

March 14, 2024 Workshop Attendees

NAME	ORGANIZATION	REP
Chris Nelson	Brownsville	RPIC
Johanna Maldonado	San Benito	TAC
Abel Bocanegra	McAllen	RPIC
Norma Ceballos	HC PCT 3	RPIC
Jorge Pena	HC PCT 1	RPIC
David Balderrama	HC PCT 1	PM
Dora E. Robles	TxDOT PHR	TAC
Norma Y. Garcia	TxDOT PHR	RPIC
Johnny Pena Jr.	Brownsville	TAC
Eric Davila	CCRMA	TAC
Armando Garza Jr.	HC PCT 2	TAC

NAME	ORGANIZATION	REP
Rene Gonzalez	McAllen	TAC
Adonica De Los Santos	Cameron Co. DOT	RPIC
Benjamin Worsham	Cameron Co.	TAC
Jorge Arcante	HC PCT 3	
Raymond Sanchez	TxDOT TPP	
Anthony Garza	CCRMA	
Mardoqueo Hinojosa	Edinburg	RPIC
Pete Sepulveda, Jr.	CCRMA	RPIC
Velinda Reyes	HC PCT 4	RPIC
Tom Reyna	Edinburg	TAC
Ruben Alfaro	Pharr	

Project Readiness Workshop

LRGVDC Ken Jones Executive Boardroom
April 11, 2024
11:00am – 12:00pm

*Increase Utilization
& Decrease Carryover*

- I. Increase Utilization & Decrease Carryover!
 - A. Brief TAC Rule Change Recap & FIN Note
 - B. FY 2024-2028 Est. Utilization
- II. Project Scoring
 - A. Project Scoring Sheets & Ranking
- III. Performance Measures
 - A. ATG Framework Recommendations
- IV. Project Prioritization
 - A. Federal & State Requirements
- V. Next Steps
 - A. LG Monthly Project Development Meetings with TxDOT
 - B. RGVMPPO Monthly Meetings with TxDOT FIN Division
 - C. Reconvene Project Readiness Workshop **Monthly** until a strategy is fully developed to reduce the Remaining Allocation to under 200% and prevent the transfer of funds to CAT 2 & 11.

Workshop Goal & Objectives

Strategize to help optimize the use of federal funds.

- = Prepare for the annual review of Cat. 7 carryover to address potential underutilization of funding.
- = Maintain consistent communication and project development.
- = Regularly recalculate utilization and carryover estimates for each fiscal year (FY).

Project Prioritization

- = Understanding the Performance Measures Framework
- = Focus on projects with funds for **construction**.

Increase Utilization & Decrease Carryover!

■ §16.154 – Transportation Allocation Funding Formulas

Category Allocations

- Category 2 (Metro and Urban Corridors)
 - Clarifies Commission intent for Cat. 2 funding to be used on priority projects determined by MPOs
 - Adds districts to the Cat. 2 allocation and specifies funding is for projects within the MPO boundaries

Carryover Adjustments

- Clarifies definition of “carryover” and “committed” funds*
- Prescribes annual review of Cat. 5 and Cat. 7 carryover to address potential underutilization of funding
- Category 5 (CMAQ)
 - If a district or MPO carries over more than 200% of its Cat. 5 allocation from the previous year, TxDOT may redistribute the amount above 200% to other eligible districts or MPOs
- Category 7 (Metro Mobility and Rehab)
 - If an MPO carries over more than 200% of its Cat. 7 allocation, TxDOT may reduce the district/MPO’s Cat. 2 carryover by an equivalent amount and transfer the amount to the district’s Cat. 11 (District Discretionary) allocation for safety projects
- TxDOT will report to the Commission and notify impacted MPOs prior to making carryover redistributions*

Federal funds lapse within 4 years of allocation.

■ §16.105 – Unified Transportation Program

Major Changes

- Clarifies that “major changes” and changes to funding allocations in Category 12 (Strategic Priority) require adoption by the commission
- Clarifies that carryover redistribution does not constitute a major change

Increase Utilization & Decrease Carryover!

Category 7: Implementing Cat 2 Carryover Provisions



Cat 7 (STP MM)

MPO	a		FTR adjs	b		c	d = b - c
	FY24 Allocation	FY23 Carryover		FY24 Revised Allocation	Total Used		
Alamo Area	60.82	133.84	0.00	194.66	115.08	79.58	
CAMPO	47.13	136.83	0.00	183.96	152.90	31.06	
Corpus Christi	11.07	24.83	0.00	35.90	0.00	35.90	
El Paso	26.72	41.38	0.00	68.10	49.30	18.80	
HGAC	179.34	420.45	0.00	599.79	93.31	506.48	
Killeen-Temple	7.53	14.95	0.00	22.48	8.28	14.20	
Laredo	8.15	55.46	0.00	63.61	100.00	(36.39)	
Lubbock	8.21	(4.74)	0.00	3.47	7.00	(3.53)	
NCTCOG	189.85	55.54	0.00	245.39	150.95	94.44	
RGVMPO	32.74	115.00	0.00	147.74	25.14	122.60	
Total	571.56	993.54	0.00	1,565.10	701.96	863.14	

% Remaining **200%**

d/a	Remaining Allocation as % of FY24 Allocation	Amount Subject to TAC Rule*
	131%	0.00
	66%	0.00
	324%	13.76
	70%	0.00
	282%	147.80
	189%	0.00
	-447%	0.00
	-43%	0.00
	50%	0.00
	374%	57.12
		218.68

* Estimated impact of proposed TAC Rule change based on FY2024 allocation usage as of 1/3/2024

- Based on the 200% proposed TAC rule change, CRPMPO, HGAC and RGVMPO would be considered to potentially shift Category 2 funds to Category 11 Safety

= \$65.48M

Data as of 1/3/2024

RGVMPO + TxDOT PHR + TxDOT FIN

March 28th Meeting Notes

- Federal funds are obligated through the receipt of an FPAA & SLOA.
 - FPAA = Federal Project Authorization Agreement
 - SLOA = State Letter of Authority
 - Utilization = Obligation (FPAA & SLOA)
- PE/ROW/CE phases are utilized/obligated with construction funds.
 - Total sum (of all phases per CSJ) written in the FPAA.
- As an exercise, each agency will be developing separate utilization estimates and project lists to compare calculation methodologies.
- Need to ask questions regarding the potential process/timeline for the potential carryover adjustment decision-making.

