2024
5	0372-01-101	US 77	4D+	BUSINESS SOUTH (SINTON) to CHILTIPIN CREEK BR (CONTROL BREAK)	Convert Non-Freeway	$40.0	$48.0	2.9	Full	2024
6	0372-01-109	US 77	4D+	NORTH OF ODEM to BUSINESS SOUTH (SINTON)	Convert Non-Freeway	$60.0	$72.0	2.2	Unfunded	2029
7	0372-01-106	US 77	4D+	IH 37 AND INTERCHANGE to SOUTH OF ODEM	Convert Non-Freeway	$127.5	$153.0	4.3	Full	2028
12	0102-02-101	US 77	4D+	NORTH OF FM 2826 to SOUTH OF CR 28 (CONTROL BREAK)	Construct Main Lanes, Frontage Roads And Structures	$12.7	$15.2	2.4	Full	2018
13	0102-16-001	US 77	NA	CR 28 to CR 16	Construct New Roadway Lanes	$82.4	$98.9	5.1	Full	2018
14	0102-03-082	US 77	4D+	CR 16 to SOUTH OF FM 3354	Convert Non-Freeway	$23.2	$27.9	2.9	Full	2018
15	0102-03-087	US 77	4D+	CR 4 to FM 70	Construct Ramps	$9.0	$10.8	2.0	Full	2021
16	0102-04-099	US 77	4D+	FM 1356 to CR 2130	Convert Non-Freeway	$55.2	$66.3	3.4	Full	2020
17	0102-04-097	US 77	4D+	CR 2130 to 1.5 MILES N. OF SH 285	Convert Non-Freeway	$115.0	$138.0	8.6	Full	2022
19	0327-09-002	US 77	NA	1.5 MILES N. OF SH 285 INTERSECTION to KENEDY/KLEBERG COUNTY LINE	Construct New Roadway Lanes	$110.0	$132.0	4.0	Full	2024

Included in Border Master Plan

CCRMA TOLL SYSTEM PROJECTS

CCRMA Back Office Update

- FUEGO Tag live October 21, 2021
- Customer Tag Functionality
- Electronic Communications
- Customization of Accounts to accommodate Bridges & Parks
- Redesigned reporting for Interoperability
- Account migration to Prepaid accounts
- New interfaces with Neopost (print & mail), Interop Systems, and Collections

Vendors:
TollPlus, LLC

CC Intl Bridge Toll Collection System

- Estimated Go Live – Fall 2022
- New lane functionality with ETC Tags and RFID Cards
- Improved Lane processing logic
- Improved transaction accountability and Cash Management process
- Account migration from current system to CCRMA Back Office
- Improvements to increase electronic payment versus cash payment
- Improved system accountability with Digital Video Auditing System

Vendors:
TollPlus, LLC
A to Be, LLC
Etransit – (sub to A to Be, LLC)

CC Parks User Fee Collection System

- Estimated Go Live – Fall 2022
- Complete new system design leveraging ETC in the lanes
- Daily passes can now be offered to ETC customers
- CCRMA tag functionality to replace current monthly, annual, and RV passes
- Improved revenue enforcement using automatic license plate readers (ALPR)
- Improved system accountability with Digital Video Auditing System

Vendors:
TollPlus, LLC
A to Be, LLC
Etransit – (sub to A to Be, LLC)

CCRMA PARTNERSHIP PROJECTS WITH CAMERON COUNTY

Cameron County Parks Administration Building Project

- New construction with site work of the two-story 8,695 SF County Parks Administration Building, located within Isla Blanca Park.
- Estimated project cost: $5 Million

Cameron County Parks

- Wi-Fi Connectivity
- Estimated project cost: $.5 Million

Cameron County Parks Warehouse

- New construction with site work of the Cameron County Parks Warehouse
- Estimated project cost: $2 Million

Isla Blanca Toll Booths

- Construction of toll booth for Cameron County Beach Access #1
- Estimated project cost: $0.4 Million

Isla Blanca Park Parking Lot 10 Expansion

- Construction of the Isla Blanca Park Parking Lot 10 Expansion
- 220 Parking Spaces
- Construction Cost: $574,800
- Substantially Complete as of 02.10.22

Beach Access 3

- Construction of toll booths for Cameron County Beach Access#3
- Estimated project cost: $0.3 Million

Mountain Bike Trail

- Enhancements to existing mountain bike trail at the Pedro “Pete” Benavides County Park, Cameron County Texas
- Estimated project cost: $0.5 Million

Pedro “Pete” Benavides Basketball Court Pavilion

- Construction of a basketball pavilion
- Construction Cost: $645,000
- Notice to Proceed issued 02.07.22

CCRMA Project Executive Summary

$45 Million in Projects Currently Under Construction

$1.9 Billion CCRMA Overall Project Portfolio

Shovel Ready Projects

- SH 550 Gap II
  - $21 M
- Old Alice Road
  - $ 17.75 M
- Veterans Intl. Bridge Expansion
  - $15 M- April 29, 2022 Letting

$54 Million in Locally Developed Shovel Ready Projects.

Projects in Design

- East Loop
  - **$100 M**
- FM 509 Extension
  - $9 M
- Whipple Rd.
  - $6M
- Morrison Road Project
  - $17M
- South Parallel Corridor Ph. III
  - $10 M
- South Parallel Corridor Ultimate 5 Lane
  - $30 M
- West Boulevard Roadway
  - $6 M
- Misc. Projects

$185 Million in Locally Developed Shovel Ready Projects.

Projects In Development

- US 77 / I69E
  - $269M
- SPI 2nd access
  - $500M
- Outer Parkway
  - $200M
- Flor de Mayo International Bridge
  - $40M
- I69 Connector
  - $495M
- US 281 Connector
  - $100M

$1.6 Billion
Planning Phase

14 CCRMA Projects Currently included in the TxDOT Border Master Plan

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD OF DIRECTORS MEETING FOR SEPTEMBER 2022

HCRMA Board of Directors
S. David Deanda, Jr., Chairman
Forrest Runnels, Vice-Chairman
Ezequiel Reyna, Jr., Secretary/Treasurer
Alonzo Cantu, Director
Carlos Del Angel, Director
Francisco "Frank" Pardo, Director
Joaquin Spamer, Director

HCRMA Administrative Staff
Pilar Rodriguez, PE, Executive Director
Ramon Navarro IV, PE, CFM, Chief Constr. Eng.
Celia Gaona, CIA, Chief Auditor/Compliance Ofcr.
Ascencion Alonzo, Chief Financial Ofcr.

General Engineering Consultant
HDR ENGINEERING, INC.

www.hcrma.net

Report on HCRMA Program Management Activity
Chief Construction Engineer – Ramon Navarro IV, PE, CFM

