

RIO GRANDE VALLEY MPO
FY 2025 - 2028
TRANSPORTATION IMPROVEMENT PROGRAM
(TIP)



Adopted: May 29, 2024

RESOLUTION 2024-13

**SUBJECT: APPROVAL OF THE FY 2025-2028 COMPREHENSIVE
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DOCUMENTATION**

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

WHEREAS RGVMPO staff has previously presented material to both the Technical Advisory Committee (TAC) and Transportation Policy Board (TPB) for review; and completed required public involvement

WHEREAS the approved, supporting text portion, federally required documents, and programming tables will be included within the FY 2023-2026 Comprehensive TIP

NOW THEREFORE, BE IT RESOLVED, that the Rio Grande Valley Metropolitan Planning Organization Transportation Policy Board agreed by a majority vote to approve the FY 2025-2028 Comprehensive TIP document.

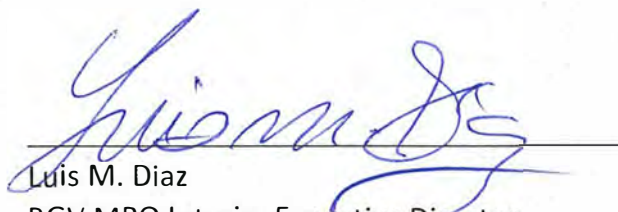
Passed and approved this 29th day of May 2024



The Honorable David L. Fuentes
County Commissioner PCT 1
Chairman of the RGVMPO Policy Board



Pedro "Pete" Alvarez, P.E. Hidalgo
District Engineer
TxDOT – Pharr District



Luis M. Diaz
RGV MPO Interim Executive Director

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HIGHWAY & TRANSIT PROJECTS FOR FY 2025-2028, GROUPED PROJECTS, & MTP

1. PLANNING AREA

- IN THIS CHAPTER:
 - INTRODUCTION
 - PURPOSE
 - DEFINITION OF AREA
 - PUBLIC INVOLVEMENT PROCESS





Introduction

The Rio Grande Valley is located just north of the Rio Grande River, at the southernmost tip of the state of Texas. There are four counties within the Valley (Starr, Hidalgo, Cameron, and Willacy) and population exceeds 1 million residents in total. The proximity to the country of Mexico requires several border crossings and accommodating transportation infrastructure. A total of 14 multi-modal border crossings exists within the region. With significant increases in population, economic and housing development has flourished across the metropolitan area. The metropolitan planning area is the geographic area in which the metropolitan transportation planning process, required by 23 USC 134 and Section 5307 of the Federal Transit Administration (FTA) grant programs, must be carried out. Each metropolitan planning area encompasses the census boundary, the urbanized boundary, and the Metropolitan Urban Area Boundary. The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) is a federally funded program that addresses the mobility goals of the urbanized area of the region, in accordance with the Metropolitan Transportation Planning and Programming Final Rule (23 CFR Subpart C Part 450.300). The RGVMPO administers all federal funds for various urban transportation improvements inclusive of road and highway expansion, maintaining the existing infrastructure through pavement management systems, safety transportation planning (including the creation of designated freight routes



"The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by § 450.316(a). In addition, in non-attainment area TMAs, the MPO shall provide at least one formal public meeting during the TIP development process, which should be addressed through the participation plan described in § 450.316(a). In addition, the MPO shall publish or otherwise make readily available the TIP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in § 450.316(a).

The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).

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

"The TIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation alternatives; associated transit improvements; Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program projects; HSIP projects; trails projects; accessible pedestrian walkways; and bicycle facilities), except the following that may be included:

- (1) Safety projects funded under 23 U.S.C. 402 and 49 U.S.C. 31102;
- (2) Metropolitan planning projects funded under 23 U.S.C. 104(d), and 49 U.S.C. 5305(d);
- (3) State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e);
- (4) At the discretion of the State and MPO, metropolitan planning projects funded with Surface Transportation Funds;
- (5) Emergency relief projects (except those involving substantial functional, locational, or capacity changes);
- (6) National planning and research projects funded under 49 U.S.C. 5314; and
- (7) Project management oversight projects funded under 49 U.S.C. 5327."



"The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.

(g) The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following:

- (1) Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase;
- (2) Estimated total project cost, which may extend beyond the 4 years of the TIP;
- (3) The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds);
- (4) Identification of the agencies responsible for carrying out the project or phase;
- (5) In non-attainment and maintenance areas, identification of those projects that are identified as TCMs in the applicable SIP;
- (6) In non-attainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A); and
- (7) In areas with Americans with Disabilities Act required para-transit and key station plans, identification of those projects that will implement these plans.

Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In non-attainment and maintenance areas, project classifications must be consistent with the "exempt project" classifications contained in the EPA transportation conformity regulations (40 CFR part 93, subpart A). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP."

"(i) Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.

(j) The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with § 450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(k) The TIP shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. In non-attainment and maintenance areas, projects included in the first 2 years of the TIP shall be limited to those for which funds are available or committed. For the TIP, financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained. In the case of proposed funding sources, strategies for ensuring their availability shall be identified in the financial plan consistent with paragraph (h) of this section. In non-attainment and maintenance areas, the TIP shall give priority to eligible TCMs identified in the approved SIP in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A) and shall provide for their timely implementation.

(l) In cases that the FHWA and the FTA find a TIP to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint. However, in such cases, the FHWA and the FTA will not act on an updated or amended TIP that does not reflect the changed revenue situation.

(m) Procedures or agreements that distribute sub-allocated Surface Transportation Program funds to individual jurisdictions or modes within the MPA by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process.

(n) As a management tool for monitoring progress in implementing the transportation plan, the TIP should:

(1) Identify the criteria and process for prioritizing implementation of transportation plan elements (including multi-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs;

(2) List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects; and

(3) In non-attainment and maintenance areas, describe the progress in implementing any required TCMs, in accordance with 40 CFR part 93."

"In metropolitan non-attainment and maintenance areas, a 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, according to the Clean Air Act and the transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs may prepare an interim TIP as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim TIP consisting of eligible projects from, or consistent with, the most recent conforming metropolitan transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to inter-agency consultation defined in 40 CFR part 93. An interim TIP containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

(p) Projects in any of the first 4 years of the TIP may be advanced in place of another project in the first 4 years of the TIP, subject to the project selection requirements of § 450.332. In addition, the MPO may revise the TIP at any time under procedures agreed to by the State, MPO, and public transportation operator(s) consistent with the TIP development procedures established in this section, as well as the procedures for the MPO participation plan (see § 450.316(a)) and FHWA/FTA actions on the TIP (see § 450.330)."

Source: <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.326>

The Transportation Improvement Program (TIP) is the RGVMPPO's 4 year short range transportation planning document that identifies preliminary engineering, right-of-way acquisition, and construction projects. The TIP contains programmed funding for all projects including roadway, transit, and active transportation. The TIP is revised as needed on a quarterly basis to maintain communication and transparency on the programmed components involved in delivering Local, State and Federally funded projects. RGVMPPO staff collaborates with our regional planning partners including cities, counties, regional mobility authorities, navigation districts, and the Texas Department of Transportation (TXDOT). The region's high demand for both state and federal funding requires prioritizing projects based upon readiness (development) and meeting the federally required measurements of performance.

Definition of Area

The Rio Grande Valley Metropolitan Planning Organization is in the southern part of the state of Texas, sharing an international border with Mexico, and within the Lower Rio Grande Valley, now known as Rio South Texas. The RGVMPPO is comprised of the following cities: Alamo, Alton, Bayview, Brownsville, Combes, Donna, Edcouch, Edinburg, Elsa, Escobares, Granjeno, Harlingen, Hidalgo, Indian Lake, Laguna Vista, La Feria, La Grulla, La Joya, La Villa, Los Fresnos, Los Indios, McAllen, Mercedes, Mission, Palm Valley, Palmhurst, Palmview, Peñitas, Pharr, Port Isabel, Primera, Progreso, Progreso Lakes, Rancho Viejo, Rangerville, Rio Grande City, Rio Hondo, Roma, San Benito, San Juan, Santa Rosa, South Padre Island, Sullivan City, and Weslaco. The RGVMPPO is also comprised of Laguna Madre and unincorporated urbanized areas of Cameron, Hidalgo, and Starr Counties.



Public Involvement Process

The federal requirements regarding public involvement processes emphasize establishing a participation plan. This plan should define a process for individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation, agencies and officials which represent tourism and natural disaster risk reduction, representatives of users of public transportation including pedestrian walkways and bicycle facilities, representatives of the disabled, employer based commuter programs such as carpool and van-pool programs, transit benefits program, parking cash-out program, shuttle program or teleworker program, and other interested parties with reasonable opportunities for involvement in the metropolitan planning process. In other words, citizen and employer-based participation and input are essential for a comprehensive, cooperative, and continuing transportation planning process.

RGVMPPO's public involvement procedures are designed to educate the public on transportation planning, to seek out and provide opportunity for interested parties to comment on transportation ideas and proposals, and to actively contribute to the transportation policy and decision-making process. Public notice of public participation activities and time established for public review of and comments on the TIP will satisfy Section 5307 Program of Project (POP) public involvement requirements for grantees with signed memorandums of agreement with RGVMPPO. The RGVMPPO Public Participation Plan was adopted in September of 2019 and last amended in August of 2022. RGVMPPO's mission statement is to develop and integrate a comprehensive multi-modal transportation system that supports the existing and future mobility needs and economic vitality of the metropolitan areas of Brownsville, Harlingen-San Benito, Hidalgo County, and Starr County under local direction and in accordance with federal and state mandates. This shall be accomplished by protecting the environment, safeguarding social equity, improving quality of life, growing the local economy, and providing safe, efficient, and financially feasible transportation options. This is achieved through the long-range transportation planning process, which includes a comprehensive, continuous, and cooperative approach partnering with citizens and participating planning members.



The Lower Rio Grande Valley Development Council, City of McAllen, City of Brownsville rely on RGVMPO's public participation process to satisfy the section 5307 POP requirements. Part of RGVMPO's public outreach for the FY 2025-2028 TIP process involves selecting strategic meeting places along a transit route and at well-known locations. These public meeting sessions should be scheduled during daytime and early evening hours, to accommodate work and/or school schedules while transit services are active and operating. The MPO should publish bilingual flyers (English & Spanish) outlining the purpose of the Public Meetings. Notice of the meetings are made available on all transit buses, e-mail/postal mailouts to the entire RGVMPO mailing list which includes residents, business establishments, police and fire departments, medical facilities, retirement homes, educational / religious institutions, the RGVMPO website, Facebook and twitter pages. To gather comments from the public, the RGVMPO will also implement a series of electronic surveys which has previously prevailed as a significant outreach tool.