FY 2024 MPO Allocation Utilization



Category 5 Allocation

MPO	FY24 Revised Allocation	FY24 Scheduled	Allocation Remaining	% Scheduled to Allocation
AAMPO	\$56.61	(\$18.93)	\$37.68	33.40%
EL Paso MPO	\$23.22	(\$15.67)	\$7.55	67.50%
HGAC MPO	\$364.71	(\$101.31)	\$263.40	27.80%
NCTCOG MPO	\$80.33	(\$70.83)	\$9.50	88.20%
Total	\$524.87	(\$206.74)	\$318.13	39.40%

Category 7 Allocation

MPO	FY24 Revised Allocation	FY24 Scheduled	Allocation Remaining	% Scheduled to Allocation
AAMPO	\$194.66	(\$115.08)	\$79.58	59.10%
CAMPO	\$183.96	(\$152.90)	\$31.06	83.10%
Corpus Christi MPO	\$35.90	\$0.00	\$35.90	0.00%
El Paso MPO	\$68.10	(\$49.30)	\$18.80	72.40%
HGAC	\$599.80	(\$93.31)	\$506.49	15.60%
KTUTS	\$22.48	(\$8.28)	\$14.19	36.80%
Laredo MPO	\$63.61	(\$100.00)	(\$36.39)	157.20%
Lubbock MPO	\$3.47	(\$7.00)	(\$3.53)	201.70%
NCTCOG	\$245.40	(\$150.95)	\$94.45	61.50%
RGV MPO	\$147.74	(\$25.14)	\$122.59	17.00%
Total	\$1,565.12	(\$701.96)	\$863.14	44.90%

= Carryover

- Allocations include federal plus state/local match
- Revised Allocations include prior fiscal year carryover
- FY 2025 UTP will reflect allocations for Bryan, Amarillo, McKinney-Frisco & Woodlands-Conroe

Data as of 1/3/2024

III.A. FY2024 Projects

* Only CAT 7 Construction Amounts (incl. CRRSAA/Flex) ** Local Contribution included in Total Project Cost (not 3LC)

Project Sponsor	CSJ #	Project Name	Project Phase	Federal Amount	State Amount	Federal + State/Local Amount
Pharr	0921-02-479	Twin Span Bridge (Pharr Bridge Expansion)	C	\$1,600,000	\$260,000	\$2,000,000
Pharr	0921-02-363	I Road (Rancho Blanco – Dicker Rd.)	C, CE	\$9,142,657	\$1,598,155	\$10,824,925
TXDOT/ HC 4	1064-01-043	FM 676	C	\$4,000,000	\$1,000,000	\$5,000,000
Pharr	0921-02-499	I Road (Dicker to Military Hwy)	C, CE	\$6,962,135	\$1,575,845	\$8,621,083
Total Utilization (federal STP MM & Flex + state/local match) :				\$21,704,792	\$4,434,000	\$26,446,008
Total STP MM/Flex Scheduled to be Utilized for Construction (less CE amounts) :						\$25,142,582



Revised FY2024 Scheduled Projects

* Only CAT 7 Construction Amounts (incl. CRRSAA/Flex) ** Local Contribution included in Total Project Cost (not 3LC)

Project Sponsor	CSJ #	Project Name	Project Phase	Federal Amount	State Amount	Federal + State/Local Amount
Pharr	0921-02-479	Twin Span Bridge (Pharr Bridge Exp)	C	\$1,600,000	\$260,000	\$2,000,000
Pharr	0921-02-363	I Road (Rancho Blanco – Dicker Rd.)	C, CE	\$9,142,657	\$1,598,155	\$10,824,925
TXDOT/ HC 4	1064-01-043	FM 676	C	\$4,000,000	\$1,000,000	\$5,000,000
Pharr	0921-02-499	I Road (Dicker to Military Hwy)	C, CE	\$6,962,135	\$1,575,845	\$8,621,083
HC PCT 2	0921-02-361	Nolana Loop (S1)	C, CE	\$13,978,975	\$2,463,509	\$17,743,719
HC PCT 3	0921-02-194	Liberty Blvd	C, E, R	\$8,428,382		\$10,535,477
Total Utilization (federal STP MM & Flex + state/local match) :				\$44,112,149	\$6,897,509	\$54,725,204
REVISED Total STP MM/Flex Scheduled to be Utilized for Construction (less CE & R amounts) :						\$50,434,127



FY2024 Utilization & Carryover Estimates

	FY24 Revised Allocation	FY24 Scheduled to Obligate	Allocation Remaining (= FY24 Carryover)	% Est. Obligation to Allocation	Remaining allocation as % of FY24 Allocation
Past Estimate	\$115M (FY23 Carryover) + \$32.74M (FY24 Allocation) = \$147.74M	(\$25.14M)	\$122.59M	17.00%	$\frac{\$122.59 \text{ (FY24 Carryover)}}{\$32.74 \text{ (FY24 Allocation)}} = 374\%$
Revised Estimate		(\$50.43M)	\$97.31M	34.13%	$\frac{\$97.31 \text{ (FY24 Carryover)}}{\$32.74 \text{ (FY24 Allocation)}} = 297\%$
Measurement of Change		\$25.29M Increase in Est. Utilization	\$25.28M Decrease in Est. Carryover	17.13% Increase in FY24 % Est. Obligation to Allocation	97% Exceeds 200% carryover threshold

Increase Utilization & Decrease Carryover!

III.B. FY2025 Projects

* Only CAT 7 Construction Amounts (incl. CRRSAA/Flex) ** Local Contribution included in Total Project Cost (not 3LC)

Project Sponsor	CSJ #	Project Name	Federal + State/Local Const. Amount
HC PCT 1	0921-02-254	Mile 1 East	\$6,000,000
HC PCT 2	0921-02-361	Nolana Loop (S1)	\$17,473,718
HC PCT 3	0921-02-332	Mile 3 N – Phase II	\$5,922,500
McAllen	0921-02-512	Bensten Rd.	\$4,060,840
CCRMA	0684-01-068	SH 550 Gap II	\$19,131,922
Total STP MM/Flex Scheduled to be Utilized for Construction:			\$52,588,980

FY24

FY27

Revised FY2025 Scheduled Projects

* Only CAT 7 Construction Amounts (incl. CRRSAA/Flex) ** Local Contribution included in Total Project Cost (not 3LC)

Project Sponsor	CSJ #	Project Name	Federal + State/Local Const. Amount
HC PCT 1	0921-02-254	Mile 1 East	\$6,000,000
HC PCT 3	0921-02-332	Mile 3 N – Phase II	\$5,922,500
CCRMA	0684-01-068	SH 550 Gap II	\$19,131,922
Cameron Co.	0921-06-257	South Parallel Corridor III	\$6,720,000
Mission/McAllen	0921-02-328	Taylor Rd	\$12,600,000
REVISED Total STP MM/Flex Scheduled to be Utilized for Construction:			\$50,374,422