Overview

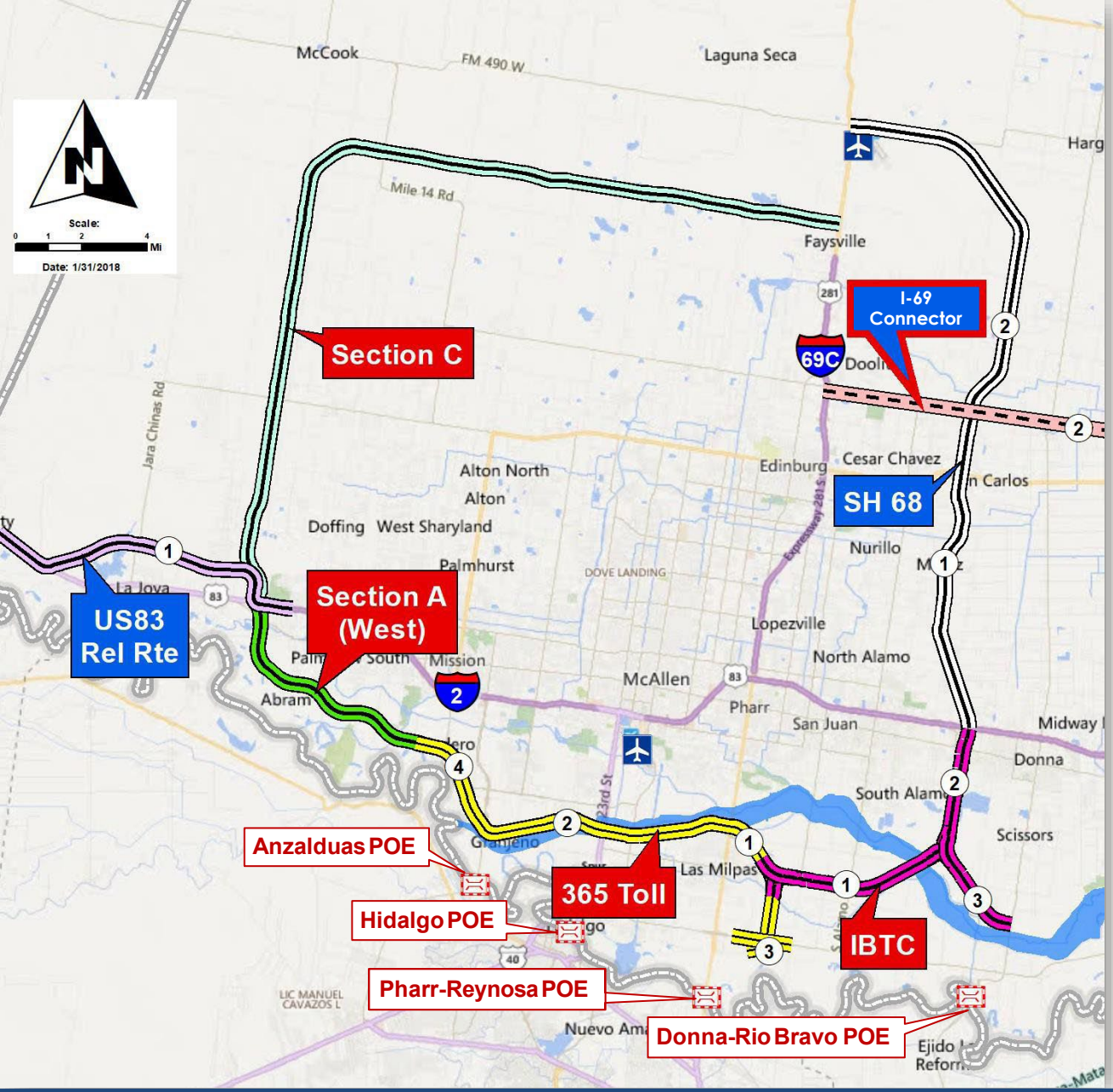
- 365 TOLL Project Overview
- IBTC Project Overview
- Overweight Permit Summary
- Construction Economics Update

MISSION STATEMENT:

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

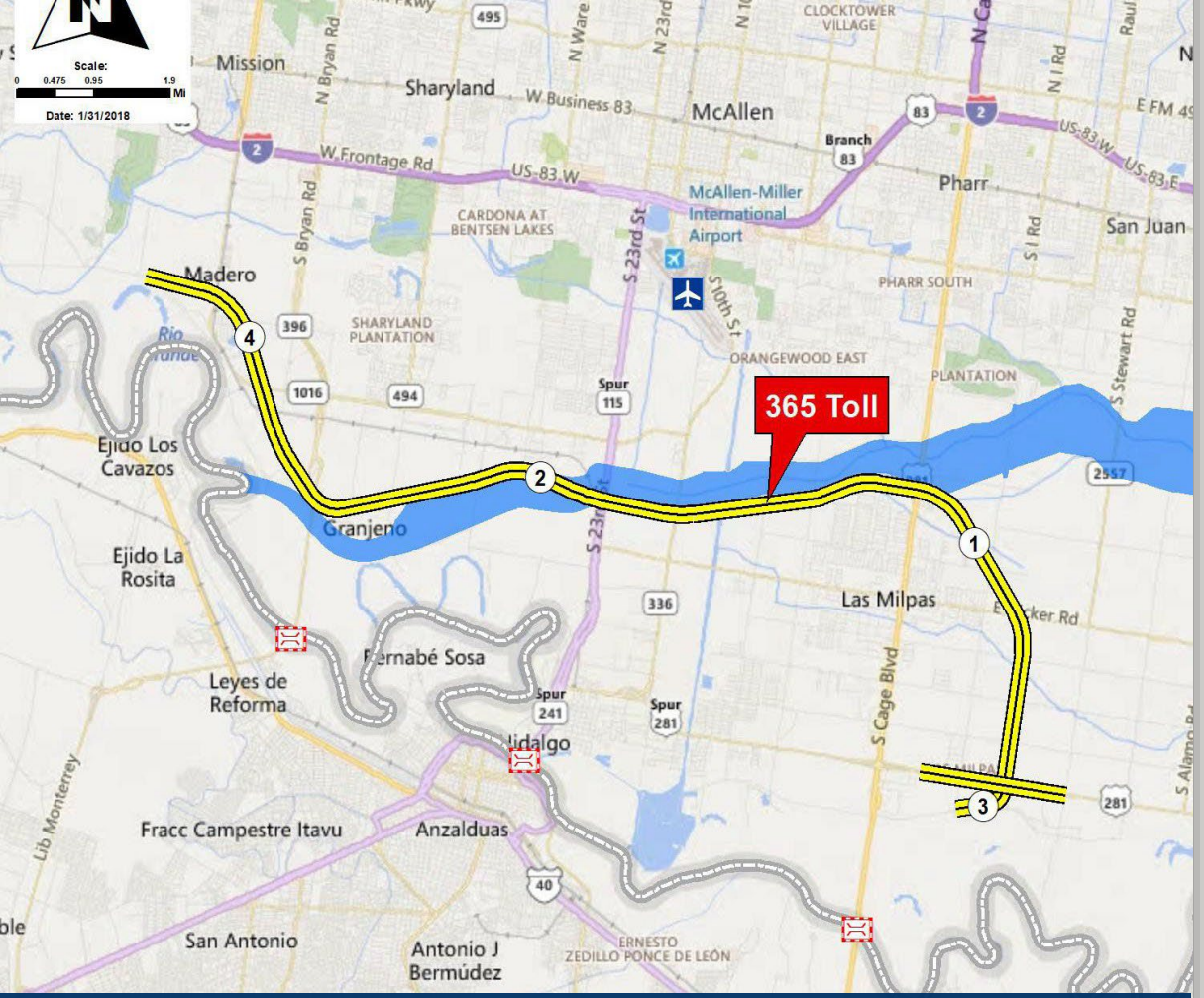
HCRMA
STRATEGIC PLAN

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



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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



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

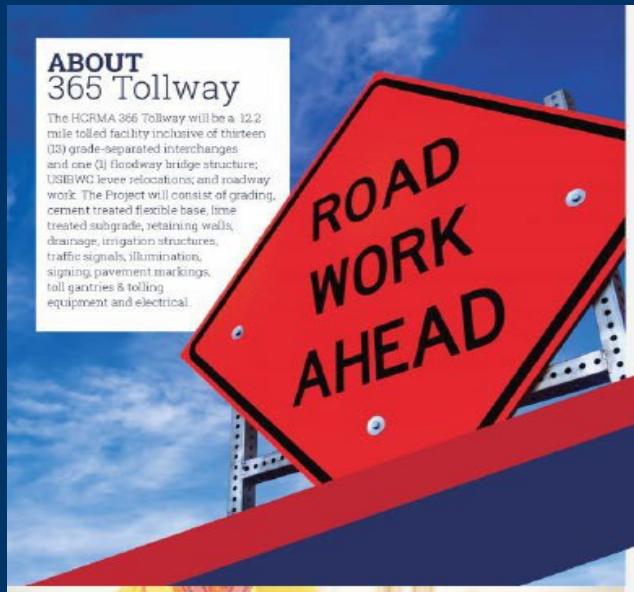
100% ROW ACQUIRED

PH 1: 365 SEG. 3 –
LET: 08/2015
COMPLETED

PH 2: 365 TOLL SEGS. 1 & 2 –
OPEN: 01/2026

ABOUT
365 Tollway

The HCRMA 365 Tollway will be a 12.2 mile tolled facility inclusive of thirteen (13) grade-separated interchanges and one (1) floodway bridge structure; USIBWC levee relocations; and roadway work. The Project will consist of grading, cement treated flexible base, lime treated subgrade, retaining walls, drainage, irrigation structures, traffic signals, illumination, signing, pavement markings, toll gantries & tolling equipment and electrical.





HCRMA

HCRMA
365 Tollway



Questions of Comments About the Project?

Contact Pulice
10110 W. Sam Houston Pkwy S
Houston, TX 77099
281-530-2353
www.Pulice.com

PULICE



Major
Project Components

Production and Performance

To meet scheduled deadlines, working days will be seven days a week, including all holidays (with the exception of New Year's Day, Independence Day, Labor Day, Thanksgiving Day (and following Friday), and Christmas Eve and Christmas Day), regardless of weather conditions, material availability, or other conditions out of the control of the team.

Community Key Issues/Concerns

Facilitating safety and efficiency for the public is the primary concern with Pulice. Maintenance and protection of public traffic will be discussed at shift prep meetings and any issues and concerns will be immediately addressed.