The RGVMPO conducts virtual public involvement utilizing the organization's website and social media outlets. The organization welcomes public comments by email, phone, and/or social media outreach. During in-person activities, MPO staff, in coordination with TXDOT, contracted professionals, and our local planning partners work collaboratively to encourage our stakeholder to share their opinion through conversation, questionnaires, and/or surveys. MPO staff will respond immediately with supporting information, or within a timely manner as explained in our Public Participation Plan. The MPO's efforts provide a forum for ideas, concerns, and personal experiences which helps the MPO mature and accommodate accordingly. Creation of a Public Participation Plan, Unified Planning & Work Program, Active Transportation Plan, Resiliency Plan, Transportation Improvement Program, and Metropolitan Transportation Plan have all benefited from our community's involvement. Regional transit providers' Program of Federally funded projects, Short-Range Transit Plans, and actively operating routes and services are also incorporated throughout the process. A minimum period of 30 days for public feedback is provided before the adoption of the TIP.

The RGVMPO actively considers all public input, including but not limited to underserved and economically disadvantaged areas. Low access to food sources, development of safe, accommodating urban roadways, and the overall public health of the region are also exemplifying of concerns addressed by the MPO during public involvement. Periodic auditing of effective techniques used during the public involvement process ensures transparency and revision of the process, if necessary. Projects are developed for inclusion into the TIP by collecting data specified by project selection criteria and project ranking. As required by regulation, projects considered for inclusion into the TIP must be identified in the Metropolitan Transportation Plan. Projects added, revised, or incurring administrative changes will be presented to the Technical Advisory Committee for both comment and approval. Once approved, projects will be presented to the Transportation Policy Board for final approval, before uploading into the TXDOT E-STIP Portal.

The **Technical Advisory Committee (TAC)** makes planning recommendations for the Transportation Policy Board (TPB) regarding issues such as MPO generated documents, project selection criteria, special transportation planning studies, and other issues for immediate action. The TAC committee includes planners, engineers, and transit authorities. The **Transportation Policy Board (TPB)** is the decision-making body of the Rio Grande Valley MPO. The TPB serve as spokespersons for citizens of the county as well as each city in the metro area. The TPB is responsible for creating policies regarding transportation planning issues. The board includes local officials (elected) and county representatives, transit agencies, and transportation agencies. The **Bicycle Pedestrian Advisory Committee (BPAC)** serves as the public link to assist RGVMPO staff in developing, revising, and amending multi-modal plans. This committee is composed of members from different backgrounds such as concerned citizens, avid cyclists, university representatives, state park representatives, parks and trails representatives, city planners, and TxDOT representatives who meet monthly, unless otherwise agreed. The involvement of such a large and diverse group has been extremely beneficial in providing information and data to staff during the Transportation Alternatives project calls. These Transportation Alternatives projects are non-motorized, active transportation projects that are programmed into the TIP, once approved.

Hike and bike trails, bike share programs, and multi-modal transportation improvements contribute to both the general infrastructure and public health of the region. Regional active transportation plans and trail connectivity initiatives are crucial to the continued development of multi-modal transportation within the RGVMPO TIP & MTP. Public engagement events such as running/walking marathons, bicycle rodeos, and active transportation learning hubs are examples of how the RGVMPO extends its outreach efforts. Public opinion and interaction between transportation planners, city officials, and the public provide an ideal forum for future planning and current concerns. Family-friendly environments produce larger turnouts and greater participation. With help from local sponsors and donations, the RGVMPO can provide opportunities of both educating and sharing resources with local citizens.



RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION

PUBLIC INVOLVEMENT

Your Opportunity to Get Involved

As part of the 30-day public involvement process, the RGVMPO and the Texas Department of Transportation (TXDOT) are giving notice of programming our short and long-range planning tables: the **FY 2025-2028 Transportation Improvement Program (TIP)**, the FY 2020-2045 Metropolitan Transportation Plan (MTP), and Section 5307 Program of Projects for regional transit providers. The comprehensive TIP literature will also be available for review.

The MTP is the RGVMPO's 25-year, long range transportation planning document that serves as a blueprint for the next 25 years. The TIP is the RGVMPO's 4-year short range plan that programs preliminary engineering, right of way acquisition, construction, and construction engineering phases for the next 4 years. Both highway and transit projects are listed within our region's short-range plan, as well as the Statewide Transportation Improvement Program (STIP). Transportation alternatives, such as hike & bike trails, are also listed within our long-range plan.

This information will be available for public review and comment on our **Website's News Section** from **May 1 – May 31, 2024**. We encourage the public to participate in our planning efforts by expressing concerns and asking questions related to our region's transportation projects. Public involvement briefings will be delivered via the RGVMPO website, social media outlets, and in-person engagement meetings. Drafted copies of our planning documents will be displayed, and an informational video will be available for viewing throughout the public involvement process.

Connect with us via social media or visit our website.



[RGV MPO | Edinburg TX | Facebook](#)

<https://twitter.com/rgvmpo>

[RGV MPO - YouTube](#)

[Rio Grande Valley MPO, TX | Home \(rgvmpo.org\)](http://rgvmpo.org)



RGVMPO Staff will be hosting in-person public engagements at the following locations:

LRGVDC Ken Jones Small Boardroom

301 W Railroad St, Weslaco, TX 78596

May 9, 2024: from 2:00 PM – 4:00 PM

Metro McAllen Transit Center

1501 US - 83 BUS, McAllen, TX 78501

May 17, 2024: from 2:00 PM – 4:00 PM

Harlon Block Sports Complex

1020 West 18th Street, Weslaco, TX 78596

May 18, 2024: from 8:00 AM – 10:00 PM

**Additional locations pending & schedule is subject to change*

RGVMPO Public Involvement

May 1st – May 31st, 2024

*PLEASE PRINT

Location: METRO McALLEN

	NAME	CITY	E-MAIL/POSTAL ADDRESS	PHONE #
1.	Ruben Lopez	McAllen TX		
2.	Marcial Ponce	McAllen		
3.	Belinda L. Valdez	McAllen TX		
4.	Donia Alvarado			
5.	Elena Alvarado			
6.	Rene Zavala	McAllen, TX		
7.	Diego Lozano	Edinburg	Texas Edinburg	
8.	JOSE MENDOZA	McAllen		
9.	Fundacion Labores H	McAllen		
10.	JOSE SALINAS	McALLEN	TX	
11.	Juan Medina	Edinburg		
12.				
13.				
14.				
15.				

RGVMPO Public Involvement

May 1st – May 31st, 2024

***PLEASE PRINT**

Location: LRGVDC

	NAME	CITY	E-MAIL/POSTAL ADDRESS	PHONE #
1.	Johnny Peña Jr	Brownsville	juan.pena.jr@brownsville.tx.gov	456.596.0137
2.	Simon Ortiz	Brownsville	Simon.ortiz@brownsvilletx.gov	
3.	Brian Boardley	Mc Allen Tx	brienb@reptrecoj.com	724-260-8430
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RGVMPO Public Involvement

May 1, 2024 – May 31, 2024

Location: Weslaco

*PLEASE PRINT

	NAME	CITY	E-MAIL/POSTAL ADDRESS	PHONE #
1.	MARCO PINEDA	San Juan	myjinedg @ hokimed.com	283 5220
2.	Tristan Yoady	Harlingen		
3.	Kassandra Cerda	Mission		
4.	Frances Villanueva	WESLACO		
5.	Miguel Garcia	McAllen		
6.	Cecilia Gutierrez	Weslaco	cgutie2357@yplco.com	
7.	John Jansen			
8.	Cecilia Carr	Mission		
9.	Jaimel Pene	Weslaco		
10.	Dina Munillo	Weslaco		
11.	Sonra Saucedo	HCHD		
12.	Sandra Lopez	HCHD		
13.	John Cruz	H.C.H.D		
14.	Freddy Solis	HCHD		
15.	Mawel B. Beaudet	Weslaco		

RGVMPO Public Involvement

May 1st – May 31st, 2024

Location: Westlaco

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	NAME	CITY	E-MAIL/POSTAL ADDRESS	PHONE #
1.	Delma Cadena	Westlaco	delma.cadena@co.hidalgo.tx.us	956 968-8733
2.	Jennifer Rodriguez	Westlaco	jennab@msn.com	956 532 9274
3.	Emanuel Rodriguez	Donna	emanuel.rodriguez24@gmail.com	956-588-6072
4.	Miguel Sosa	Westlaco		
5.	David Fuentes	Westlaco		956-377-6682
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Rio Grande Valley Metropolitan Planning Organization

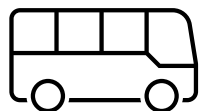


Public Involvement

We'd like YOUR input

LRGVDC Ken Jones Small Boardroom- 5/09
 Metro McAllen Transit Center- 5/17
 CycloBia- 5/24

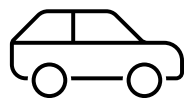
2025-2028 Transportation Improvement Program (TIP)



Transit TIP

Ask us about these Transit Programs:

- ❖ Urbanized Area Formula Grant..... Section 5307
- ❖ Elderly & Individuals W/Disabilities... Section 5310
- ❖ Bus and Bus Facilities..... Section 5339



Highway TIP

Overview of Revised Projects

- ❖ South Parallel Corridor..... moved to 2025
- ❖ Taylor Road..... moved to 2025
- ❖ Bentsen Road..... moved to 2027
- ❖ Freddy Gonzalez..... moved to 2028
- ❖ Morrison Road..... moved to 2028
- ❖ IBTCmoved to 2028

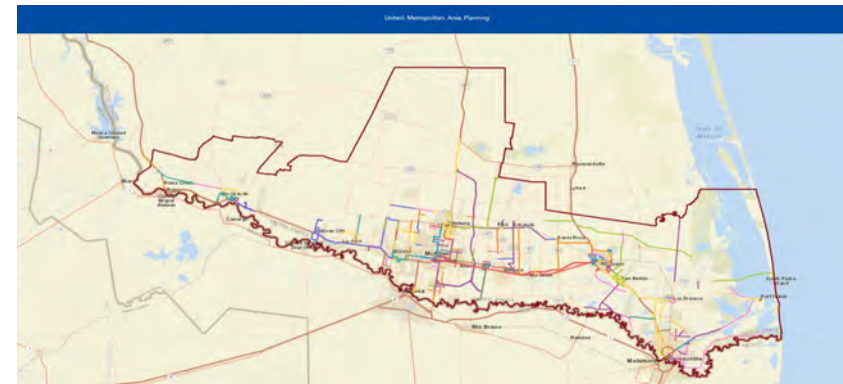
Carbon Reduction Program Projects

- ❖ Southmost Nature Trail Ph III & IV & V
- ❖ Bus Curb Cuts in Brownsville
- ❖ Los Fresnos Hike & Bike Trail
- ❖ Weslaco Hike & Bike Trail
- ❖ Signal Improvements



2045 Metropolitan Transportation Plan (MTP)

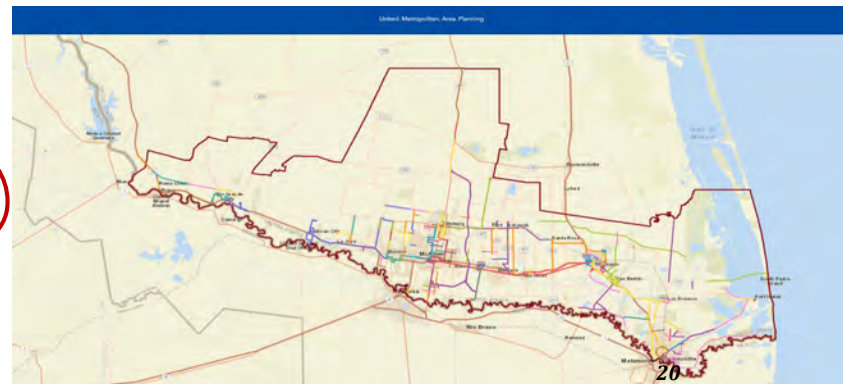
Long Range Transportation Improvements



Provide input for the August 2024 Revision cycle through a survey here



Transit Routes



See current transit routes, previous crash data, and future projects programmed for the next 25 years here



Bicycle & Pedestrian



Brownsville to Los Fresnos Hike & Bike Trail
Now Open!