FY2025 Utilization & Carryover Estimates

	FY25 Revised Allocation	FY25 Scheduled to Obligate	Allocation Remaining (= FY25 Carryover)	% Est. Obligation to Allocation	Remaining Allocation as % of FY25 Allocation
Past Estimate	\$122.59M (FY24 Carryover) + \$33.39M (FY25 Allocation) = \$155.98M	(\$52.59M)	\$103.39M	33.72%	\$103.39 (FY25 Carryover) ÷ \$33.39M (FY25 Allocation) = 309%
Revised Estimate	\$97.31M (FY24 Carryover) + \$33.39M (FY25 Allocation) = \$130.7M	(\$50.37M)	\$80.33M	38.54%	\$80.33M (FY25 Carryover) ÷ \$33.39M (FY25 Allocation) = 241%
Measurement of Change	\$25.28M Decrease	\$2.22M Decrease in Est. Utilization	\$23.06M Decrease in Est. Carryover	4.82% Increase in FY24-FY25 % Est. Obligation to Allocation	41% Exceeds 200% carryover threshold

Increase Utilization & Decrease Carryover!

Mar. 2024				
	Project Sponsor	CSJ #	FY2026 Project Name	Federal + State/Local Amount
FY24	HC PCT 3	0921-02-194	Liberty Blvd	\$13,951,272
	HC PCT 1	0921-02-447	Mile 6 W	\$22,612,489
	Pharr	0921-02-436	W. Moore Rd	\$6,084,000
	Edinburg	0921-02-440	Freddy Gonzalez Dr	\$5,196,846
	Mission/HC 3	0921-02-521	Los Ebanos Rd	
	TxDOT	0921-02-142	IBTC	\$20,000,000
FY25	CCRMA	0921-06-291	Morrison Rd	
	Cameron Co.	0921-06-257	South Parallel Corridor III	\$6,720,000
	McAllen/HC 4	0921-02-362	Russell Rd	\$4,950,000
	Pharr	0921-02-376	Hi Line West Rd	\$5,200,000
	Pharr	0921-02-375	Hi Line East Rd	\$6,665,273
FY25	Mission/McAllen	0921-02-328	Taylor Rd	\$12,600,000
	CCRMA	0921-06-315	East Loop	\$20,000,000
	CCRMA	0921-06-340	West Blvd.	\$150,000 (C, CE)
	Cameron Co.	0921-06-290	Old Alice Rd (BSP to SH100)	\$20,330,000 (C, CE)
Total Utilization (federal STP MM & Flex + state/local match) :				\$144,459,880

Revised FY2026 Projects & Utilization

* Only CAT 7 Construction Amounts (incl. CRRSAA/Flex) ** Local Contribution included in Total Project Cost (not 3LC)

Project Sponsor	CSJ #	FY2026 Project Name	Federal + State/Local
HC PCT 1	0921-02-447	Mile 6 W	\$22,612,489
Pharr	0921-02-436	W. Moore Rd	\$6,084,000
Edinburg	0921-02-440	Freddy Gonzalez Dr	\$5,196,846
Mission/HC 3	0921-02-521	Los Ebanos Rd	
McAllen/HC 4	0921-02-362	Russell Rd	\$4,950,000
Pharr	0921-02-376	Hi Line West Rd	\$5,200,000
Pharr	0921-02-375	Hi Line East Rd	\$6,665,273
CCRMA	0921-06-340	West Blvd.	\$150,000 (C, CE)
Cameron Co.	0921-06-290	Old Alice Rd (BSP to SH100)	\$20,330,000 (C, CE)
REVISED Total Utilization (federal STP MM & Flex + state/local match) :			\$71,188,608

FY2026 Utilization & Carryover Estimates

	FY26 Revised Allocation	FY26 Scheduled to Obligate	Allocation Remaining (= FY26 Carryover)	% Est. Obligation to Allocation	Remaining Allocation as % of FY26 Allocation
Past Estimate	\$103.39M (FY25 Carryover) + \$34.06M (FY26 Allocation) = \$137.45M	(\$144.46M)	(\$7.01M)	105.1%	-\$7.01M (FY26 Carryover) ÷ \$34.06M (FY26 Allocation) = 249%
Revised Estimate	\$80.33M (FY25 Carryover) + \$34.06M (FY26 Allocation) = \$114.39M	(\$71.19M)	\$43.2M	62.23%	\$43.2M (FY26 Carryover) ÷ \$34.06M (FY26 Allocation) = 127%
Measurement of Change	\$23.06M Decrease	\$73.27M Decrease in Est. Utilization	\$36.19M Increase in Est. Carryover	42.87% Decrease for FY24 % Est. Obligation to Allocation	73% Under 200% carryover threshold

Increase Utilization & Decrease Carryover!

IV.A. FY2027 Projects

* CAT 7 Amounts (includes all phases) ** Local Contribution included in Total Project Cost (not 3LC)

Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
San Juan/ Alamo/ HC 1 & 2	0921-02-399	Cesar Chavez	\$6,850,000
San Juan/ Alamo/ HC 1 & 2	0921-02-405	Cesar Chavez Rd	\$21,350,000
Mission/ McAllen/ Hidalgo	0921-02-395	Inspiration/Military Parkway Loop	\$22,250,000
HC PCT 1	0921-02-475	Nolana Loop (S4) (FM 493 – FM 88)	\$4,000,000
Total Category 7/STP MM Programmed/Scheduled to be Utilized:			\$54,450,000

Revised FY2027 Projects & Utilization

* CAT 7 Amounts (includes all phases) ** Local Contribution included in Total Project Cost (not 3LC)

Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
San Juan/ Alamo/ HC 1 & 2	0921-02-399	Cesar Chavez	\$6,850,000
San Juan/ Alamo/ HC 1 & 2	0921-02-405	Cesar Chavez Rd	\$21,350,000
Mission/ McAllen/ Hidalgo	0921-02-395	Inspiration/Military Parkway Loop	\$22,250,000
HC PCT 1	0921-02-475	Nolana Loop (S4) (FM 493 – FM 88)	\$4,000,000
McAllen	0921-02-512	Bensten Rd.	\$4,060,840
CCRMA	0921-06-315	East Loop	\$20,000,000
REVISED Total Category 7/STP MM Programmed/Scheduled to be Utilized:			\$78,510,840

IV.B. FY2028 Projects

* CAT 7 Amounts (includes all phases) ** Local Contribution included in Total Project Cost (not 3LC)

Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
HC 3	0921-02-322	Liberty Blvd (Phase II)	\$10,800,000
Pharr/San Juan/HC 2	0921-02-403	Eldora Rd	\$13,720,000
Total Category 7/STP MM Programmed/Scheduled to be Utilized:			\$24,520,000

Revised FY2028 Projects & Utilization

* CAT 7 Amounts (includes all phases) ** Local Contribution included in Total Project Cost (not 3LC)

Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
HC 3	0921-02-322	Liberty Blvd (Phase II)	\$10,800,000
Pharr/San Juan/HC 2	0921-02-403	Eldora Rd	\$13,720,000
TxDOT	0921-02-142	IBC	\$20,000,000
CCRMA	0921-06-291	Morrison Rd	
REVISED Total Category 7/STP MM Programmed/Scheduled to be Utilized:			\$44,520,000

IV.C. Outer Years

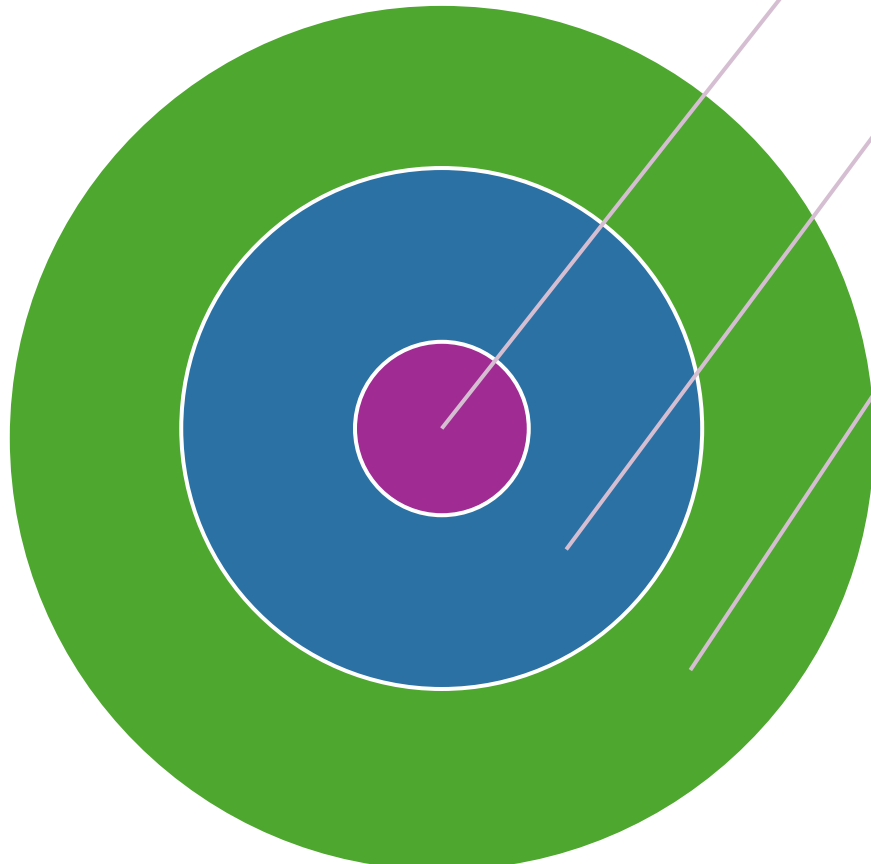
* CAT 7 Amounts (includes all phases) ** Local Contribution included in Total Project Cost (not 3LC)

MTP FY	Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
FY 2029	CCRMA	0921-06-292	Whipple Rd	\$4,541,623
FY 2029	McAllen	0921-02-396	Nolana Loop (Ware Rd – 23 rd St)	\$3,420,000
FY 2029	Weslaco/HC PCT 1	0921-02-360	Mile 10 N	\$18,920,000
FY2029	HC PCT 1	0921-02-448	Mile 6 W Rd	\$12,000,000
FY 2030	CCRMA	0921-06-330	Dana Ave (FM 3248 – FM 802)	\$16,180,000
FY 2030	Edinburg/HC PCT 4	0921-02-442	Trenton Rd (I-69/US 281 – FM 907)	\$14,440,000
FY 2030	Edinburg	0921-02-466	Sprague Ave (Sugar Rd – SH 336)	\$4,500,000
Total Category 7/STP MM Programmed/Scheduled to be Utilized:				\$74,001,623

IV.C. Outer Years Cont.’

* CAT 7 Amounts (includes all phases) ** Local Contribution included in Total Project Cost (not 3LC)