Environmental

Protecting the environment is a top responsibility with this team. Storm Water Pollution Prevention Plan (SWPP) and cleaning and sweeping protocols are in place and will be followed and closely monitored.

PROJECT DATA

HCRMA

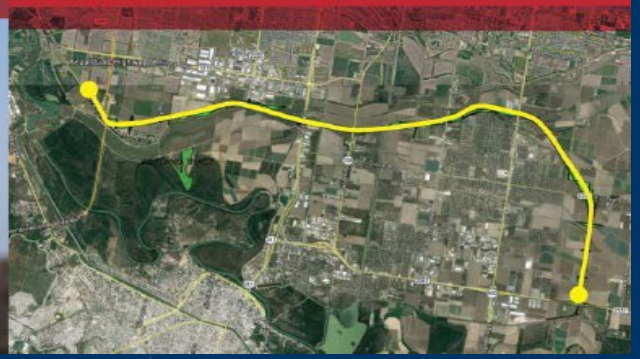
- **Owner:** Hidalgo County Regional Mobility Authority (HCRMA)
- **Location:** Hidalgo County, TX
- **Contract Time:** 1,264 days
- **Project Budget:** $281,723,797.0

WEST LOOP

365 TOLLWAY: BY THE NUMBERS

Representative Items	Quantity
Excavation	336,770 CY
Embankment	3,584,211 CY
Lime Treatment (Existing Material)	1,150,952 SY
Concrete Pavement	814,676 SY
Pre-Stressed Concrete Pilings	9,668 LF
Drilled Shafts	31,881 LF
Reinforced Concrete Slabs	448,042 SF
Retaining (MSE) Wall	463,168 SF
Concrete Girders	52,124 LF
Concrete Rail	45,458 LF
Drainage (RCB & RCP)	49,217 LF





EXECUTIVE SUMMARY

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

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

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

  New Year's Day (January 1st)

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

  regardless of weather conditions, material availability, or other conditions not under the control of the Contractor, except as expressly provided for in the Contract. If Contractor fails to complete the work on or before the contract time, Pulice Construction Inc. agrees to pay the Authority $ 9,300 per day as liquidated damages to cover losses, expenses and damages of the Authority for every Calendar Day which the Contractor fails to achieve Substantial Completion of the Project.

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

SCHEDULE & CONSTRUCTION COSTS

Two (2) approved Changes Order(s): [38,010,382.63] +0 days

- CO#1 11/11/2021 entering VECP process +000 days $000,000,000.00 .0%
- CO#2 12/21/2021 VECP Plan Revisions +000 days $(38,010,382.63) (12.84%)
- CO#3 04/26/2022 VECP Contractor Risk +000 days $000,000,000.00 (0%)

CHANGE ORDERS:

Change Order No.1 Summary: November 11,2021

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

Change Order No. 2 Summary: December 21, 2021

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

VECP calculations for Contract Price of $281,723,797.95		
VECP Gross Savings	$38,010,382.63	
Less est. Total Design Cost	$1,943,648.45	(Schematics + Final Design)
Less Est. Owner's Fees	$545,178.43	(GEC, Environmental, T&R Costs)
VECP Net Savings	$35,521,555.76	
60% Contractor Saving:	$21,312,933.45	Paid as Progress Payments
40% Owner Savings:	$14,208,622.30	Reduced from original Project

Change Order No. 3 Summary: April 26, 2022

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

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

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

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

PROJECT PRODUCTION

- CAPTURING VECP PACKETS
- FORMAL SUBMITTALS, REVIEW OF DOCUMENTS
- TESTING [Subcontracts/Material]
- ENVIRONMENTAL JUSTICES / PREP ROW
- BRIDGE DRILL SHAFTS [HIGHLINE \ FLOODWAY]

Under Construction

365 TOLL PROJECT CSJ:0921-02-368

GREENFIELD PROJECT, PRINCIPAL ARTERIAL, CONTROLLED ACCESS HIGHWAY, TOLL IM…

Payments

End Date	Status	Payment	To Date	% Complete	No.
08/16/2022	Pending	$408,721.62	$43,203,141.32	16.3%	5
07/19/2022	Paid	$2,793,575.17	$42,794,419.70	16.2%	4
06/20/2022	Paid	$2,336,832.39	$40,000,844.53	15.2%	3
05/31/2022	Paid	$14,029,200.82	$37,664,012.14	14.3%	2
04/30/2022	Paid	$23,634,811.32	$23,634,811.32	8.9%	1

Displaying **all 5** payments

OVERVIEW
QUERY
ALL REPORTS
DAILY ACTIVITIES
ITEMS
MATERIALS
STOCKPILES
TIME LIMITS
CHANGE ORDERS
PUNCH LIST
PAYMENTS
CONTRACTORS
FUNDING

365 TOLL PROJECT CSJ:0921-02-368 Construction

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

Overview

Edit

General Information

Project

Work Type
Heavy Highway

Location



Coordinates
26.14052384945899, -98.24062242016183

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

Management

Prime Contractor
PULICE CONSTRUCTION, INC.

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

Managing Office
HCRMA Construction Department

Created By
Sergio Mandujano

Awarded Amount	Authorized Amount	Approved Changes
$295,932,420.25	$257,922,037.62	-$38,010,382.63

Description

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

Amount Paid

Amount paid so far
$43,172,877.87

15% of your Awarded $295,932,420.25

17% of your Authorized $257,922,037.62

100% of your Approved Payments $43,172,877.87

Important Dates

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

Progress

Time Complete: 169 Days — Time Remaining: 1095 Days
13%

Amount Posted: $42,129,976.77 — Awarded Amount: $295,932,420.25
14%

Amount Posted: $42,129,976.77 — Authorized Amount: $257,922,037.62
16%

Total Retainage	Retainage Released	Liquidated Damages




HCRMA








HCRMA


HCRMA


HCRMA



PRE-ADVERTISEMENT AND INVITATION TO BIDDERS

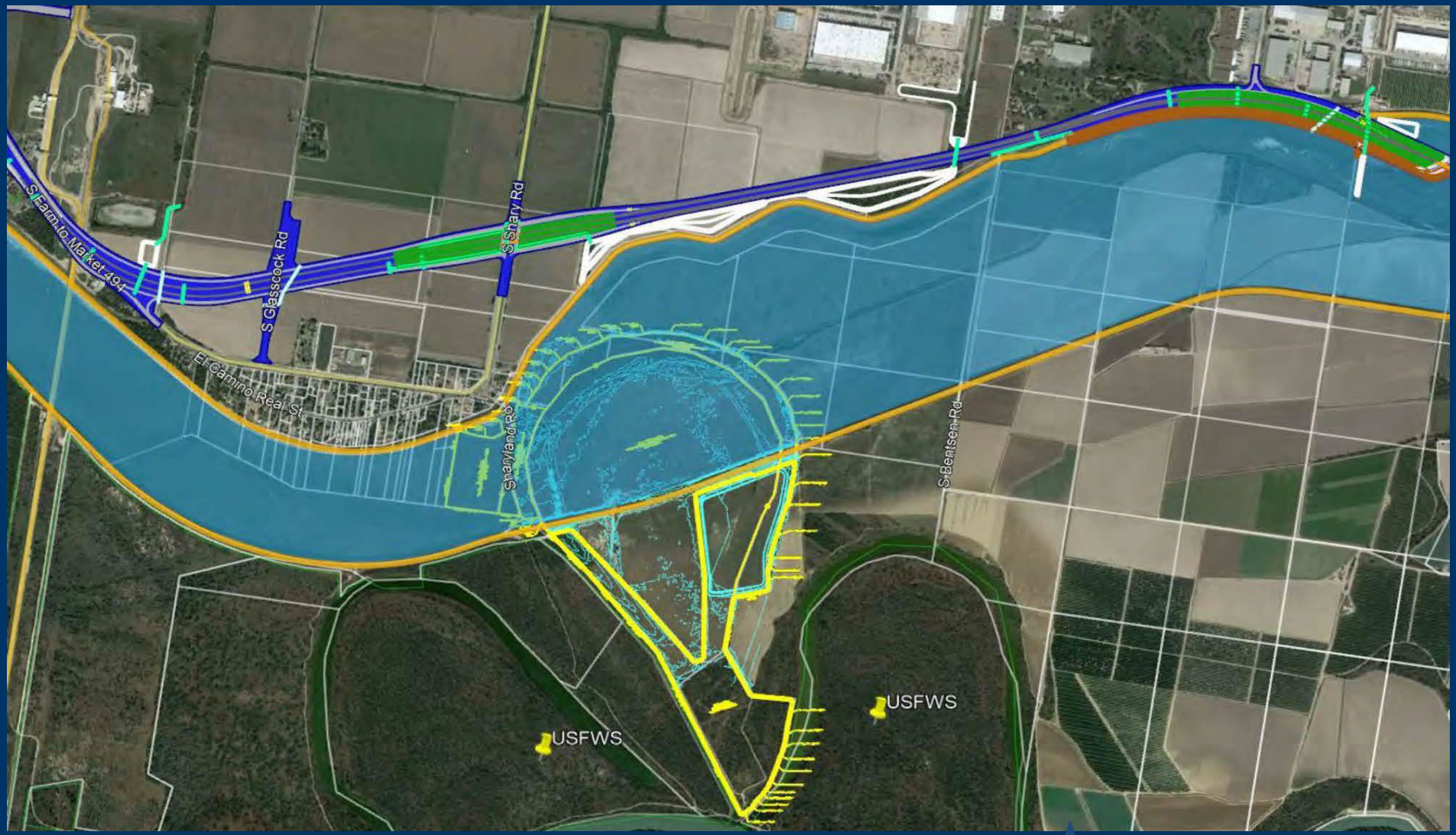
Request for sealed bids for Hidalgo County Regional Mobility Authority for the 365 Tollway Project