1K and 3K Fun Run in Weslaco **May 18th**

- Activities Include: -Health and Wellness checks **8 am**
 -Emergency Management
 -Bicycling Education
 -Child Safety

May is National Bike Month!



RGV MPO '25-28 TIP

2. PROJECTS & FUNDING

- IN THIS CHAPTER:
 - GROUPED PROJECTS
 - FUNDING PROGRAMS



Grouped Projects



Under 23 CFR 450.326(h) projects proposed for FHWA and/or FTA funding that are not considered by State and MPO of appropriate scale for individual identification in each program are grouped together based on function, geographical area, and work type by using applicable classifications under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. TxDOT in cooperation with FHWA/FTA allocates lump-sums based on various funding categories to grouped projects. These projects are identified using specific Control Section Job [CSJ] numbers and are usually not determined as regionally significant. According to Title 23 USC Section 135 Statewide Planning, MPO handles grouped projects as an administrative modification if the lump-sum is identified and approved in the MTP.

The RGVMPO Transportation Policy Board approved the grouping of Bicycle & Pedestrian Projects (funded with Category 9 – TASA), Category 7 Right-of-way phases, and Category 10 - Carbon Reduction funded projects with ambitions to streamline approval processes. A revision was proposed as per recommendation from the Transportation Planning and Programming (TPP) Division of the Texas Department of Transportation (TxDOT) to update the Group Project Definitions which was revised in accordance with 23 CFR 450.218(g) and applicable classifications under 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93 by Texas Park and Wildlife (TPWD) and TxDOT, the Federal Transit Agency (FTA) and Federal Highway Administration (FHWA). A copy of the informative letter (from FHWA, FTA, & TXDOT) was provided to the RGVMPO Transportation Policy Board for discussion and approval.

A list of projects, grouped by their respective funding category will be shown on RGVMPO's long-range planning table (MTP). Additionally, MPO staff will share individual project listings, identical to STIP entries, with TXDOT Pharr District and the Transportation Planning & Programming Division staff. If cost, funding, fiscal year programming, or scope of work needs modifying, an administrative amendment will be made and presented to the TAC & TPB during the following quarterly revision cycle. Aside from avoiding a lengthy approval process and mandatory public involvement for individual project listings on the STIP, grouping provides opportunities to utilize funding more efficiently and avoid lapsing.

As provided by TXDOT, further information regarding grouped projects, including their unique definitions, are displayed on the following pages.

Grouped Projects

General Guidance

What are Grouped Projects?

FHWA allows STIP projects to be grouped. Within the allowances, groupable projects are those of a common type and scope and those not considered to be of appropriate scale for individual identification in a given program year. Examples include but are not limited to minor rehabilitation, preventative maintenance, and safety.

Grouping is allowable by type of work, not type of funding (excluding Category 5/CMAQ funding).

What are the benefits of using Grouped Projects?

- More efficient programming
- TIP/STIP Revision not needed

Project grouping is encouraged (e.g., Grouped CSJ for PE or Grouped CSJ for ROW), where allowable.

How are Grouped Projects shown in the TIP?

- MPOs must use the correct FHWA-Approved Project Grouping in their TIP (see [Grouped Project Allowance Table](#)).
- Individual projects eligible for statewide project groupings may continue to be included in the MPO TIP for informational purposes only and should be clearly annotated as such and may be included as an appendix.

How are Grouped Projects shown on the Financial Summary?

- Programming amounts for Grouped Projects are not included on the TIP Financial Summary; they are captured in the STIP Financial Summary (statewide).
- MPO TIPs should indicate that funding for Grouped Projects is constrained to reasonably expected sources of Federal, State, and local funding consistent with the MPO's financial plan.

Note: All phases of added capacity projects in non-attainment areas must be listed individually in the STIP.



Non-Attainment Areas

- Any work or phase (PE, ROW or Construction) for an added capacity project must be individually listed in the TIP/STIP if federal funds are to be obligated for that phase(s) or project within the timeframe of the TIP/STIP.
- Any work or phase for a non-federally funded added capacity project deemed to be regionally significant with respect to transportation conformity must be individually listed in the TIP/STIP.
- Any work or phase (PE, ROW or Construction) for an added capacity project must be individually listed in the TIP/STIP if federal funds are to be obligated for that phase(s) or project within the timeframe of the TIP/STIP.
- For non-added capacity projects, the PE and/or ROW phases may be grouped.



- Construction phase of most non-added capacity projects may be grouped (i.e., bridge replacement, auxiliary lanes, intersection improvements, etc.).
- If the construction phase for a non-capacity adding project deemed ineligible for a project grouping is scheduled for letting within the current TIP/STIP timeframe, it must be individually listed in the TIP/STIP.

Attainment Areas

- The PE and ROW phases for both non-added and added capacity projects and regionally significant projects may be grouped; however, the construction phase for federally funded added capacity projects must be specifically listed in the TIP/STIP if the construction is to be implemented within the timeframe of the TIP/STIP.



- The construction phase for most non-added capacity projects may also be grouped (i.e., bridge replacement, auxiliary lanes, intersection improvements, etc.).
- If the construction phase for a non-capacity adding project deemed ineligible for a project grouping is scheduled for letting within the current TIP/STIP timeframe, it must be specifically listed in the TIP/STIP.



Grouping Cat 10 Carbon Reduction Program Projects

- FHWA must receive proposed Grouped Projects from TPP in advance so they can review for approval of Carbon Reduction Program (CRP) funding.
- TxDOT (in coordination with MPOs) will identify projects proposed for grouping and CRP funding.
- TxDOT Districts send proposed Group Projects to TPP_STIP@txdot.gov, including:
 - Project Name
 - CSJ
 - Location
 - Scope
 - Eligibility rationale
 - Cat 10 CRP funding amount
 - Grouping rationale
- Projects may include those proposed for partial CRP funding (e.g., sidewalks on added capacity projects). Eligibility rationale must describe portion of project scope proposed for CRP funding.
- Refer to FHWA guidance for eligible activities ([CRP Fact Sheet](#)).
 - Activities listed as eligible do not require a demonstration of emissions reductions. Other projects may be eligible with a demonstration of emissions reductions.
 - Dedicated Truck Parking is eligible as an effort to reduce the environmental and community impacts of freight movement. It is groupable only if located at an open Safety Rest Area.

Allow 6 weeks for TPP + FHWA review time for Cat 10 projects that are grouped/groupable in the STIP.

The Carbon Reduction Program is designed to fund projects that will help to reduce transportation emissions.



FHWA-Approved Grouped Project Allowance

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	ROW-Right of Way	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3].
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.



PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Projects consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities. acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the Grouped Project category definitions may be grouped. RTP or TA funded projects that are not consistent with the Grouped Project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.



RESOLUTION 2024-14

SUBJECT: APPROVAL OF GROUPING PROJECTS FUNDED BY CATEGORY 9 – TRANSPORTATION ALTERNATIVES SET-ASIDE (TASA), CATEGORY 10 - CARBON REDUCTION PROGRAM (CRP), & CATEGORY 7 RIGHT-OF-WAY

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

WHEREAS the RGVMPO’s Transportation Policy Board (TPB) is required to approve the action of Grouping for Category 9 – TASA, Category 10 - CRP, & Category 7 ROW funded projects.

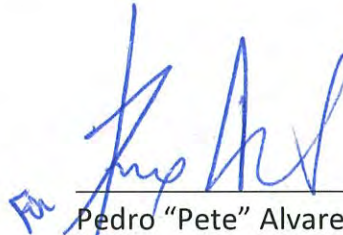
WHEREAS these procedures have been discussed with RGVMPO’s planning partners and will need TPB approval before submitting an update to TXDOT TP&P and FHWA.

NOW THEREFORE, BE IT RESOLVED, that the Rio Grande Valley Metropolitan Planning Organization Transportation Policy Board agreed by a majority vote to approve the Grouping of Category 9, 10 (CRP), & 7 (ROW) projects.

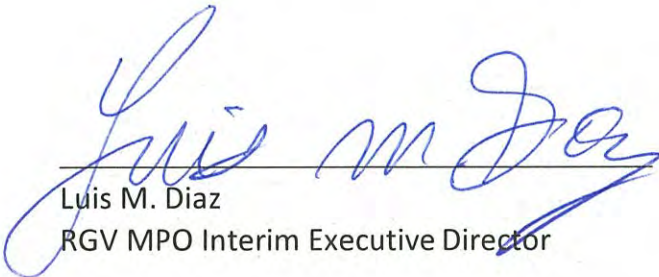
Passed and Approved this 29th day of May 2024



The Honorable David L. Fuentes
County Commissioner PCT 1
Chairman of the RGVMPO Policy Board



Pedro "Pete" Alvarez, P.E. Hidalgo
District Engineer
TxDOT – Pharr District



Luis M. Diaz
RGV MPO Interim Executive Director

Funding Programs

The TIP provides a four-year prioritized listing of all bikeway/pedestrian walkway, bridge and highway projects utilizing federal funds within the MPO region. The MPO transportation planning partners collaborate to implement project identification, funding sources, and scheduling of MTP. TxDOT sub-allocates a portion of federal dollars to each of the twenty-five (25) MPO's in the State on an annual basis. The RGVMPO Transportation Policy Board (TPB) is responsible for managing and directing the development of a multi-year program of local projects within available annual budget amounts. "The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") provides approximately \$350 billion for Federal highway programs over a five-year period (fiscal years 2022 through 2026). Most of this funding is apportioned (distributed) to States based on formulas specified in Federal law. However, the Bipartisan Infrastructure Law also provides funding through a wide range of competitive grant programs." Source: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding>

[Category-1] Preventive Maintenance and Rehabilitation

Funding is to address preventive maintenance and rehabilitation, to preserve and repair, the existing state highway system, including pavement, traffic signals, signs, and other infrastructure assets. Examples include preservation of a pavement or structure, restoring drainage systems, patching concrete pavement, cleaning, and sealing joints and cracks, etc. The Texas Transportation Commission allocates funds through a formula allocation program and projects are selected by TxDOT districts using a performance-based prioritization process.

[Category-2] Metropolitan and Urban Area Corridor Projects

Funding for projects on the state highway system that addresses mobility and added capacity along a metropolitan and urbanized area corridor that improve transportation facilities to mitigate traffic congestion, traffic safety, and roadway maintenance or rehabilitation. The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) by formula, and projects for this category are selected and scored by the MPOs in consultation by TxDOT districts. Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements. Projects must be located on the state highway system.