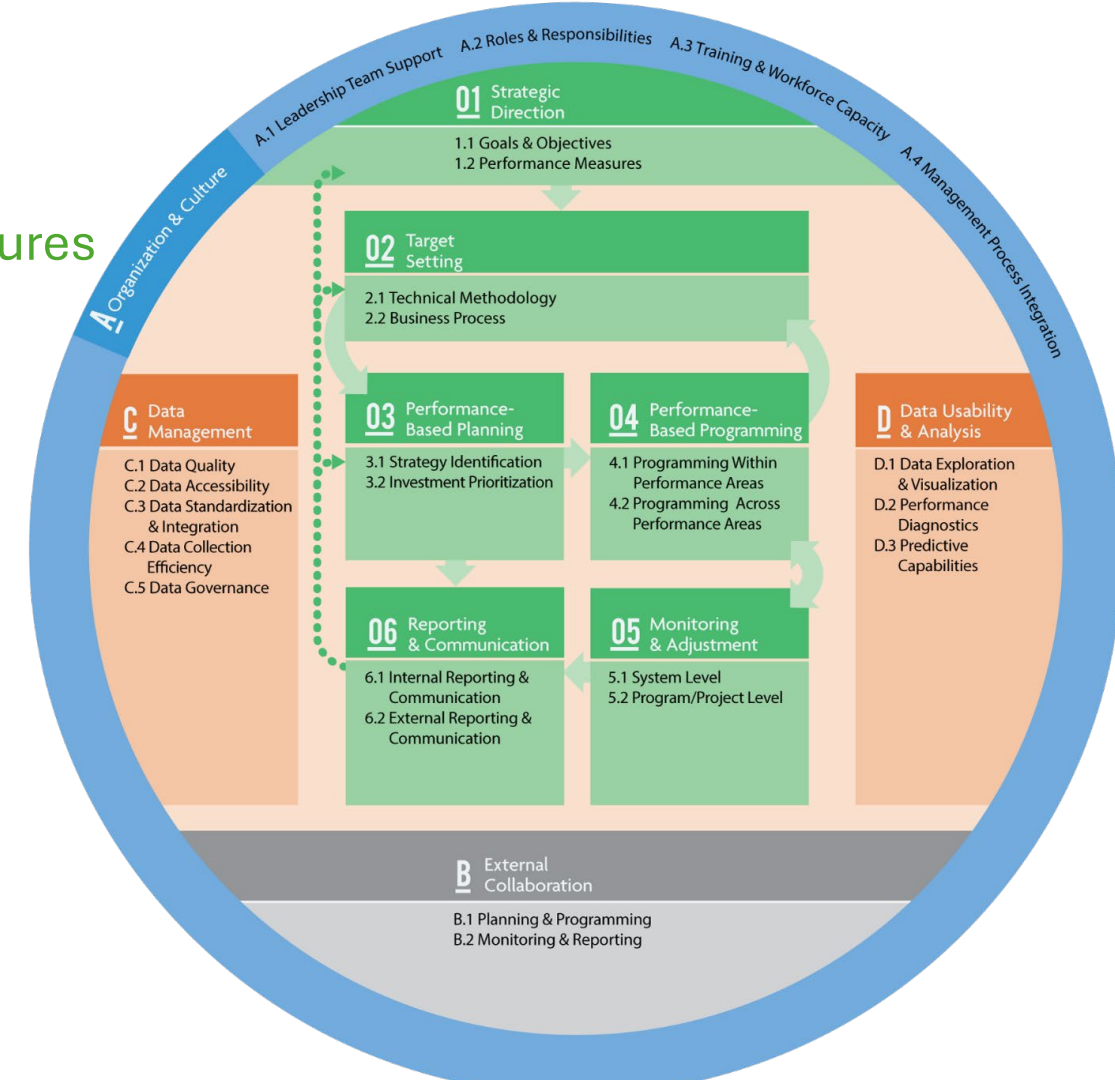
MTP FY	Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
FY 2032	Pharr	0921-02-437	Moore Rd East (Cage Rd – I Rd)	\$7,950,000
FY 2032	Pharr	0921-02-434	Las Milpas Rd W (Jackson – Cage)	\$6,240,000
FY 2032	CCRMA	0921-06-362	Morrison Rd (Seg 2)	\$16,400,000
2034-2041	Brownsville	0921-06-329	Coffee Port Rd	\$10,560,000
2034-2041	CCRMA	0921-06-335	San Roman Rd	\$2,472,216
2034-2041	CCRMA	0921-06-332	Old Port Isabel Rd	\$3,300,000
2034-2041	Brownsville	0921-06-328	14 th Street	\$3,888,000
2034-2041	Pharr	0921-02-435	Las Milpas Rd E (Cage – I Rd)	\$8,460,000
2034-2041	Pharr	0921-02-438	Minnesota Rd West	\$7,792,544
2034-2041	Pharr	0921-02-439	Minnesota Rd East	\$7,792,544
Total Category 7/STP MM Programmed/Scheduled to be Utilized:				\$66,395,304



Increase Utilization & Decrease Carryover

Project Prioritization

Performance Measures



TxDOT Category 7 Funds

- Metropolitan Mobility and Rehabilitation
- MPOs with populations of 200,000 or greater
- Projects on roads with functional classification greater than local road or rural minor collector
- Common project types include roadway widening, new-location roadways, and interchange improvements
- Must select projects in consultation with TxDOT district
- Must use a performance-based prioritization process

23 U.S. Code § 134

(h) SCOPE OF PLANNING PROCESS.—

(1) **IN GENERAL.**—The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will—

- (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (B) increase the safety of the transportation system for motorized and nonmotorized users;
- (C) increase the security of the transportation system for motorized and nonmotorized users;
- (D) increase the accessibility and mobility of people and for freight;
- (E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns;
- (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (G) promote efficient system management and operation;
- (H) emphasize the preservation of the existing transportation system;
- (I) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (J) enhance travel and tourism.

(2) PERFORMANCE-BASED APPROACH.—

(A) In general.—

The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decisionmaking to support the national goals described in section 150(b) of this title and the general purposes described in section 5301 of title 49.

(B) Performance targets.—

(i) Surface transportation performance targets.—

(I) In general.—

Each metropolitan planning organization shall establish performance targets that address the performance measures described in section 150(c), where applicable, to use in tracking progress towards attainment of critical outcomes for the region of the metropolitan planning organization.

(II) Coordination.—

Selection of performance targets by a metropolitan planning organization shall be coordinated with the relevant State to ensure consistency, to the maximum extent practicable.

(ii) Public transportation performance targets.—

Selection of performance targets by a metropolitan planning organization shall be coordinated, to the maximum extent practicable, with providers of public transportation to ensure consistency with sections 5326(c) and 5329(d) of title 49.

(C) Timing.—

Each metropolitan planning organization shall establish the performance targets under subparagraph (B) not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.

(D) Integration of other performance-based plans.—

A metropolitan planning organization shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under chapter 53 of title 49 by providers of public transportation, required as part of a performance-based program.

23 U.S. Code § 134

(i) DEVELOPMENT OF TRANSPORTATION PLAN.—

(1) REQUIREMENTS.—

(A) In general.—

Each metropolitan planning organization shall prepare and update a transportation plan for its metropolitan planning area in accordance with the requirements of this subsection.

(B) Frequency.—

(i) In general.—The metropolitan planning organization shall prepare and update such plan every 4 years (or more frequently, if the metropolitan planning organization elects to update more frequently) in the case of each of the following:

(I) Any area designated as nonattainment, as defined in section 107(d) of the Clean Air Act (42 U.S.C. 7407(d)).

(II) Any area that was nonattainment and subsequently designated to attainment in accordance with section 107(d)(3) of that Act (42 U.S.C. 7407(d)(3)) and that is subject to a maintenance plan under section 175A of that Act (42 U.S.C. 7505a).

(ii) Other areas.—

In the case of any other area required to have a transportation plan in accordance with the requirements of this subsection, the metropolitan planning organization shall prepare and update such plan every 5 years unless the metropolitan planning organization elects to update more frequently.

(2) **TRANSPORTATION PLAN.**—A transportation plan under this section shall be in a form that the Secretary determines to be appropriate and shall contain, at a minimum, the following:

(A) Identification of transportation facilities.—

(i) In general.—

An identification of transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions.

(ii) Factors.—

In formulating the transportation plan, the metropolitan planning organization shall consider factors described in subsection (h) as the factors relate to a 20-year forecast period.

(B) Performance measures and targets.—

A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with subsection (h)(2).

(C) **System performance report.**—A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in subsection (h)(2), including—

(i) progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports; and

(ii) for metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

23 U.S. Code § 134

(E) Financial plan.—

(i) In general.—A financial plan that—

- (I)** demonstrates how the adopted transportation plan can be implemented;
- (II)** indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and
- (III)** recommends any additional financing strategies for needed projects and programs.