Segments 1 and 2 Toll Collection System Installation, Integration, and Maintenance

Anticipated Release in Early September 2022

HCRMA Pre-Advertisement Local Government Sponsor: Hidalgo County Regional Mobility Authority (HCRMA) Pilar Rodriguez, PE, Executive Director 203 W. Newcombe Ave Pharr, Texas 78577
Telephone / Fax: (956) 402-4762 / (956) 475-3451

WETLAND MITIGATION SITE

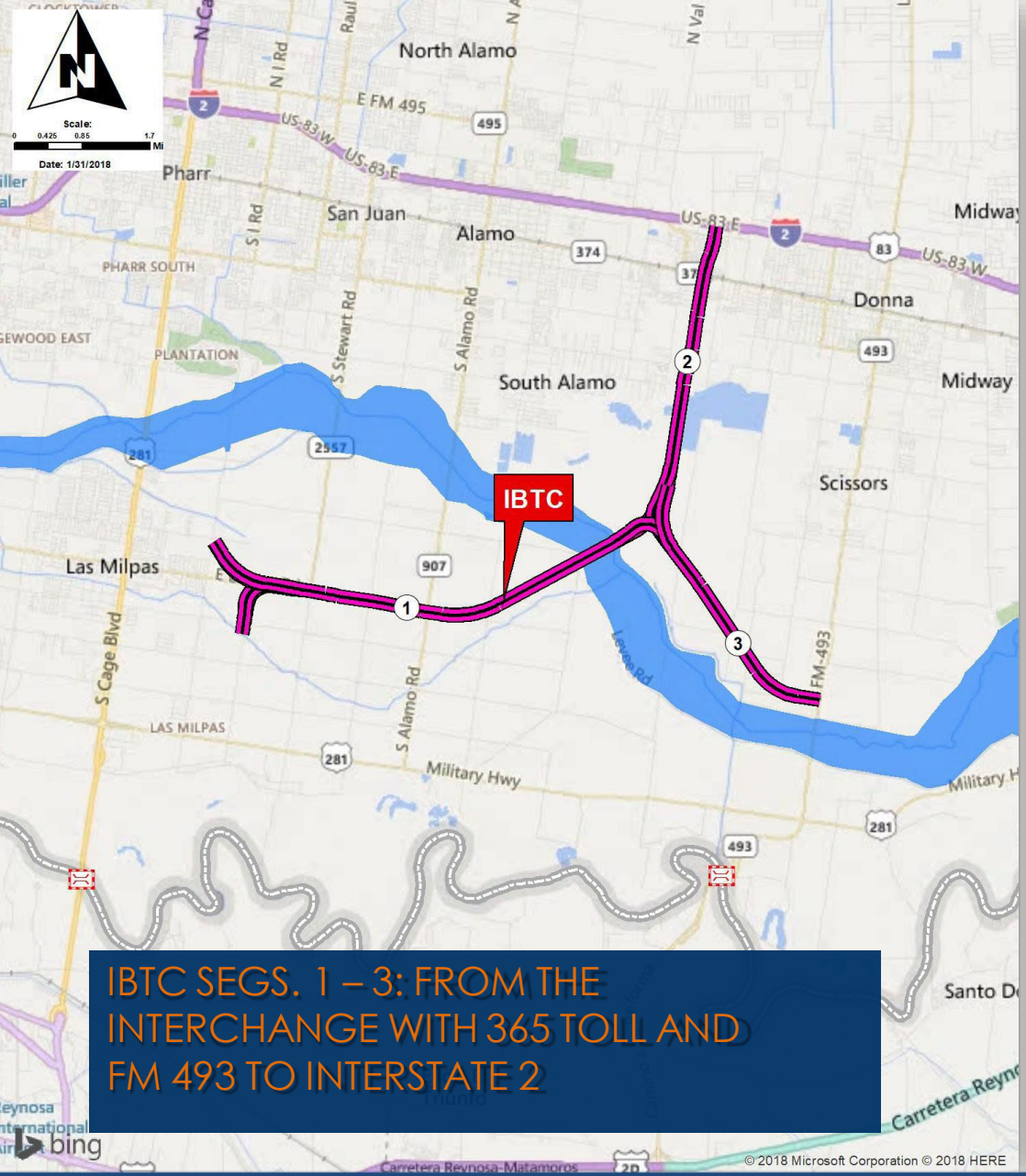






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HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



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

IBTC

This 13.15-mile long project. The proposed project would construct a new location non-tolled facility beginning at 1) 365 Tollway (Dicker Road) and extends 5.43 miles in a west direction. The alignment splits just west of FM 1423 (Val Verde Road) and travels north, 2) the northern leg continues 4.21 miles to Interstate Highway 2. The east leg 3) travels 3.51 miles east to where it is proposed to connect to FM 493.

MAJOR MILESTONES:

OBTAINED EA ENV CLASSIFICATION: 11/2017

SCHEMATIC APPROVED: 11/2021

NEPA CLEARANCE: MID 2022

EST. LETTING: LATE 2027

The IBTC project is broken down into two phases, Phase I (Interim Design) and Phase II (Ultimate Design). Phase I includes the construction of frontage roads on the West and East legs of the roadway and the mainlanes in the North leg and is the subject of this grant application. There are no frontage roads included in the North leg of the IBTC. Typical sections for the East, West, and North legs for Phase I of the IBTC can be found below.

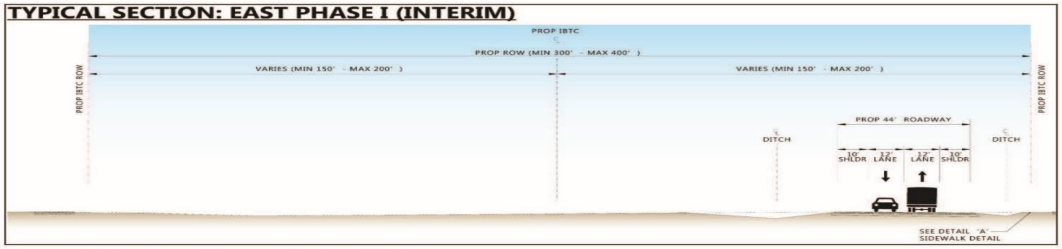


Figure 2: *East Leg Phase I Typical Section*

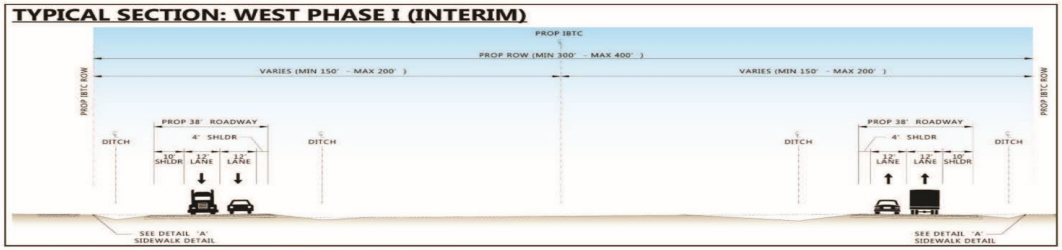


Figure 3: *West Leg Phase I Typical Section*

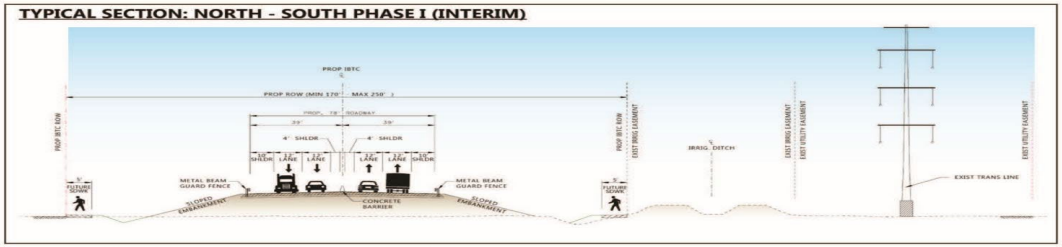


Figure 4: *North Leg Phase I Typical Section*

Additional details on the proposed conditions for the West, East, and North legs in the Phase I design can be found below:

- **East Leg:** The East Leg of the project consists of one frontage road with one 12-foot-wide lane in each direction (two lanes total), 10-foot-wide inside and outside shoulders, a 12-foot-wide inside ditch, and an 8 to 10 feet outside ditch.
- **West Leg:** The West Leg includes two frontage roads with one 12-foot-wide lane in each direction (four lanes total), a 10-foot-wide outside shoulder, and a 4-foot-wide inside shoulder separated by a variable width grassy median. Also included is a 20-foot-wide outside ditch and variable width inside ditch.
- **North Leg:** The North Leg of the project includes two 12-foot-wide mainlanes in each direction (four lanes total), a 10-foot-wide outside shoulder, and a 4-foot-wide inside shoulder separated by a concrete barrier.

Phase I of the IBTC includes several proposed structures to help facilitate traffic flow and mitigate potential flooding impacts to the roadway. An underpass at Border Road, a bridge over the International Boundary and Water Commission (IBWC) Main Floodway Channel, a bridge/culvert at the Donna Reservoir, and an overpass at Business Highway 83 are all proposed as part of the Phase I design. The maximum depth of impacts for the proposed project would be 3 feet in areas for the new pavement, a maximum depth of 10 feet for cross-culverts, and a maximum depth of 10 feet for drainage ditches. At bridge structures, the depth of impacts may extend to 25 feet deep for drilled shafts or pile foundations.

Phase I includes the construction of frontage roads on the West and East legs of the roadway and the mainlanes in the North leg and is the subject of this grant application.

While this MPDG application is for the Phase I (Interim) Design, the IBTC will eventually be built out to include the Phase II (Ultimate) Design. Typical sections for the Phase II Design can be found below for reference.

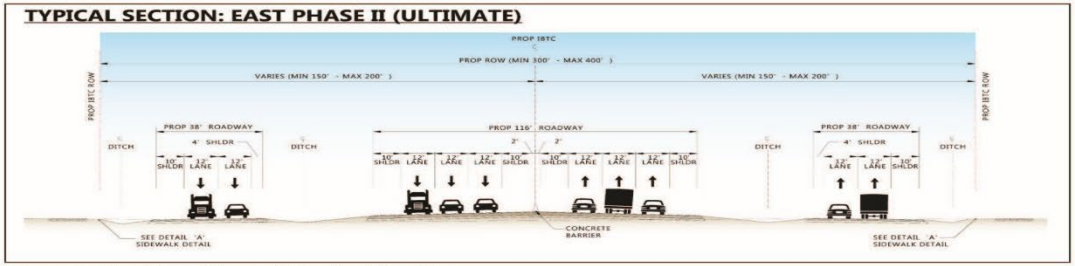


Figure 5: *East Leg Phase II Typical Section*

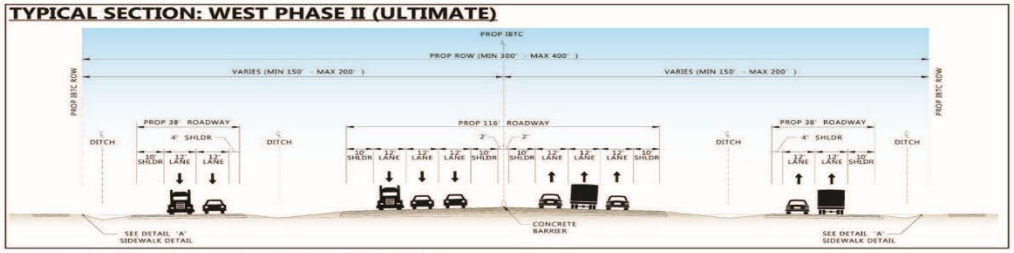


Figure 6: *West Leg Phase II Typical Section*

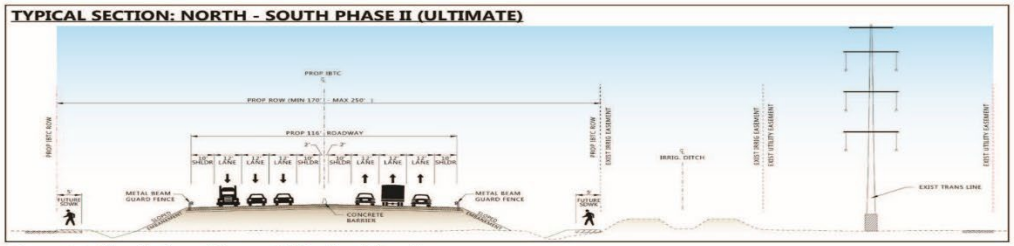


Figure 7: *North Leg Phase II Typical Section*

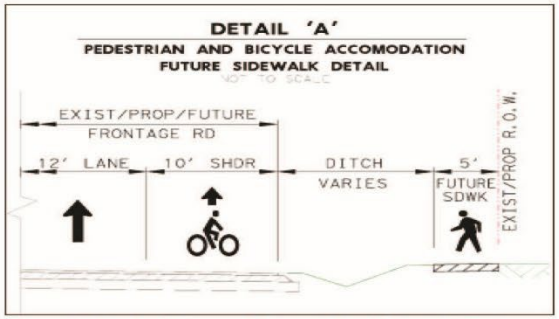


Figure 8: *Pedestrian and Bicycle for Potential Future Accommodations Typical Section (East and West Legs)*

While this MPDG application is for the Phase I (Interim) Design, the IBTC will eventually be built out to include the Phase II (Ultimate) Design.

ADVANCE PLANNING

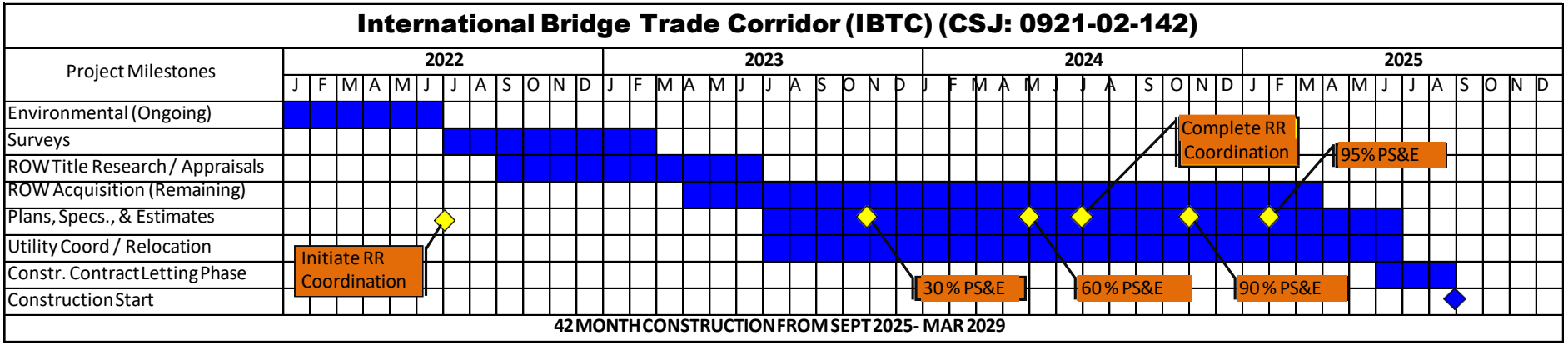
IBTC

- Environmental:
- Submitted Final EA revisions 8/8/2022 and anticipate project's final determination by year's end, 2022.

- Funding / UTP / TIP Status:
- Funding is non-toll and incorporates overweight corridor network fees to help finance project
- HCRMA requested via letter to TxDOT for On-System classification
- Submitted Infra (Mega) Grant for Phase 1 construction with TxDOT as supporting agency on May 23, 2022.