[Category-3] Non-Traditionally Funded Transportation Projects

Funding for projects that are from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, passthrough toll financing, regional revenue and concession funds, and local funding. Category 3 also includes funding for the development costs of design-build projects. Projects are determined by legislation, Texas Transportation Commission approved minute order, or local government commitments.

[Category-4] Statewide Connectivity Corridor Projects

Funding for projects that address mobility and major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network comprised of the Texas Trunk System, National Highway System (NHS), Connections to major ports on international borders or Texas water ports, and hurricane evacuation routes. Selections are based on engineering analysis of projects by the Texas Commission designated connectivity network, which includes three corridor types:

- Mobility corridors: Based on traffic congestion.
- Connectivity corridors: Based on two lane roadways, requiring upgrade to four-lane divided roadways, and
- Strategic corridors: Which adds unique routes for statewide connectivity, such as Ports-to-Plains.

[Category-5] Congestion Mitigation and Air Quality Improvement

Funding that addresses attainment of National Ambient Air Quality Standard in the non-attainment areas of the state, which currently are Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas. The Texas Transportation Commission allocates funds distributed by population and weighted by severity of air quality to non-attainment areas. Non-attainment areas are designated by the US Environmental Protection Agency (EPA). Category 5 Projects are selected by MPOs in consultation with TxDOT, for congestion mitigation and air quality improvement (CMAQ) in the non-attainment areas in the state.

[Category-6] Structures Replacement and Rehabilitation (Bridge)

Funding is allocated by The Texas Transportation Commission through the Statewide Allocation Program to TxDOT's Bridge Division, which selects projects statewide to address bridge improvements through the following three sub-programs:

- The Highway Bridge Program: This program is for the replacement or rehabilitation of functionally obsolete or structurally deficient bridges on and off the state highway system. Bridges are eligible for replacement with a sufficiency rating below 50. Bridges are eligible for rehabilitation with a sufficiency rating of 80 or less. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges. Ranking of these projects are first done by categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings.
- In the Bridge Maintenance and Improvement Program (BMIP): Program for rehabilitation of eligible state highway system bridges. Projects are selected statewide based on identified bridge maintenance/improvement needs to aid in ensuring the management and safety of bridges on the state highway system.
- The Bridge System Safety Program: For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system. And for the elimination higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks. Projects are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings, and bridges identified with higher risk features that need to address safety concerns.

[Category-7] Metropolitan Mobility and Rehabilitation

Funding is to address transportation needs within the metropolitan area boundaries of metropolitan Planning Organizations having urbanized areas with populations of 200,000 or greater known as Transportation Management Areas (TMAs). Projects with roadways with a functional classification greater than a local road or rural minor collector, can be funded under this category. Projects are selected by the MPO in consultation with TxDOT districts.

[Category-8] Safety

For projects addressing highway safety improvements, which include medians, turn lanes, traffic signal, intersections, and rumble strips, through the sub-programs listed below.

- The Federal Highway Safety Improvement Program (HSIP) addresses safety related projects on and off the state highway system administered by the Traffic Safety Division (TRF) with the purpose to achieve major reductions in traffic fatalities and serious injuries on all public roads. Projects must prioritize areas such as roadway and lane departures, intersections, older road users, and pedestrian safety which are all emphasized in the Texas Strategic Highways Safety Plan (SHSP). TRF provides funding projections to all TxDOT districts for their submission of review for project proposals and concurrence by TRF, for on-system targets, on-system systemic, and off-system projects. Funds are allocated to supervised by TRF. Evaluation of projects are done by the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance.
- In the Systemic Widening Program (SSW), the allocations are made for roadway widening projects on high-risk narrow highways on the state highway system. Projects are evaluated using the Total Risk Factor Weights, by roadway safety features, for preventable severe crash types.
- Road to Zero (RTZ) Program targets to reduce fatalities and suspected serious injuries in the targeted top three contributing categories: roadway and lane departure, intersection safety, and pedestrian safety, by providing funds for projects on the state highway system. The evaluation of projects is done by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project.

[Category-9] Transportation Alternatives (TA) Set-Aside Program

Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. TxDOT distributes federal TA funds through Category 9 to MPOs. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. The Texas Transportation Commission allocates the statewide TA Flex funding allocations and distributions. Areas with less than 200,000 in population, TxDOT's Public Transportation Division allocates TA funds. TA project eligibility is determined by TxDOT and FHWA. The Safety Rest Area Expansion Program, which addresses truck parking needs, also falls under this category.

Funds may be awarded to projects that include the following activities:

- Construction of sidewalks
- Bicycle infrastructure
- Pedestrian and bicycle signals
- Traffic-calming techniques
- Lighting and other safety-related infrastructure
- Transportation projects to achieve compliance with the Americans with Disabilities Act.
- Construction of infrastructure-related projects that provide safe routes for non-drivers.

[Category-10] Supplemental Transportation Programs

Addresses the following sub-programs:

- Carbon Reduction Program (CRP) - Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.
- Coordinated Border Infrastructure (CBI) – Are for TxDOT districts selected projects, with the review and approval of FHWA, that addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico. Discretionary funds are congressionally designated.
- Supplemental Transportation Projects (Federal) – Projects that federal discretionary funds and congressional high-priority projects.
- Federal Lands Access Program (FLAP) – Projects selection is based on Federal Lands Access Program transportation facilities that are located on or adjacent to or provide access to federal lands. The Program Decision Committee rank and score project applications.
- Texas Parks and Wildlife Department (TPWD) – Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. This is a Texas Transportation Commission allocation program and the Texas Parks and Wildlife Department (TPWD), in coordination and subject to Memorandum of Agreement between TxDOT Districts, selects State Park Roads projects.
- Green Ribbon Program – Addresses new landscape development and establishment projects, such as planting trees and other landscaping, to mitigate air pollution within TxDOT districts that have air quality non-attainment or near non-attainment counties.
- Safety Rest Area/Truck Parking - This program is a state and national priority addressing the shortage of long-term parking for commercial motor vehicles on the highway system.

- Allocations to districts that have air quality non-attainment or near non-attainment counties, are based on one-half percent of the estimated letting capacity. The State’s Design Division selects, ranks, and manage projects in this program.
- American with Disabilities Act (ADA) – targets more accessibility of intersections to pedestrians with disabilities, by addressing the construction or replacement of curb ramps at on-system intersections. The Design Division manage and select projects based on conditions of curb ramps or the location of intersections without ramps.
- Landscape Incentive Awards – This program allows TxDOT, in association with the nine locations based on population categories in association with the Keep Texas Beautiful Governor’s Community Achievement Awards Program, to execute joint landscape development projects. The awards managed by TxDOT Design Division, recognize participating cities or communities’ efforts in litter control, quality of life issues, and beautification programs and projects.
- Railroad Grade Crossing and Re-planking Program – Addresses rough railroad crossing surfaces replacements on the state highway system (an estimate of 50 installations per year statewide).
- Railroad Signal Maintenance Program – Provides funding contributions for signal maintenance to each railroad. TxDOT districts jointly coordinate with the TxDOT Rail Division in the selection of Railroad Grade Crossing Re-planking and Railroad Signal Maintenance projects.
- Intelligent Transportation Systems (ITS) - Improve Traffic Asset Management and Device Monitoring for better security controls.

[Category-11]

Projects under this category include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway). Sub-programs that help address TxDOT district Transportation needs are:

- District Discretionary – Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.
- Energy Sector – Eligible State Highway, safety, and maintenance work, that are impacted by the energy sector. Allocation of funds are through a formula allocation program by The Texas Transportation Commission. Allocated funds may be supplemented to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.

- Border Infrastructure- Rider 11(b) – Distribution of funds for this program are for highway projects within 50 miles of a port of entry to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts). Border state infrastructure using designated federal funds, follow project selection guidelines outlined under the CBI program (see Category 10). Project selection criteria addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico. Project selection criteria include, but are not limited to:
 - Number of land border ports of entry
 - Number of incoming commercial trucks and railcars
 - Number of incoming personal motor vehicles and buses
 - Weight of incoming cargo by commercial trucks

[Category-12] Strategic Priority

Addresses projects with specific importance to the state to improve:

- Connectivity and Congestion under the Texas Clear Lanes program
- Energy sector access
- Economic opportunity
- Border and port connectivity
- Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report
- The ability to respond to both man-made and natural emergencies

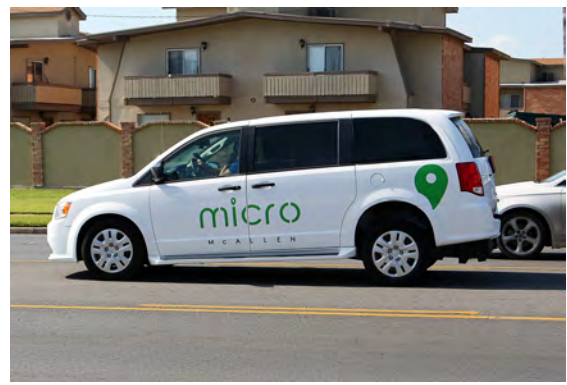
Also, widening (both freeway and non-freeway), interchange improvements, and new-location roadways are all common project types. Projects are selected using a performance-based prioritization process by the Texas Transportation Commission. Discretionary funding decisions, are of no more than 10% of TxDOT’s current biennial budget, are made per state law by the Texas Transportation Commission.

Traditional State Highway Projects revenues are generated from Proposition’s 1 and 7 funding. Proposition 1 funding is a portion of the oil and gas extraction taxes to the State Highway Fund, while proposition 7 funding is a portion of the state’s Sales and Use Tax, Tax of Motor Vehicle sales and rental. Recently passed, in November of 2021, Proposition 2 authorizes counties to raise transportation and infrastructure funds for underdeveloped areas by issuing bonds or notes.

3. ALTERNATIVE TRANSPORTATION

- IN THIS CHAPTER:
- PUBLIC TRANSPORTATION
 - FUNDING PROGRAMS
 - TAM & PTASP
- ACTIVE TRANSPORTATION





Public Transportation

Public transportation can be multi-modal with options such as buses, trolleys, commuter rail, light rail, and public ride-share services. In the Rio Grande Valley, buses are available for use by the public and there are three major providers: Brownsville Metro, Valley Metro and Metro McAllen. These transit providers offer services within the urbanized and rural areas of the Rio Grande Valley. Coordination is very important between all three public transportation providers to meet the growing needs of the area. The regional public transportation provider Valley Metro provides service in Starr, Hidalgo, Cameron, Willacy, and Zapata counties. Valley Metro offers more than 20 routes throughout the region with “flex” routes that provide curbside service upon reservation. Bus route services operate from 6:00 AM to 8:00 PM in Hidalgo, Cameron, & Willacy Counties, while services in Zapata & Starr Counties operate from 7:00 AM to 5:00 PM. Both Brownsville Metro and Metro McAllen operate bus services within their localized areas, respectfully. Transportation services are provided free of charge for students attending the region’s higher education facilities, including the University of Texas Rio Grande Valley, Texas A&M, and South Texas College.