(ii) Inclusions.—

The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available.

(iii) Cooperative development.—

For the purpose of developing the transportation plan, the metropolitan planning organization, transit operator, and State shall cooperatively develop estimates of funds that will be available to support plan implementation.

(F) Operational and management strategies.—

Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

(G) Capital investment and other strategies.—

Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters.

(H) Transportation and transit enhancement activities.—

Proposed transportation and transit enhancement activities including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated.

(4) OPTIONAL SCENARIO DEVELOPMENT.—

(A) In general.—

A metropolitan planning organization may, while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan, in accordance with subparagraph (B).

(B) Recommended components.—A metropolitan planning organization that chooses to develop multiple scenarios under subparagraph (A) shall be encouraged to consider—

- (i)** potential regional investment strategies for the planning horizon;
- (ii)** assumed distribution of population and employment;
- (iii)** assumed distribution of population and housing;
- (iv)** a scenario that, to the maximum extent practicable, maintains baseline conditions for the performance measures identified in subsection (h)(2);
- (v)** a scenario that improves the baseline conditions for as many of the performance measures identified in subsection (h)(2) as possible;
- (vi)** revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; and
- (vii)** estimated costs and potential revenues available to support each scenario.

(C) Metrics.—

In addition to the performance measures identified in section 150(c), metropolitan planning organizations may evaluate scenarios developed under this paragraph using locally-developed measures.

(j) METROPOLITAN TIP.—

(1) DEVELOPMENT.—

(A) In general.—In cooperation with the State and any affected public transportation operator, the metropolitan planning organization designated for a metropolitan area shall develop a TIP for the metropolitan planning area that—

- (i)** contains projects consistent with the current metropolitan transportation plan;
- (ii)** reflects the investment priorities established in the current metropolitan transportation plan; and
- (iii)** once implemented, is designed to make progress toward achieving the performance targets established under subsection (h)(2).

(B) Opportunity for comment.—

In developing the TIP, the metropolitan planning organization, in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with subsection (i)(5).

(C) Funding estimates.—

For the purpose of developing the TIP, the metropolitan planning organization, public transportation agency, and State shall cooperatively develop estimates of funds that are reasonably expected to be available to support program implementation.

(D) Updating and approval.—The TIP shall be—

- (i)** updated at least once every 4 years; and
- (ii)** approved by the metropolitan planning organization and the Governor.

(2) CONTENTS.—

(A) Priority list.—

The TIP shall include a priority list of proposed Federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP.

(B) Financial plan.—The TIP shall include a financial plan that—

- (i)** demonstrates how the TIP can be implemented;
- (ii)** indicates resources from public and private sources that are reasonably expected to be available to carry out the program;
- (iii)** identifies innovative financing techniques to finance projects, programs, and strategies; and
- (iv)** may include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available.

(C) Descriptions.—

Each project in the TIP shall include sufficient descriptive material (such as type of work, termini, length, and other similar factors) to identify the project or phase of the project.

(D) Performance target achievement.—

The transportation improvement program shall include, to the maximum extent practicable, a description of the anticipated effect of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets.

Federal MPO Requirements: National Goals

- Safety –To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure condition –To maintain the highway infrastructure asset system in a state of good repair.
- Congestion reduction –To achieve a significant reduction in congestion on the National Highway System.
- System reliability –To improve the efficiency of the surface transportation system.
- Freight movement and economic vitality –To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental sustainability –To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced project delivery delays –To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Bipartisan Infrastructure Law

Reference	Topic	Description
H. R. 3684—41	Freight	Adds wildlife crossing projects to freight funding eligibility
H. R. 3684—47	Safety	HSIP Emphasis on (A) roundabouts, grade separations, traffic calming projects
H. R. 3684—92	Prioritization	The Secretary shall establish and solicit applications for a prioritization process pilot program.
H. R. 3684—96	Safety	State and MPOs must use no less than 2.5% of funds for Increasing Safe and Accessible Transportation Options.
H. R. 3684—168	Prioritization	High priority corridors on the national highway system.
H. R. 3684—357	Safety	Sec. 24102. Highway safety programs.
H. R. 3684—361	Safety	Triennial highway safety plans
H. R. 3684—38	MPO	Adds MPOs<200 as eligible entities under STP set aside
H. R. 3684—38	MPO	For STP Set Aside, requires MPOs>200k to have competitive process to allow eligible entities to submit projects.
H. R. 3684—88	MPO	Requires MPOs to “consider the equitable and proportional representation of the population of the metropolitan planning area.”
H. R. 3684—90	MPO	Enable MPOs to do land use and housing planning (TMAs).
H. R. 3684—92	Prioritization	The Secretary shall establish and solicit applications for a prioritization process pilot program.
H. R. 3684—168	Prioritization	High priority corridors on the national highway system.
H. R. 3684—243	Prioritization	Prioritizes local and regional project assistance.

Current Processes – RGV MPO

Performance Measures:

- FHWA Safety
- FHWA Infrastructure Condition
- FHWA System Performance/Freight/CMAAQ
- FTA Transit Asset Management
- FTA Public Transportation Agency Safety Plan

Current Processes – RGVMPO

Rio Grande Valley Metropolitan Planning Organization Unified Transportation Program CAT 7 Project Evaluation Form

Entity Name: _____ Roadway / Facility Name: _____ CSJ: _____
 Project Limits: _____
 From: _____ To: _____ Length:(mi) _____ Anticipated Letting Date: _____

Functional Classification: Principal Arterial Minor Arterial Major Collector Minor Collector

<input type="radio"/> 0%, 0 Pts	<input type="radio"/> 0%, 0 Pts	<input type="radio"/> 0%, 0 Pts	<input type="radio"/> 0%, 0 Pts
<input type="radio"/> 30%, 3 Pts	<input type="radio"/> 30%, 3 Pts	<input type="radio"/> 30%, 3 Pts	<input type="radio"/> 30%, 3 Pts
<input type="radio"/> 60%, 6 Pts	<input type="radio"/> 60%, 6 Pts	<input type="radio"/> 60%, 3 Pts	<input type="radio"/> 60%, 6 Pts
<input type="radio"/> 90%, 9 Pts	<input type="radio"/> 90%, 9 Pts	<input type="radio"/> 90%, 9 Pts	<input type="radio"/> 90%, 9 Pts
<input type="radio"/> 100%, 10 Pts	<input type="radio"/> 100%, 10 Pts	<input type="radio"/> 100%, 10 Pts	<input type="radio"/> 100%, 10 Pts