IBTC SCHEDULE

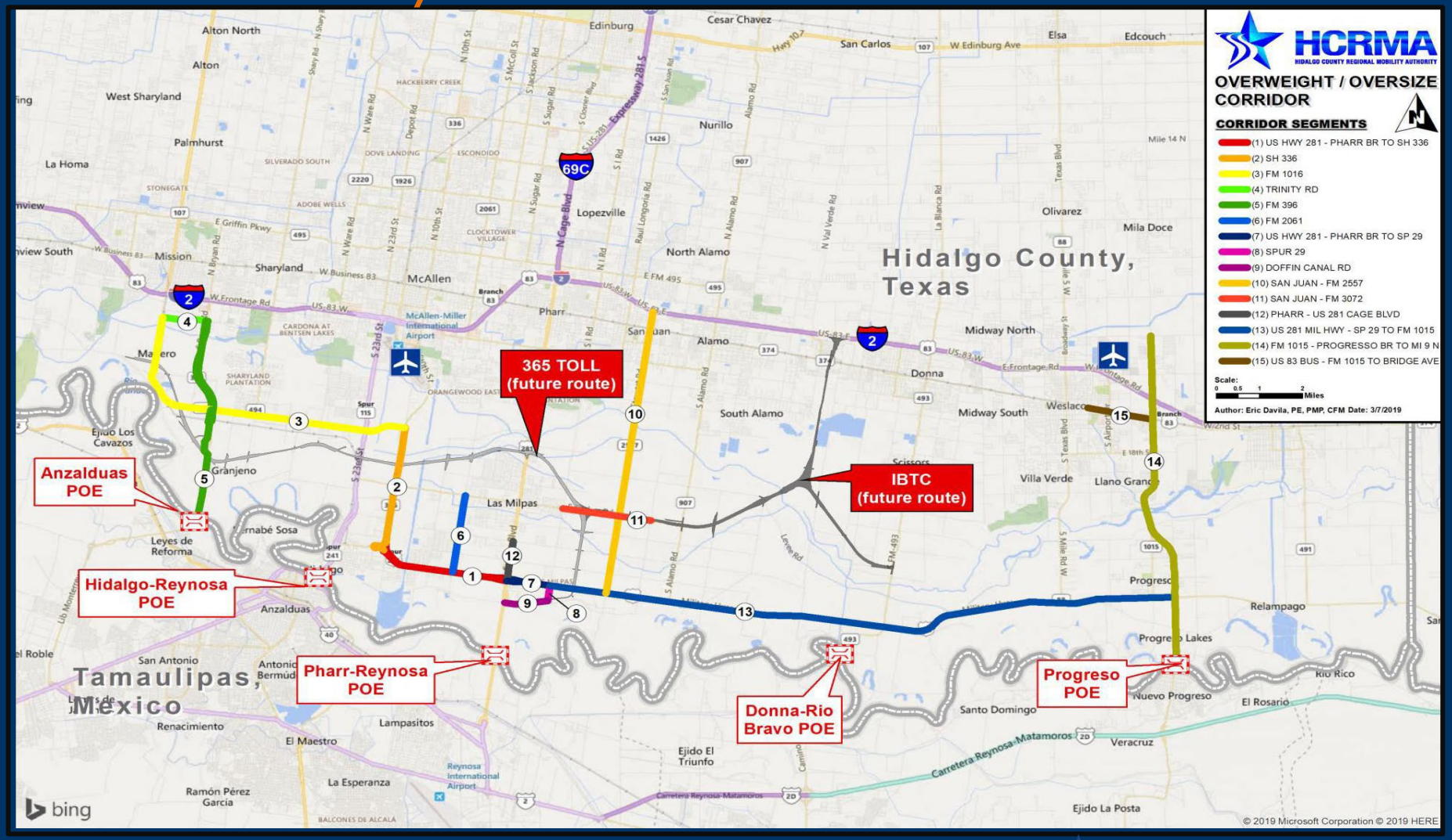
IBTC



www.hcrmamet/ibtc.html

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

OVERWEIGHT / OVERSIZE CORRIDOR SEGMENTS



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

OVERWEIGHT REPORT FOR AUGUST 2022:
January 1, 2022 – August 31, 2022

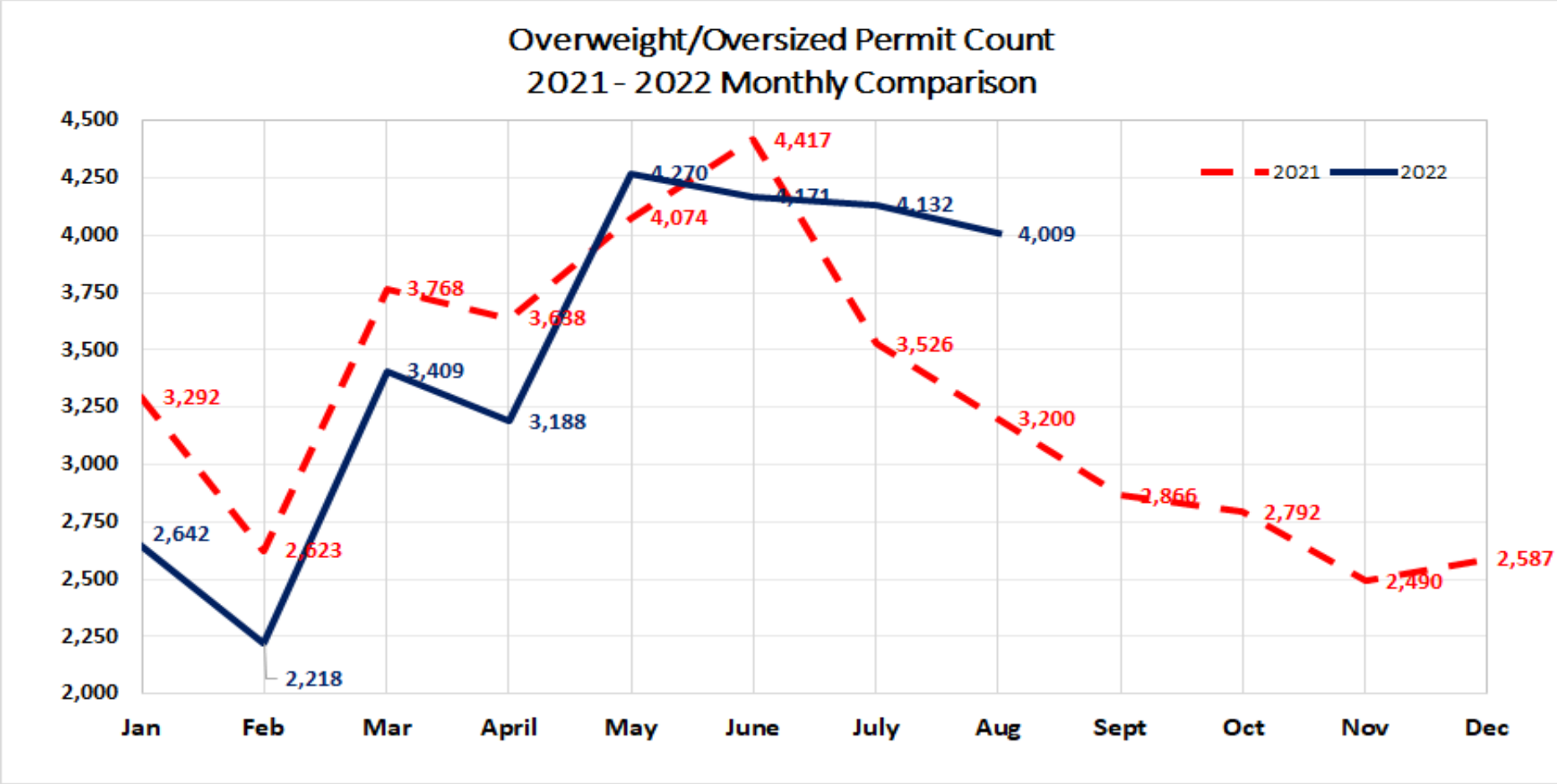
OW

Total Permits Issued:	**28,039**
Total Amount Collected:	**$ ----------**
■ **Convenience Fees:**	**$ 65,070**
■ **Total Permit Fees:**	**$ 5,607,800**
– Pro Miles:	$ 84,117
– TxDOT:	$4,766,630
– HCRMA:	$ 757,053

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Overweight Report for August 2022: January 1, 2022 – August 31, 2022

OW



Notes:

1. **The permit count for 2021 (39,273) ended with a +9.0% (increase) compared to 2020 (36,040).**
2. **Monthly permit count of 4,009- represents a +25.3% (increase, 809) compared to the same month in 2021.**

CONSTR. ECONOMICS SEPT 2022

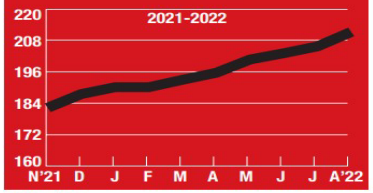
CE

ENR's Materials Prices For August 2022

CONCRETE BLOCK

+2.7%

MONTHLY PRICES ROSE 2.7%, WHILE YEARLY PRICES ROSE 18.9%.