The City of Brownsville’s transit provider Brownsville Metro operates in the Brownsville area only. Most of the bus routes (except for Route 30) start and finish their trips at La Plaza at Brownsville Multi-modal Terminal in downtown Brownsville. Most routes are scheduled to provide a trip about once every hour. Brownsville Metro provides service throughout Brownsville with thirteen bus routes, running from 6 a.m. to 8 p.m., from Monday through Saturday. The City of McAllen operates nine intracity bus routes and a paratransit bus service for eligible patrons. The bus system hubs out of the downtown terminal facility where passengers can connect to an array of international, national, regional and intracity destinations. The bus service hours of operation are from Monday through Saturday from 6:00 a.m. - 9:00 p.m. and Sunday 8:00 a.m. - 6:00 p.m. Island Metro is a free shuttle system operating on South Padre Island with daily service. Stops include beach accesses, many of the island’s hotels, restaurants, attractions, and other points of interest. Island Metro can be contacted by phone for information regarding schedules and route map. All shuttles and buses within the region are equipped with bicycle racks, are ADA accessible with wheelchair lifts, and offer complimentary WiFi.

All transit providers have been working together and are actively participating in a regional planning strategy. The Regional Transit Advisory Panel (RTAP), a committee comprised of individuals representing the diverse transportation agencies and companies, both public and private, in the Rio Grande Valley, have assisted in developing and implementing a regional transportation coordination plan for Cameron and Hidalgo Counties. The RTAP committee has examined ways to manage mobility more efficiently and effectively for this region’s entities and public education institutions.



Texas State Legislature passed House Bill 71, authorizing the creation of a Regional Transit Authority (RTA) for the Lower Rio Grande Valley region. The RTA will help create new opportunities for growth and economic prosperity, while ensuring resources for the expansion of regional public transportation, including increased bus routes, expanded rural coverage and enhanced student access to college campuses.

Funding Programs Used

The Bipartisan Infrastructure Law (BIL), as enacted in the Infrastructure Investment and Jobs Act (IIJA), was signed into law by President Joe Biden in November 2021 and is the largest federal investment in public transportation in U.S. history. The legislation reauthorizes surface transportation programs for FY 2022-2026 and provides advance appropriations for certain programs. The Bipartisan Infrastructure Law authorizes up to \$108 billion to support federal public transportation programs, including \$91 billion in guaranteed funding. Annually, FTA apportions the annual appropriation from Congress to fund a variety of public transit activities which require matching funds. All federal grants are awarded on a reimbursement basis, so expenses must be incurred before FTA disburses the federal funds. The public transit providers also receive State funds, which are also disbursed on a reimbursement basis and are appropriated biennially by the Texas Legislature. State funds may be used to meet the match requirements of federal grants or for any other purpose that is allowable under federal, or state law and a local match is not required. Listed below are the funding categories listed via FTA's website and utilized by our region's public transit providers.

[49 U.S.C. Chapter 53, Sections 5303, 5304 & 5305](#)

Program Purpose: Provide funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and FHWA, which provides additional funding. The funding in this category is usually used to develop transportation plans and programs, plan, design and evaluate a public transportation project, and conduct technical studies related to public transportation.

- Increases funding levels.
- Provides new emphasis on intercity transportation, including intercity buses and intermodal facilities, as well as tourism and the reduction of risk from natural disasters.
- Clarifies the selection and role of the representative of public transportation providers on the MPO board.
- Expands the scope of the planning process to include resiliency and reliability of the transportation system.

- Highlights the need for States and MPOs to provide public ports, intercity bus operators and employer-based commuting programs with a reasonable opportunity to comment on transportation plans.
- Provides MPOs that serve transportation management areas with the option to develop a Congestion Management Plan with input from employers, private and public transit providers, transportation management associations, and organizations that provide transportation access to employment for low-income individuals.
- Provides that the statewide transportation plan must include a description of the performance measures and performance targets and a system performance report evaluating the condition and performance of the transportation system.

49 U.S.C. Chapter 53, Sections 5307 & 5340

Program Purpose: The Urbanized Area Formula Funding program makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance, and for transportation related planning in urbanized areas. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. The funding in this category is usually used for planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul and rebuilding of buses; crime prevention and security equipment; construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds.

- Operating costs have been expanded to include demand response public transportation service operated by state or local governmental authorities, excluding ADA complementary para-transit service.
- Additionally, in determining the amount of operating assistance available for specific systems in urbanized areas, public transportation systems within the urbanized area are to allocate funds by methods other than measuring vehicle revenue hours.
- Recipients may use up to 20% of their 5307 allocations for the operation of para-transit service if certain conditions are met.

- A provision has been added that directs recipients to maintain equipment and facilities in accordance with their transit asset management plan.
- Recipients are no longer required to expend 1 percent of their funding for associated transit improvements. However, recipients are still required to submit an annual report listing projects that were carried out in the preceding fiscal year.
- Starting in FY 2019, the Small Transit Intensive Cities (STIC) tier will increase to 2 percent from 1.5 percent.
Grantees may use up to 0.5% of their 5307 allocations on Workforce Development activities.

As described by the Federal Transit Administration, the Coronavirus Aid, Relief, and Economic Security (CARES) Act provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic. CARES funding will be disbursed through FTA apportionments to its Urbanized Area (Section 5307) and Rural Formula (Section 5311) programs. Additionally, the American Rescue Plan Act included \$30.5 billion in supplemental appropriations allocated to support the transit industry during the COVID-19 public health emergency.

[Chapter 53 Section 5310](#)

Program Purpose: To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services. The funding in this category should at least 55% of program funds must be used on capital or “traditional” 5310 projects. The remaining 45% is for other “nontraditional” projects

- A State or local governmental entity that operates a public transportation service and that is eligible to receive direct grants under 5311 or 5307 is now an eligible direct recipient for Section 5310 funds.
- FTA shall disseminate collection of Best Practices to public transportation stakeholders on innovation, program models, new services delivery options, performance measure findings, and transit cooperative research program reports.

- Section 3006(b): a new discretionary pilot program for innovative coordinated access and mobility – open to 5310 recipients and sub-recipients – to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation (NEMT) services, such as: the deployment of coordination technology projects that create or increase access to community One-Call/One-Click Centers, etc.
- Section 3006(c): Requires the interagency transportation Coordinating Council on Access and Mobility (CCAM) to create an updated strategic plan on transportation coordination across federal agencies and develop a cost-sharing policy.

Chapter 53 Section 5339

Program Purpose: The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. The funding in this category uses capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

- State and local government entities that operate fixed route bus service and that are eligible to receive direct grants under 5307 and 5311 may now be direct recipient of Section 5339 funds, regardless of their designated recipient status.
- Two discretionary components have been added the program: A bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. A solicitation of proposals for competitive funding including requirements and procedures will be published in an annual Notice of Funding Availability (NOFA) as soon as possible.
- A new pilot provision allows designated recipients in urbanized areas between 200,000 and 999,999 in population to participate in voluntary state pools to allow transfers of formula funds between designated recipients from FY 2016 through FY 2020.
- Allows states to submit statewide applications for bus needs.
- The minimum state allocation under the formula was raised to \$1.75M from \$1.25M; the territory allocation was unchanged.
- Grantees may use up to 0.5% of their 5339 allocations on Workforce Development activities.

Transportation Development Credits

Transportation Development Credits have been used by both public transit providers, and they are a federal transportation funding tool that can be utilized by states as a means of meeting local and state matching requirements for federal funding. State credits are accrued when capital investments are made in federally approved tolled facilities including toll roads and bridges. These credits can then be used as a “soft match”, meaning that they do not represent an actual source of funding. Essentially, these credits reduce the amount of funding a state or local entity must contribute and allow many programs to be funded with 100 percent federal funds as opposed to the traditional 80/20 percent split between federal and state/local funding sources. One major advantage of this is that it frees local matching funds for other projects.

Transit Asset Management (TAM)

The Federal Transit Administration (FTA) continues to advance efforts to implement a performance-based approach to planning. With this purpose in mind, FTA established requirements for the Transit Asset Management plan (TAM) enhancing safety, reducing maintenance costs, increasing reliability, and improving performance. TAM is reported by transit agencies with the requirement from FTA that transit agencies and MPOs coordinate to the maximum extent practicable in selecting targets. For many MPO regions across the nation, this has so far been an exercise in transit agencies sharing targets with the MPO for communication purposes. MPO’s, however, are encouraged to provide resources and grant support where plausible in support of transit agencies achieving their targets.

The Federal Transit Administration (FTA) recommends Transit Asset Management (TAM) practices to preserve and expand transit investments. Reliable and well-maintained transit infrastructure provides safe, dependable services that are easily accessed. A transit system is in a state of good repair when it possesses and maintains a comprehensive list of its capital assets and rolling stock. Additionally, an asset management plan must be integrated into the management process and practices of the agency. The percentage of an agency’s assets should be within their articulated useful life, with remaining assets performing as designed for function.

FTA Transit Asset Management (TAM):

- Percentage of revenue vehicles (by type) that exceed useful life benchmark (ULB)
- Percentage of non-revenue service vehicles (by type) that exceed ULB
- Percentage of facilities (by group) rated less than 3.0 on Transit Economic Requirements Model (TERM) scale

Public Transportation Agency Safety Plan (PTASP)

Safety is a core business function of all public transportation providers and should be systematically applied to every aspect of service delivery. For the transit agencies within the RGVMAB, all levels of management, administration and operations are dedicated to and responsible for the safety of their clientele and themselves. To improve public transportation safety to the highest practicable level in the State of Texas and comply with FTA requirements, the Texas Department of Transportation (TxDOT) has developed individual Agency Safety Plans (ASP) in collaboration with the Rio Grande Valley Metropolitan Planning Organization (MPO), and the three primary Section 5307 Public Transportation Providers in the RGVMAB.

To ensure that the necessary processes are in place to accomplish both enhanced safety at the local level and the goals of the NSP, The City of Brownsville and B-Metro, City of McAllen and Metro McAllen, and the Lower Rio Grande Valley Development Council (LRGVDC), doing business as Valley Metro all have recently adopted their respective PTAPs and the tenets of SMS including a Safety Management Policy (SMP) and the processes for Safety Risk Management (SRM), Safety Assurance (SA), and Safety Promotion (SP), per 49 U.S.C. 5329(d)(1)(A).2 Though the RGVMPO is not yet required to report these targets, they have been included and considered throughout the planning process.