Status of Schematic: _____ Environmental Status: _____ ROW Status: _____ Utility Status: _____

Estimated Time for Completion of Project Phase

<input type="radio"/> 0-3 months, 5 Pts	<input type="radio"/> 0-3 months, 5 Pts	<input type="radio"/> 0-3 months, 5 Pts	<input type="radio"/> 0-3 months, 5 Pts
<input type="radio"/> 3-6 months, 4 Pts	<input type="radio"/> 3-6 months, 4 Pts	<input type="radio"/> 3-6 months, 4 Pts	<input type="radio"/> 3-6 months, 4 Pts
<input type="radio"/> 6-9 months, 3 Pts	<input type="radio"/> 6-9 months, 3 Pts	<input type="radio"/> 6-9 months, 3 Pts	<input type="radio"/> 6-9 months, 3 Pts
<input type="radio"/> 9-12 months, 2 Pts	<input type="radio"/> 9-12 months, 2 Pts	<input type="radio"/> 9-12 months, 2 Pts	<input type="radio"/> 9-12 months, 2 Pts
<input type="radio"/> 12+ months, 1 Pts	<input type="radio"/> 12+ months, 1 Pts	<input type="radio"/> 12+ months, 1 Pts	<input type="radio"/> 12+ months, 1 Pts

Status of Schematic: _____ Environmental Status: _____ ROW Status: _____ Utility Status: _____

New Roadway: Yes No
 Functionally Classified: Yes No

Safety Improvements (Check all that Apply)

Adding Shoulders, 2 Pts
 Continuous left turn lane, 3 Pts
 Raised Median, 5 Pts

Project Partnership with

1 Local Gov, 0 Pts
 2 Local Gov, 5 Pts
 3 or more Local Gov, 10 Pts

Provide Explanation why this project is a priority and attach required supportive doc 5 Pts.

Provide Explanation of Resiliency improvement and attach required supportive doc 5 Pts

4/06/2023

For Internal Use (Based on TDM)		Multimodalism Bonus Points:	
ADT Count	Congestion Reduction	Adding Sidewalks	Adding Bike Lane
<input type="radio"/> 0-1000, 0 Pts	<input type="radio"/> 1-10%, 0 Pts	<input type="radio"/> None, 0 Pts	<input type="radio"/> Sharrow, 2 Pts
<input type="radio"/> 1000-5000, 2 Pts	<input type="radio"/> 11-20%, 1 Pts	<input type="radio"/> One Side, 3 Pts	<input type="radio"/> Striped, 3 Pts
<input type="radio"/> 5000-10000, 3 Pts	<input type="radio"/> 21-30%, 2 Pts	<input type="radio"/> Both Sides, 5 Pts	<input type="radio"/> Buffered, 4 Pts
<input type="radio"/> 10000-15000, 4 Pts	<input type="radio"/> 31-40%, 3 Pts		<input type="radio"/> Protected, 5 Pts
<input type="radio"/> 15000-40000, 5 Pts	<input type="radio"/> 41-50%, 4 Pts	Date Scored: _____	Total Points out of 100: _____
	<input type="radio"/> 51-100%, 5 Pts		

Contact Name: _____

Email: _____



Rio Grande Valley Metropolitan Planning Organization Unified Transportation Program CAT 7 Project Evaluation Form

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Entity Name:	Roadway / Facility Name:	CSJ:	New Roadway: <input type="radio"/> Yes <input type="radio"/> No	Functionally Classified: <input type="radio"/> Yes <input type="radio"/> No
Project Limits: <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
From:	To:	Length:(mi)	Anticipated Letting Date:	

Functional Classification: Principal Arterial Minor Arterial Major Collector Minor Collector

*Only Urban Minor collectors and above are eligible for federal funding.

Project Phase Development as Approved by TxDOT - Max Points 40Pts

<input type="radio"/> 0%, 0 Pts	<input type="radio"/> 0%, 0 Pts	<input type="radio"/> 0%, 0 Pts	<input type="radio"/> 0%, 0 Pts	<input type="radio"/> 0%, 0 Pts
<input type="radio"/> 30%, 2 Pts	<input type="radio"/> 30%, 2 Pts	<input type="radio"/> 30%, 2 Pts	<input type="radio"/> 30%, 3 Pts	<input type="radio"/> 30%, 3 Pts
<input type="radio"/> 60%, 3 Pts	<input type="radio"/> 60%, 3 Pts	<input type="radio"/> 60%, 3 Pts	<input type="radio"/> 60%, 6 Pts	<input type="radio"/> 60%, 6 Pts
<input type="radio"/> 90%, 5 Pts	<input type="radio"/> 90%, 5 Pts	<input type="radio"/> 90%, 5 Pts	<input type="radio"/> 90%, 9 Pts	<input type="radio"/> 90%, 9 Pts
<input type="radio"/> 100%, 6 Pts	<input type="radio"/> 100%, 6 Pts	<input type="radio"/> 100%, 6 Pts	<input type="radio"/> 100%, 11 Pts	<input type="radio"/> 100%, 11 Pts

Status of Schematic:	Environmental Status:	PS&E Status:	ROW Acquisition Status:	Utility Relocation Status:
----------------------	-----------------------	--------------	-------------------------	----------------------------

Estimated Time for Completion of Project Phase - Max Points 20Pts

<input type="radio"/> 0-3 months, 4 Pts	<input type="radio"/> 0-3 months, 4 Pts	<input type="radio"/> 0-3 months, 4 Pts	<input type="radio"/> 0-3 months, 4 Pts	<input type="radio"/> 0-3 months, 4 Pts
<input type="radio"/> 3-6 months, 3 Pts	<input type="radio"/> 3-6 months, 3 Pts	<input type="radio"/> 3-6 months, 3 Pts	<input type="radio"/> 3-6 months, 3 Pts	<input type="radio"/> 3-6 months, 3 Pts
<input type="radio"/> 6-9 months, 2 Pts	<input type="radio"/> 6-9 months, 2 Pts	<input type="radio"/> 6-9 months, 2 Pts	<input type="radio"/> 6-9 months, 2 Pts	<input type="radio"/> 6-9 months, 2 Pts
<input type="radio"/> 9-12 months, 1 Pts	<input type="radio"/> 9-12 months, 1 Pts	<input type="radio"/> 9-12 months, 1 Pts	<input type="radio"/> 9-12 months, 1 Pts	<input type="radio"/> 9-12 months, 1 Pts
<input type="radio"/> 12+ months, 0 Pts	<input type="radio"/> 12+ months, 0 Pts	<input type="radio"/> 12+ months, 0 Pts	<input type="radio"/> 12+ months, 0 Pts	<input type="radio"/> 12+ months, 0 Pts