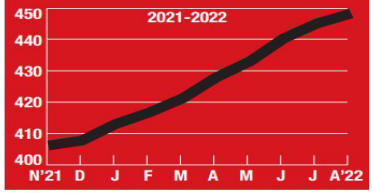


1992=100

READY-MIX CONCRETE

+0.7%

READY-MIX CONCRETE PRICES INCREASED 0.7% SINCE LAST MONTH.

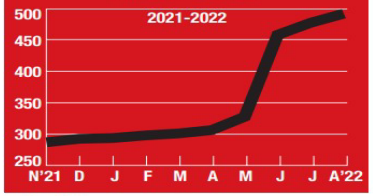


1992=100

ASPHALT PAVING

+3.1%

ASPHALT PRICES ROSE 3.1% THIS MONTH, WHILE YEARLY PRICES ARE UP 38.6%.

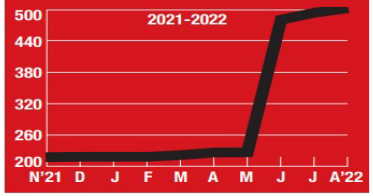


1992=100

PORTLAND CEMENT

+1.8%

MONTHLY PRICES FOR PORTLAND CEMENT ROSE 1.8% IN AUGUST.



1992=100

20-CITY AVERAGE

ITEM	UNIT	$PRICE	%MONTH	%YEAR
ASPHALT PAVING				
PG 58	TON	616.05	**+3.1**	+38.6
Cutback, MC800	TON	407.60	+0.1	+5.5
Emulsion, RAPID SET	TON	377.73	–0.3	+4.7
Emulsion, SLOW SET	TON	391.84	–0.2	+5.1
PORTLAND CEMENT				
Type one	TON	174.97	**+1.8**	+16.3
MASONRY CEMENT				
70-lb bag	TON	12.77	+2.8	+14.8
CRUSHED STONE				
Base course	TON	16.64	+0.2	+22.3
Concrete course	TON	16.82	+1.1	+25.6
Asphalt course	TON	18.23	+1.2	+27.6
SAND				
Concrete	TON	16.15	+2.0	+43.5
Masonry	TON	16.90	+0.6	+21.6
READY-MIX CONCRETE				
3,000 psi	CY	147.43	**+0.7**	+13.1
4,000 psi	CY	156.40	+0.9	+8.9
5,000 psi	CY	190.38	+0.6	+4.1
CONCRETE BLOCK				
Normal weight: 8" x 8" x 16"	C	202.60	**+2.7**	+18.9
Lightweight: 8" x 8" x 16"	C	182.38	+1.4	+12.7
12" x 8" x 16"	C	280.11	+2.1	+24.1

SOURCE: ENR

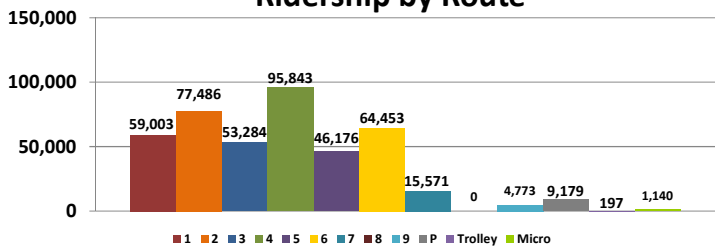
FY 2021-2022 METRO MCALLEN

OCTOBER 1, 2021 thru JULY 31, 2022 Ridership and Fares

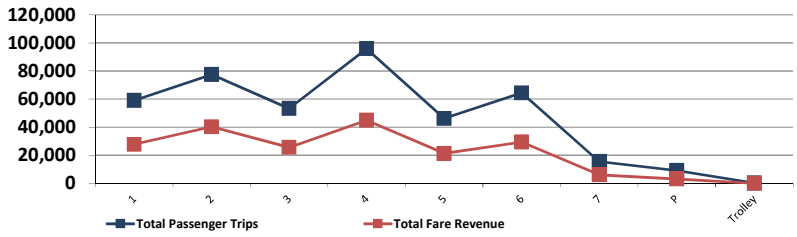
TOTAL RIDERSHIP=	427,126

TOTAL ANNUAL FARE REVENUE=	$207,035

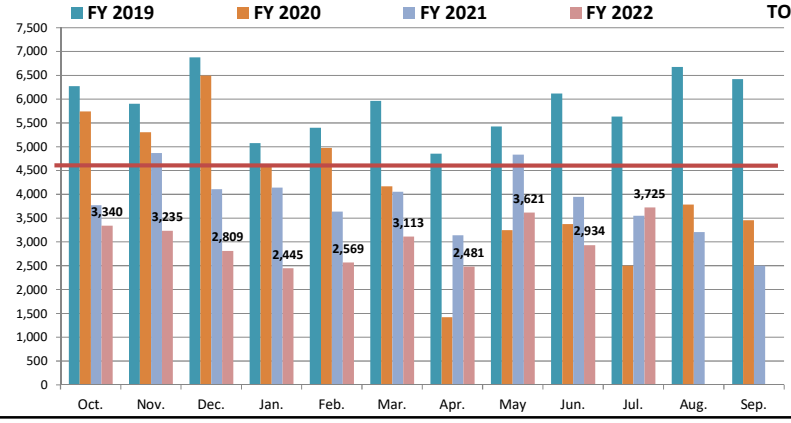
Ridership by Route



Route Summary



SERVICE EXTENSION - YTD Ridership



TOTAL RIDERS:

30,272

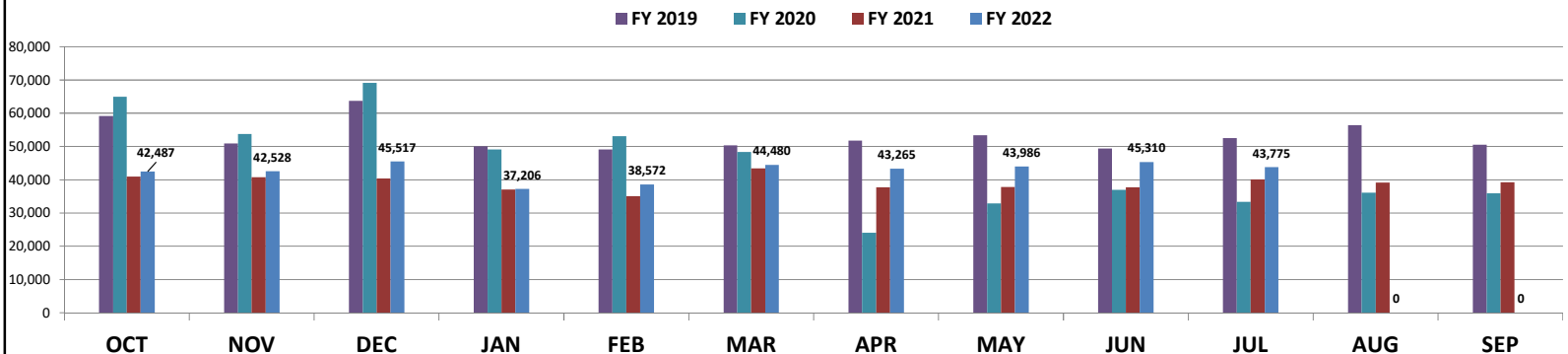
MONDAY-SATURDAY **6:00PM - 9:00PM**
&
SUNDAY **8:00PM - 6:00PM**
ROUTES



MONTHLY RIDERSHIP OF SERVICE EXPANSION

Fiscal Year	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	TOTAL
FY 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	3,459	49,104
FY 2021	3,772	4,870	4,109	4,145	3,639	4,053	3,142	4,834	3,946	3,553	3,210	2,505	45,778
FY 2022	3,340	3,235	2,809	2,445	2,569	3,113	2,481	3,621	2,934	3,725			30,272
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 2019 - FY 2022 RIDERSHIP SUMMARY



Fiscal Year	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	TOTAL	%Change
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	35,922	537,699	-16%
FY 2021	40,960	40,791	40,394	37,029	35,065	43,382	37,751	37,829	37,755	40,081	39,124	39,275	469,436	-13%
FY 2022	42,487	42,528	45,517	37,206	38,572	44,480	43,265	43,986	45,310	43,775	0	0	427,126	-9%