Rio Grande Valley 5307 Agencies: PTASP & TAM Performance Measures



Valley Metro/B-Metro/Metro McAllen

Public Transportation Agency Safety Plans (PTASP)

(DR: Demand Response)

Measure/Target	B - Metro		Metro McAllen		Valley Metro	
	<u>Fixed Route</u>	<u>DR</u>	<u>Fixed Route</u>	<u>DR</u>	<u>Flex Route</u>	<u>DR</u>
Total number of reportable fatalities						
*Rate of reportable fatalities per total vehicle revenue miles by mode						
Total number of reportable injuries						
*Rate of reportable injuries per total vehicle revenue miles by mode						
Total number of reportable events						
*Rate of reportable events per total vehicle revenue miles by mode						
Mean distance between major mechanical failures by mode						

*rate = total number x 100,000/total revenue vehicle miles traveled

Transit Asset Management (TAM)

Measure	Asset Class	FY 2025	FY 2026	FY 2027	FY 2028
<u>Revenue</u>					
% of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark	Bus				
	Cutaway				
<u>Equipment</u>					
% of vehicles within a particular asset class that have met or exceeded their useful life benchmark	Non-revenue/service automobile				
<u>Facilities</u>					
Condition - % of vehicles with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale	Administration				
	Maintenance				
	Parking Structures				
	Passenger Facilities				

Rio Grande Valley 5307 Agencies: PTASP & TAM Performance Measures



Brownsville Metro

Public Transportation Agency Safety Plans (PTASP)

(DR: Demand Response)

Measure/Target	B - Metro		Metro McAllen		Valley Metro	
	<u>Fixed Route</u>	<u>DR</u>	<u>Fixed Route</u>	<u>DR</u>	<u>Flex Route</u>	<u>DR</u>
Total number of reportable fatalities					0	0
*Rate of reportable fatalities per total vehicle revenue miles by mode					0	0
Total number of reportable injuries					5.6	1
*Rate of reportable injuries per total vehicle revenue miles by mode					.0000028	.0000072
Total number of reportable events					6.2	1.2
*Rate of reportable events per total vehicle revenue miles by mode					.0000031	.0000087
Mean distance between major mechanical failures by mode					82,200	57,738

*rate = total number x 100,000/total revenue vehicle miles traveled

Transit Asset Management (TAM)

Measure	Asset Class	FY 2025	FY 2026	FY 2027	FY 2028
<u>Revenue</u>					
% of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark	Bus	1	1	1	1
	Cutaway	14	14	14	14
	Van	36	36	36	36
<u>Equipment</u>					
% of vehicles within a particular asset class that have met or exceeded their useful life benchmark	Non-revenue/service automobile	1	1	1	1
<u>Facilities</u>					
Condition - % of vehicles with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale	Administration	1	1	1	1
	Maintenance	1	1	1	1
	Parking Structures	1	1	1	1
	Passenger Facilities				

Rio Grande Valley 5307 Agencies: PTASP & TAM Performance Measures



Brownsville Metro

Public Transportation Agency Safety Plans (PTASP)

(DR: Demand Response)

Measure/Target	B - Metro		Metro McAllen		Valley Metro	
	<u>Fixed Route</u>	<u>DR</u>	<u>Fixed Route</u>	<u>DR</u>	<u>Flex Route</u>	<u>DR</u>
Total number of reportable fatalities	0	0				
*Rate of reportable fatalities per total vehicle revenue miles by mode	0	0				
Total number of reportable injuries	4.4	1				
*Rate of reportable injuries per total vehicle revenue miles by mode	2.95688	.763527				
Total number of reportable events	74	12				
*Rate of reportable events per total vehicle revenue miles by mode	9.94587	9.16233				
Mean distance between major mechanical failures by mode	5,288	9,627				

*rate = total number x 100,000/total revenue vehicle miles traveled

Transit Asset Management (TAM)

Measure	Asset Class	FY 2025	FY 2026	FY 2027	FY 2028
<u>Revenue</u>					
% of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark	Bus	11	11	6	6
	Cutaway	7	7	3	3
<u>Equipment</u>					
% of vehicles within a particular asset class that have met or exceeded their useful life benchmark	Non-revenue/service automobile	0	0	0	0
<u>Facilities</u>					
Condition - % of vehicles with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale	Administration	5	5	2	2
	Maintenance	2	2	0	0
	Parking Structures	2	2	0	0
	Passenger Facilities	5	5	3	3

RESOLUTION 2024-15

**SUBJECT: APPROVAL OF TRANSIT ASSET MANAGEMENT (TAM) & PUBLIC
TRANSPORTATION AGENCY SAFETY PLAN (PTASP) TARGETS
FY 2025-2028**

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

WHEREAS the RGVMPO is required to have a systematic way to gather citizen input on transportation issues; and

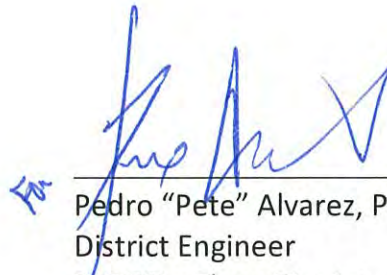
WHEREAS these procedures have been duly discussed and gone through the required public comment period; and

NOW THEREFORE, BE IT RESOLVED, that the Rio Grande Valley Metropolitan Planning Organization Transportation Policy Board agreed by a majority vote to approve TAM & PTASP measures for RGVMPO's Regional Transit Providers: Metro McAllen, Brownsville Metro, & Valley Metro.

Passed and Approved this 29th day of May 2024



The Honorable David L. Fuentes
County Commissioner PCT 1
Chairman of the RGVMPO Policy Board



Pedro "Pete" Alvarez, P.E. Hidalgo
District Engineer
TxDOT – Pharr District



Luis M. Diaz
RGV MPO Interim Executive Director

Public Transportation Agency Safety Plan (PTASP) & Transit Asset Management (TAM)

FY 2025-2028 Transit TIP Project List

FTA Transit Asset Management (TAM) - Revenue, Equipment, & Facility assets - (vehicles/equipment) that have met or exceeded their useful life benchmark should be repaired or replaced and facilities with a condition rating below 3.0 should be repaired or replaced. Initiatives and investments incorporated into programming of Transit TIP projects will address concerns related to asset management.

FTA Public Transportation Agency Safety Plan (PTASP)- initiatives and investments for reducing fatalities, injuries, reportable events, and mechanical failures are incorporated into programming of Transit TIP projects.

City of Brownsville Area – B-Metro

PHRBMPO141 - ADA Coordinator (\$27,163) Preventative Maintenance (\$181,255)

PM: Safety, Equipment, & Facilities

PHRBMPO142 - Mobile Fare Collection/Kiosk

PM: Revenue & Equipment

PHRBMPO149 - Operating Assistance

PM: Safety & Revenue

PHRBMPO150 – Preventative Maintenance

PM: Safety & Equipment

PHRBMPO151 - Dispatching Software

PM: Equipment

PHRBMPO130 – Operating

PM: Safety & Revenue

PHRBMPO131- Preventative Maintenance

PM: Safety

PHRBMPO132 – Dispatching Software

PM: Equipment

PHRBMPO133 - ADA Coordinator (\$27,163) Preventative Maintenance (\$187,611) Scheduling Software (\$11,760)

PM: Safety, Equipment, Facilities, & Revenue

PHRBMPO134 - Rehab/Renovate - Stations/Stops/Terminals

PM: Safety, Equipment, & Facilities

PHRBMPO121- Other Capital Program Items (PM), ADA Coordinator, Software & Rolling Stock

PM: Safety, Revenue, Equipment, & Facilities

PHRBMPO164 – Scheduling Software

PM: Revenue & Equipment

PHRBMPO154 - Operating Assistance

PM: Safety & Revenue

PHRBMPO155 - Preventative Maintenance

PM: Safety

PHRBMPO156 - Dispatching Software

PM: Equipment

PHRBMPO157 - ADA Coordinator (\$27,163) Preventative Maintenance (\$181,255)

PM: Safety, Revenue, & Equipment

PHRBMPO158 - Rehab/Renovate: Admin./Maint. Facility (\$141,162) Stations/Stops/Terminals (\$141,161)

PM: Safety, Facilities, Equipment, & Revenue

PHRBMPO165 – Scheduling Software

PM: Equipment

Harlingen-San Benito Area – Valley Metro

HSB-2025-001- Operations - Harlingen Urbanized Area

PM: Revenue & Facilities

HSB-2025-002 – Preventive Maintenance

PM: Safety

HSB-2025-003 - Software/Annual Subscriptions

PM: Equipment

HSB-2025-004 - Hardware & Surveillance Equipment

PM: Equipment & Safety

HSB-2025-005 - Bus Overhaul & Support Equipment

PM: Equipment & Safety

HSB-2025-006 – Capital Improvement

PM: Revenue

HSB-2026-001 - Operations - Harlingen Urbanized Area

PM: Revenue & Facilities

HSB-2026-002 - Preventive Maintenance

PM: Safety

HSB-2026-003 - Software/Annual Subscriptions

PM: Equipment

HSB-2026-004 - Hardware & Surveillance Equipment

PM: Equipment & Safety

HSB-2026-005 - Bus Overhaul & Support Equipment

PM: Equipment & Safety

HSB-2026-006 – Capital Improvement

PM: Revenue

Hidalgo County Area – Valley Metro & Metro McAllen

HCVM-123 - Valley Metro Transit Terminal and Maintenance Facility Construction

PM: Facilities & Equipment

HCVM-124 - Preventive Maintenance

PM: Safety

HCVM-125 – Operations

PM: Revenue, Safety, Facilities

HCMM-079 – Paratransit

PM: Safety & Equipment

HCVM-126 - Administration (88,848) Mobility Management (799,631)

PM: Revenue & Safety

HCVM-127 – Fleet Overhauls

PM: Equipment & Safety

HCVM-128 – Capital

PM: Revenue

HCMM-069 – Operating Assistance

PM: Safety & Revenue

HCMM-070 – Preventive Maintenance

PM: Safety

HCMM-071 – Administration/Operation

PM: Revenue & Facilities

HCVM-087 - Operations \$3,986,710 - Preventive Maint. \$1,200,000 - Fairbox Collection Equipment & Supplies \$200,000 - Software Subscriptions \$300,000

PM: Safety, Facilities, Equipment, & Revenue

HCMM-084 - Paratransit ADA Accessible Vehicle Purchase

PM: Safety, Equipment & Revenue

HCMM-085 - Paratransit ADA Accessible Vehicle Purchase (Part 2)

PM: Safety, Equipment & Revenue

HCMM-086 - Acquire Support Vehicles

PM: Safety, Equipment, & Revenue

HCMM-087 – Facility Improvements

PM: Safety, Equipment & Revenue

HCMM-088 – Bus Shelters

PM: Safety & Equipment

HCVM-129 - Valley Metro Transit Terminal and Maintenance Facility Construction

PM: Facilities & Equipment

HCVM-130 – Preventive Maintenance

PM: Safety

HCVM-131 – Operations

PM: Revenue, Safety, & Facilities

HCVM-132 - Administration (88,848) Mobility Management (799,631)

PM: Revenue & Safety

HCVM-133 – Fleet Overhauls

PM: Equipment & Safety

HCVM-134 – Capital

PM: Revenue

HCMM-072 – Operating Assistance

PM: Safety & Revenue

HCMM-073 – Preventive Maintenance

PM: Safety

HCMM-074 – Administration/Operation

PM: Revenue, Safety, & Facilities



Selection of Projects

Rio Grande Valley MPO combines data on asset inventory and projected growth, to develop strategies to ultimately maintain a state of good repair. By managing vehicles, facilities, and equipment with essential performance measures and preparing for future growth, transit planning determines the best form of investment. Public input, our TAC, BPAC, and Policy Board members comments and/or concerns also play a vital role in project priority. The RGVMPO predicts steady progression with implementation of planned projects, through utilization of acquired equipment and vehicles, maintenance of existing infrastructure, and continued research for future measures of performance. Selected projects are chosen upon need and funding availability, with consideration of effectiveness and strategic planning. The projects in place should help meet expectations and promote the advancement of each transit agency involved in our planning process.