Status of Schematic:	Environmental Status:	PS&E Status:	ROW Acquisition	Utility Relocation
----------------------	-----------------------	--------------	-----------------	--------------------

Safety Improvements
(Check all that Apply) - **Max Points 10Pts**

- Urban Corridor Access Management, 4 Pts
- Alternative Intersection Design, 5 Pts
- Pedestrian and Bike Accommodations, 1 Pts

Provide Explanation why this project is a priority and attach required supportive doc 5 Pts

Provide Explanation of Resiliency improvement and attach required supportive doc 5 Pts

For Internal Use (Based on TDM) - Max Points 10Pts		Multimodalism Bonus Points: Max Points 10Pts	
<u>Projected ADT Count</u>	<u>Congestion Reduction</u>	<u>Adding Sidewalks</u>	<u>Adding Bicycle Accommodations</u>
<input type="radio"/> 0-1000, 0 Pts	<input type="radio"/> 1-10%, 0 Pts	<input type="radio"/> None, 0 Pts	<input type="radio"/> Sharrow, 2 Pts
<input type="radio"/> 1000-5000, 2 Pts	<input type="radio"/> 11-20%, 1 Pts	<input type="radio"/> One Side, 3 Pts	<input type="radio"/> Striped, 3 Pts
<input type="radio"/> 5000-10000, 3 Pts	<input type="radio"/> 21-30%, 2 Pts	<input type="radio"/> Both Sides, 5 Pts	<input type="radio"/> Buffered, 4 Pts
<input type="radio"/> 10000-15000, 4 Pts	<input type="radio"/> 31-40%, 3 Pts		<input type="radio"/> Protected, 5 Pts
<input type="radio"/> 15000-40000, 5 Pts	<input type="radio"/> 41-50%, 4 Pts	Date Scored:	Total Points out of 100:
	<input type="radio"/> 51-100%, 5 Pts		

Contact Name: _____

Email: _____

4/19/2023

- Status: _____ Status: _____
- Project Partnership with** - **Max Points 10Pts**
- No Local Gov, 0 Pts
(Political Subdivision)
 - 1 Local Gov, 5 Pts
 - 2 or more Local Gov, 10 Pts

About the Performance Management Framework

- **Guides** the management of a performance-based planning process to meet federal, state, and local requirements
- **Informs** how a competitive unified data-driven project scoring process is developed and maintained for capital investment strategies
- **Organizes** a framework for the RGVMPO to assess, develop, and maintain a TPM process that meets current statutory requirements and allows for adaptation and update in the event of updated requirements

About the Performance Management Framework

- Developed using the FHWA recommended Transportation Performance Management Toolbox
- 11 Chapters:
 1. Strategic Direction
 2. Target Setting
 3. Performance Based Planning
 4. Performance Based Programming
 5. Reporting and Communication
 6. Monitoring and Adjustment
 7. Organization and Culture
 8. External Collaboration and Coordination
 9. Data Management
 10. Data Usability and Analysis
 11. Implementation Recommendations

Sample Recommendations

1. **Strategic Direction** - Review how Strategic Goals have informed decision making, Performance goal target achievement, as well as project prioritization processes
2. **Target Setting** – Coordinate with sponsoring agencies on communication back to the MPO upon project completion
3. **Performance Based Planning** - Use assessment of goals and targets to update prioritization process as needed.
4. **Performance Based Programming** - Promote project design components that have been shown to have highest impact on addressing performance measures.
5. **Monitoring and Adjustment** - Formalize review of TPM elements
6. **Reporting and Communication** - Continue efforts on information sharing like Safety dashboard and graphical system performance reports

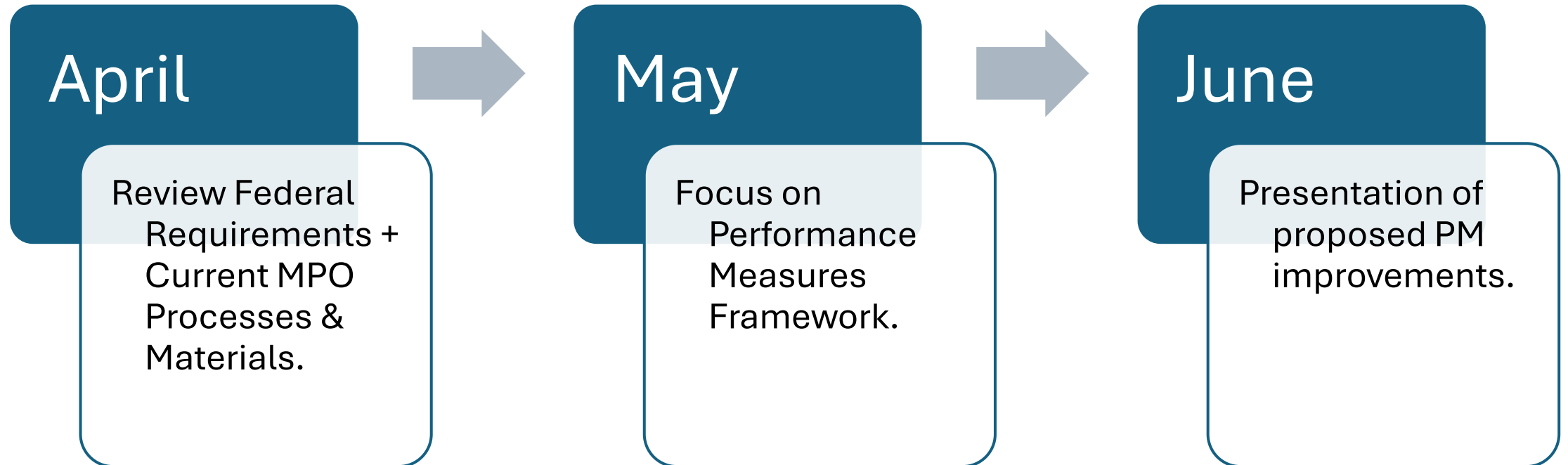
Sample Recommendations

- A. Organization and Culture** - Continue support for staff training
- B. External Collaboration and Coordination** - Provide local government training on MPO activities and performance management to facilitate efficient operations.
- C. Data Management** - Create standard data collection and storage process and incorporate process education into onboarding and training.
- D. Data Usability and Analysis** - Keep data to analyze historical trends for a 10-year+ period.

Using the Framework

- When new national, state, or regional goals are set
- With MTP update cycle
- During performance reporting
- TAC and TPB meetings
- Staff and new committee member onboarding and transitions

Project Prioritization Improvement Process



Project Prioritization Improvement Process