BROWNSVILLE METRO REPORT

NO REPORT PROVIDED



Valley Metro Transit Report July 2022 Data

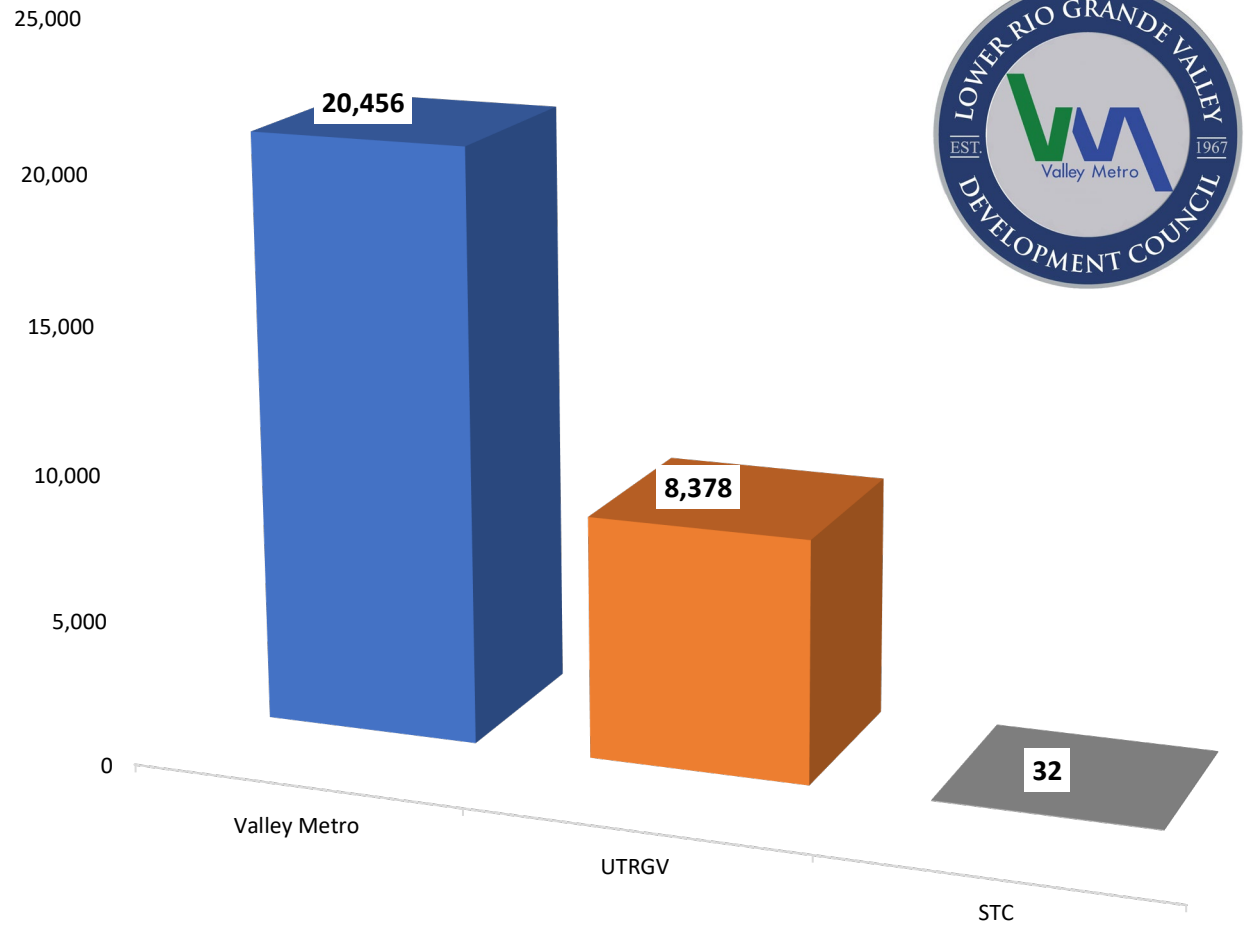
Passenger Trips

July 2022 Ridership
28,866

Valley Metro	20,456
UTRGV	8,378
STC	32

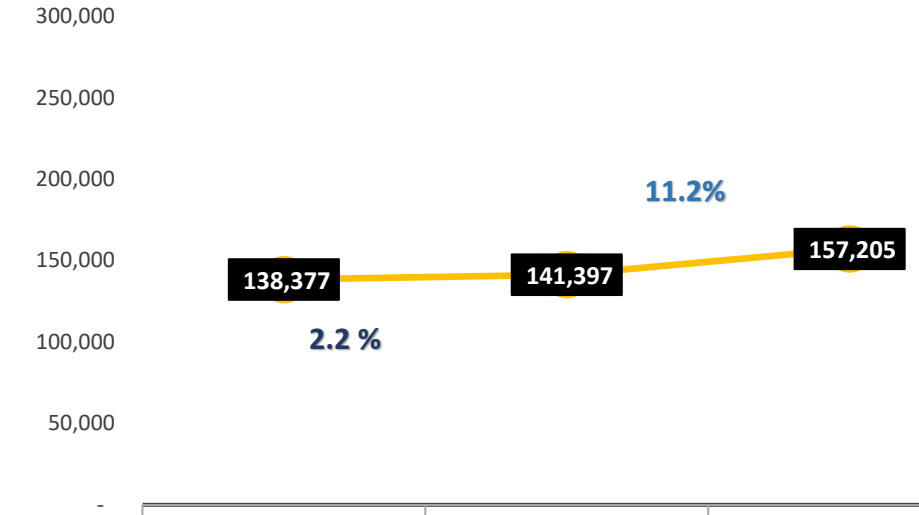


Ridership by Agency- July 2022



Valley Metro Miles & Hours

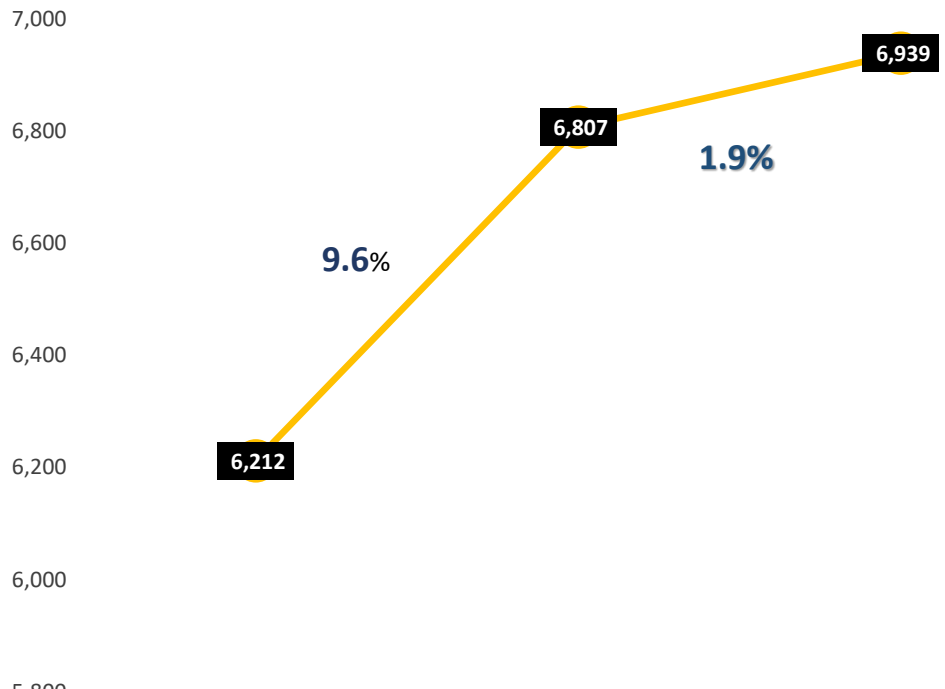
July Revenue Miles



	FY 2020	FY 2021	FY 2022
Revenue Miles	138,377	141,397	157,205



July Revenue Hours



	FY 2020	FY 2021	FY 2022
Revenue Hours	6,212	6,807	6,939

Public Outreach Events

Date	Location	Event Name	Time
7/12/2022	**McAllen**	**Texas A&M Student Orientation**	**7:30 am - 9am**
7/13/2022	McAllen	Texas A&M Student Orientation	7:30 am - 9am
7/19/2022	McAllen	Texas A&M Student Orientation	7:30 am - 9am
7/27/2022	Pharr	Vail 32nd ADA Celebration & Art Showcase	10 am - 1 pm
7/29/2022	San Juan	Operation Border Health and Preparedness	7 am - 2 pm









VALLEY METRO 956-969-5761
PLANNING DEPARTMENT

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Route Maps with locations

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VM Regional Call Center 1-800-574-8322