Active Transportation

In coordination with the 2045 Rio Grande Valley Metropolitan Planning Organization (RGVMPO) Metropolitan Transportation Plan (MTP), the RGVMPO Active Transportation Plan (ATP) facilitates the creation of a regional approach to active transportation in the Rio Grande Valley. The region is unified by three key principles that prioritize improving connectivity, accessibility, and community health, while planning for a comprehensive active transportation system. Supporting each of the key principles are goals, outlined in Figure 1-2, that enhance non-motorized modes of transportation. Five critical success areas (Planning & Design; Policy & Programs; Education & Encouragement; Safety; and Active Tourism) that contain supporting initiatives are also identified. Of the short-term initiatives outlined in the Action Plan, **RGVMPO will continue collaborating with local governments to expand on regional connectivity through multi-modal project development.**

The RGVMPO's regionally coordinated system for walking and bicycling is designed to provide world class facilities for active transportation and to integrate active tourism to support economic opportunity in local communities. The Rio Grande Valley's safe, comfortable, inclusive, and equitable system of active transportation facilities accommodates users of all ages and abilities, and supports increased public health, excellent connectivity to transit and key destinations, simple and clear way-finding for visitors and tourists, and a unique sense of place that celebrates the rich culture of the RGV.

Figure 1-2: Key Principles and Supporting Goals



Connectivity: Increasing mobility across active transportation modes, while creating an integrated regional transportation network

Connect Transit with Active Transportation

Connecting the first and last mile of public transit trips to create a realistic and comprehensive network

Establish a Regional Hike/Bike Network

Link existing pedestrian routes, increase connectivity, and increase user comfort via a system of safe facilities

Connect Pedestrian Network

Filling sidewalk gaps and improving the quality of the pedestrian network



Accessibility: Establishing a comprehensive system of transportation options and allowing users of all ages and abilities to access resources across the region

Improve Connections to Key Destinations

Improving connections to key destinations promotes more frequent participation in active transportation

Ensure Equity

Enhancing travel choices for underserved people while increasing access to basic needs, services, and employment

Support Education and Encouragement

Encouraging user participation through education and empowering residents to engage with the community



Community Health: Promoting active transportation modes that improve public health and support local economies

Build Active Tourism Network

Supporting job creation and local spending through active tourism

Improve Mental and Physical Health

Integrating activity to lower the effects of obesity, heart disease, mental health issues and other chronic conditions

Improve System Safety

Reducing speeds and minimizing conflicts with motorized vehicles to increase safety for all users

Bicycle and Pedestrian Counts [Planning & Design Initiative]

In 2020-2021, the RGVMPo, in coordination with the LRGVDC, established a regional bicycle and pedestrian (trail) count program. The initiation phase of the Program utilized private funds from the Valley Baptist Legacy Foundation to support the installation of eighteen (18) Eco-Counters on eleven (11) trails, in nine (9) cities. The data collected is being shared with TxDOT and TTI, to be used in the Texas Bicycle and Pedestrian Count Exchange (BP|CX) Program for managing and analyzing count data. Ongoing coordination, management, improvements, and expansion of the program is anticipated during FY 2025-2028 if funding opportunities remain available. The benefit: an on-going count dataset can better provide insights and data-driven support for future projects, promoting efficient system management and operation.

Complete Streets [Policies & Programs Initiative]

Complete streets are urban planning and design principles that prioritize the safety, accessibility, and comfort of all road users, including pedestrians, cyclists, public transit riders, and motorists. The concept recognizes the diverse needs of a community and aims to create a safe and comfortable multimodal transportation network. The goal of complete streets is to create a balanced and user-friendly environment that caters to the needs of everyone, regardless of their mode of transportation. A complete street typically features well-designed sidewalks, dedicated bike lanes, efficient public transit options, safe crosswalks, and landscaping. By integrating these elements, complete streets promote a more inclusive and sustainable transportation system, enhancing the overall livability of communities. This approach not only fosters healthier and more active lifestyles but also contributes to improved air quality, reduced traffic congestion, and increased social connectivity. Complete streets policies will be implemented through regional design standards.

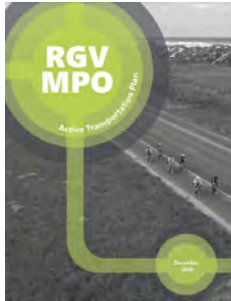
Active Transportation Facility Inventory [Planning & Design Initiative]

Planning efforts depend upon the availability of a comprehensive inventory of active transportation facilities. Municipalities and the RGVMPo have begun working together to develop regional standards for a facility inventory, and a strategy for cyclical review and updates. The regional geospatial database is planned to include the following attributes/features:

- Pedestrian network facilities: sidewalk location, width of sidewalk, spacing from curb, physical barriers present, etc.
- On-street bicycle network facilities: facility type (shared lane/sharrow; bike lane; cycle track), width of facility, pavement conditions, etc.
- Off-street network facilities: facility location, width of facility, surface material, location of amenities (restrooms, rest areas, water fountains), etc.

<https://rgvmop.maps.arcgis.com/apps/webappviewer/index.html?id=fa1a603b77194af39a1ca0110d6c348f>

RGVMPO Staff will guide the completion of the first regional active transportation facility inventory and subsequent annual data collection coordination. The benefit: establishment of data benchmarks according to community goals. In addition, a facility inventory emphasizes the preservation and improvement of the existing regional active transportation system. Additionally, the facility inventory will assist with the establishment of an active transportation regional data portal, to be developed through FY2025-2028 to be used for future plans and assist with project planning and development.



Visit our Active Transportation Implementation page

*[https://www.rgvmpo.org/
our-work/active-
transportation-
implementation](https://www.rgvmpo.org/our-work/active-transportation-implementation)*

Advisory Committees [Policies & Programs Initiative]

Coordination and communication between local and regional communities is key for the success of a regional trails system. As introduced in the Public Involvement Process section, the RGVMPO Bicycle and Pedestrian Advisory Committee helps ensure the planning process and implementation of plans meet the needs of the community. With its adoption in December 2020, the BPAC began implementing the RGVMPO ATP in 2021. In addition to the BPAC's work implementing several initiatives, two Working Groups were recently established to kickoff efforts for the RGV Traffic Safety Initiatives and the designation of a United States Bicycle Route (USBR). The USBR effort is additionally being coordinated and supported by the Caracara Trails Advisory Committee, another great regional committee who oversee the implementation of the proposed active transportation network outlined in the LRGV Active Plan (focused on Cameron County). The benefits: enhancing the integration and connectivity of the transportation system, across and between modes.

Bike Share [Education & Encouragement Initiative]

In 2015, the City of McAllen introduced McAllen B-Cycle to the Rio Grande Valley as the first bikeshare program. In recognizing the interest of the region, the LRGVDC – and by extension, Valley Metro - partnered with the City of McAllen to expand their program to the entire RGV. In 2021, the LRGVDC launched RGV B-Cycle with station locations in McAllen, Brownsville, and Harlingen. This regional bikeshare program allows users to rent bicycles for short-term or monthly use as one of the public transportation options for the community. A successful bikeshare program is an important tool to support the key principles of accessibility and community health. FY2025-2028 will include ongoing coordination between the RGVMPO BPAC and LRGVDC/Valley Metro Staff to manage and improve the regional bikeshare program.



<https://rgv.bcycle.com/>

Law Enforcement Trainings [Safety Initiative]

The RGVMPO applied for Category 8, Safety Funds from the Federal Highway Safety Improvement Program. A total of \$41,500 was awarded for the RGV Traffic Safety Initiative:

- To distribute 2,725 bike helmets throughout the RGVMPO jurisdiction.
- To distribute 5,000 bike lights throughout the RGVMPO jurisdiction.
- To administer hybrid trainings for 50 project managers on safety strategies and project development.
- To administer hybrid trainings for 100 law enforcement officers from the RGV on traffic safety problems/goals.

While the distribution of bike helmets and lights will assist with public safety education and encouragement, the law enforcement trainings are critical to increase the safety of the transportation system for non-motorized users. The trainings will include information about the regional active transportation facilities, current bicycle and pedestrian laws at the local and state levels, information on common collision types and locations, and enforcement procedures. In addition, officers will be trained protocols for properly completing collision forms when pedestrians and bicyclists are involved. Such protocols ensure the necessary details of the crash are properly recorded for crash analysis that will take place during FY 2025-2028.

The RGVMPO continues to cultivate a safe, comfortable, inclusive, and equitable system of active transportation facilities to accommodate users of all ages and abilities, and support increased public health, excellent connectivity to transit and key destinations, simple and clear wayfinding for visitors and tourists, and a unique sense of place that celebrates the rich culture of the Rio Grande Valley.

Safe Streets for All - Safety Action Plan

"In response to the significant number of collisions, the RGVMPO is adopting a proactive strategy to decrease and eliminate severe injury and fatal accidents in the area. Through the development of a Safety Action Plan (SAP), the RGVMPO aims to establish a systematic approach that delineates measures to reduce collisions, improve safety, and establish a fair transportation network. This framework is anticipated to be developed through thorough examination and extensive public input. The intent of a SAP is straightforward: reduce and eventually eliminate serious injury and fatal crashes.

A successful plan looks to protect the health and safety of those involved by anticipating, assessing, and mitigating potential threats and hazards and then provide a methodical approach to addressing them. Ultimately, a CSAP seeks to answer three questions:

- What are the potential risks and hazards?
- How can these risks be mitigated and prevented?
- What should be done in the event of an incident?" Source: TJKM RFP, December 2023

4. PLANNING PROCESS

- IN THIS CHAPTER:
 - PERFORMANCE BASED PLANNING
 - TIP PROJECT SELECTION PROCESS
 - TIP MODIFICATION & AMENDMENT PROCEDURES
 - YEAR OF EXPENDITURE





Performance Based Planning for Metropolitan Planning Organizations

The last three federal transportation bills, the Moving Ahead for Progress in the 21st Century Act (MAP-21), Fixing America's Surface Transportation (FAST) Act and the current Infrastructure and Investment Jobs Act (IIJA) (also known as the Bipartisan Infrastructure Law (BIL)), contain requirements for State Departments of Transportation (DOTs), Transit operators, and Metropolitan Planning Organizations (MPOs) to establish and conduct performance-based planning and programming. This includes the establishment of targets for measures as they relate to the following topics:

- Safety
- Bridge and Pavement Condition
- Performance of the National Highway System (NHS), Freight and Congestion Mitigation and Air Quality (CMAQ)
- Transit Asset Management (TAM) and Public Transportation Agency Safety Plans (PTASP)

In general, MPOs have the option to either adopt state/transit operator targets or establish their own for their respective MPO planning area; except for CMAQ Traffic Congestion measures which require unified targets with all State DOTs and MPOs in the urbanized area. In addition to establishing targets MPOs are required to monitor and track progress towards meeting these targets. The Rio Grande Valley MPO's Transportation Policy Board approved the adoption of the following State's safety performance targets:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries

Additional targets will be set in cooperation with the state DOT:

- Level of Travel Time Reliability (LOTTR) Interstate
- Level of Travel Time Reliability (LOTTR) Non-Interstate
- Truck Travel Time Reliability (TTTR)
- Performance of National Highway System (excluding the Interstate)

The MPOs, States, and the providers of public transportation shall jointly agree upon developing specific written provisions toward attainment of critical outcomes for the region of the MPO and the collection of data for the State asset management plan for the NHS. Such agreements shall be documented as part of the metropolitan planning agreement or in some other form jointly agreed to by the MPOs, States, and providers of public transportation. The RGVMPO, TxDOT, and transit providers should execute Memorandums of Agreements (MOAs) establishing this process. The RGVMPO will work in conjunction with FHWA, FTA, and TxDOT to ensure the organization meets state and federal requirements on performance measures. Staff will include the Technical Advisory Committee and the Transportation Policy Board in the performance measures decision making process. As of now, milestones set by the MPO are on track to be met, and staff continues to plan for long-term performance measures goals.

Performance Management Framework

Alliance Transportation Group comprised methodology to monitor the performance of our region's transportation system, and the "effectiveness of programs and projects as they relate to the National Goals, a series of performance measures were established in the areas of safety (PM1), infrastructure condition (PM2), and system performance (PM3). These measures are outlined in and 23 CFR Part 4901 and 49 USC 6252 .The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system performance information to make investment and policy decisions to achieve national performance goals.

Transportation Performance Management Framework:

- Is systematically applied.
- Provides key information to help decision makers to understand investment outcomes across transportation assets or modes.
- Improves communication between decision makers, stakeholders, and the public.
- Ensures targets and measures are developed in cooperative partnerships and based on data and objective information.

This first version of a TPM Framework for the RGVMPPO is based on guidance provided by FHWA and is comprised of ten (10) primary components that reflect either the steps involved in ongoing Metropolitan Transportation Planning or the facets and characteristics that comprise an MPO. The numbering of the components, it should be noted, does not reflect the order in which steps necessarily occur. The first six (6) components illustrate categories of processes involved in metropolitan transportation planning and are as follows:

1. Strategic Direction
2. Target Setting
3. Performance Based Planning
4. Performance Based Programming
5. Monitoring and Adjustment
6. Reporting and Communication

The above six (6) components are used as the outline for the first 6 chapters of this framework and are intended to both document the current state of the RGVMPPO as well as provide guidance on continued implementation and maintenance of the framework. The remaining four (4) components are related to characteristics of the MPO and its functions and are as such:

- A. Organization and Culture
- B. External Collaboration and Coordination
- C. Data Management
- D. Data Usability and Analysis

These four (4) components provide the outline for the remaining four (4) chapters of this framework and are likewise intended to provide a basis for continued implementation and maintenance of the framework moving forward. The final chapter of this document summarizes the key takeaways and recommendations from each chapter and provides strategies for next steps and continued implementation. Understanding Performance Management as a strategy for tracking achievement of goals will help RGVMPPO staff and planning partners in implementing and maintaining this framework." Source: RGVMPPO TPM Framework, ATG/DCCM, 2024

Performance Measures

The RGVMP 2045 MTP update fulfilled the RGVMP's TPM responsibility for the previous MTP update cycle using Federal performance goals and measures, as well as compliant TxDOT performance measure targets to align with guidelines created by MAP-21 and continued by the FAST Act. The transportation system needs assessment performed as part of the 2045 MTP provided existing target measures, which created a base to understand the state of the current RGVMP transportation system in comparison to assigned TxDOT targets. The System Performance Report of the 2045 MTP (Chapter 9) described the RGVMP's approach to performance-based decision making to support the national goals described in 23 U.S.C. 150(b).

These measures focus on the safety of the RGV Metropolitan Area Boundary (MAB) transportation network, condition and reliability of interstate and remaining National Highway System (NHS) infrastructure, and reliability of freight movement throughout the region. Data producing these measures derives from TxDOT's Crash Record Information System (CRIS), FHWA's National Performance Management Research Data Set (NPMRDS), the Highway Performance Monitoring System (HPMS), TxDOT's open GIS database, and through coordination with regional FTA funded transit agencies. Due to the RGVMP's current air quality attainment status, the organization currently reports performance measures for 15 of the 18 federal performance measures (Table 4).

Table 4: Federal Performance Measures applicable to RGVMP

Goal Area	Measure
FHWA PM1 Safety	Number of Fatalities
	Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
	Number of serious injuries
	Rate of serious injuries per 100 million VMT
	Number of non-motorized fatalities
	Number of non-motorized serious injuries
FHWA PM2 Infrastructure Condition	Percentage of pavements of the Interstate System in Good condition
	Percentage of pavements of the Interstate System in Poor condition
	Percentage of pavements of the non-Interstate NHS in Good condition
	Percentage of pavements of the non-Interstate NHS in Poor condition
	Percentage of NHS bridges classified as in Good condition
	Percentage of NHS bridges classified as in Poor condition
FHWA PM3 System	System Performance: Percentage of person-miles traveled on the Interstate that are reliable (LOTTR)
Performance/ Freight/ CMAQ	System Performance: Percentage of person-miles traveled on the non-Interstate NHS that are reliable (LOTTR)
	Freight Movement: percentage of Interstate system mileage providing for reliable truck travel time (TTTRI)
	*CMAQ: Annual Total Tailpipe CO2 Emission on NHS
	*CMAQ: Annual Hours of Peak Hour Excessive Delay (PHED) per capita
	*CMAQ: Percent of Non-SOV Travel on network
FTA Transit Asset Management (TAM)	Percentage of revenue vehicles (by type) that exceed useful life benchmark (ULB)
	Percentage of non-revenue service vehicles (by type) that exceed ULB
	Percentage of facilities (by group) rated less than 3.0 on Transit Economic Requirements Model (TERM) scale
FTA Public Transportation Agency Safety Plan (PTASP)	Total number of reportable fatalities
	Rate of reportable fatalities per total vehicle revenue miles by mode
	Total number of reportable injuries
	Rate of reportable injuries per total vehicle revenue miles by mode
	Total number of reportable events
	Rate of reportable events per total vehicle revenue miles by mode
	Mean distance between major mechanical failures by mode

*Applies to areas designated as nonattainment or maintenance for ozone, carbon monoxide or particulate matter.

"The RGVMPPO staff are diligently working to address project readiness and support LG needs for project health. It is recommended that the RGVMPPO continue to apply a project readiness assessment to proposed projects.

It is likewise recommended that RGVMPPO continue to meet with TxDOT to review project health and consider incorporating a "lessons learned" component in these meetings, at least on a yearly basis.

It is recommended that the RGVMPPO promote best practice project level strategies for performance outcomes, either through literature, coordination with TxDOT workshop opportunities, or through workshops hosted directly by the RGVMPPO. That is, the RGVMPPO should provide resources to LGs on what programmatic elements of a project are expected to have the best outcomes for a given goal area. Similarly, lessons learned on project readiness and project delivery should be shared and promoted across the agency and with planning partners." Source: RGVMPPO TPM Framework, ATG/DCCM, 2024

Table 15: Performance-Based Programming Relationship to TPM Components

Component	Summary Definition	Relationship to Performance-Based Programming
01. Strategic Direction	The establishment of an agency’s focus through well-defined goals/objectives and a set of aligned performance measures.	Programmed projects are linked directly to the strategic direction since they are prioritized by their potential ability to address goals and objectives.
02. Target Setting	The use of baseline data, information on possible strategies, resource constraints and forecasting tools to collaboratively establish targets.	Programmed projects are selected and funded based on how they help achieve performance targets.
03. Performance-Based Planning	Use of a strategic direction to drive development and documentation of agency strategies and priorities in the long-range transportation plan and other plans.	Performance-based programming allocates funding to projects identified as part of the strategies developed and documented in performance-based plans.
05. Monitoring and Adjustment	Processes to track and evaluate actions taken and outcomes achieved that establish a feedback loop to adjust planning, programming, and target setting decisions. Provides key insight into the efficacy of investments.	Completed projects from the STIP and TIP should be assessed to determine whether they provided the expected progress toward performance targets.
06. Reporting and Communication	Products, techniques and processes to communicate performance information to different audiences for maximum impact.	The programming process must be transparent and well communicated to ensure support and understanding of prioritization framework by stakeholders.

Component	Summary Definition	Relationship to Performance-Based Programming
A. TPM Organization and Culture	Institutionalization of a TPM culture within the organization, as evidenced by leadership support, employee buy-in, and embedded organizational structures and processes that support TPM.	The link between programming and performance must be supported by and understood by leadership and agency-wide to comprehensively implement the process.
B. External Collaboration and Coordination	Established processes to collaborate and coordinate with agency partners and stakeholders on planning/ visioning, target setting, programming, data sharing, and reporting.	The programming process must be clearly communicated to external stakeholders and coordinated with partner agencies. For example, a State DOT’s STIP and an MPO’s TIP must align.
C. Data Management	Established processes to ensure data quality and accessibility, and to maximize efficiency of data acquisition and integration for TPM.	Programming relies on data managed from various sources, including those from partner agencies.
D. Data Usability and Analysis	Existence of useful and valuable data sets and analysis capabilities, provided in usable, convenient forms to support TPM.	The programming process is based on good analysis of scenarios derived from an understanding of funding and baseline data projected forward into the future.

Highway Performance Measures Project List

FY 2025-2028 Transportation Improvement Program

(PM) Performance Measure(s)

TXDOT Projects – On-System

Safety Projects PM1

CSJ# 2717-01-027 - FM 3248 Project consists of widening from a 4-lane to a 6-lane with median. Based on the TxDOT PMDIS system, it scores a 7.1% for the safety category and is estimated to have an impact on Fatal and Serious injury crash rates, impact on total crash rates, impact on fatal and serious injury crashes, and impact on total crashes.

CSJ # 3468-01-021 - FM 3362 Project consists of widening and reconstructing roadway from a 4-lane to a 6-lane divided urban. Based on the TxDOT PMDIS system, it scores a 33.5% for the safety category and is estimated to have an impact on Fatal and Serious injury crash rates, impact on total crash rates, impact on fatal and serious injury crashes, and impact on total crashes.

CSJ# 0865-01-108 - SH 495 Project consists of constructing a 4-lane divided urban section. Based on the TxDOT PMDIS system, it scores a 63.2% for the safety category and is estimated to have an impact on Fatal and Serious injury crash rates, impact on total crash rates, impact on fatal and serious injury crashes, and impact on total crashes.

CSJ# 1228-03-041 - FM 1015 Project consists of a proposed 4-lane divided urban. Based on the TxDOT PMDIS system, it scores a 44.2% for the safety category and is estimated to have an impact on Fatal and Serious injury crash rates, impact on total crash rates, impact on fatal and serious injury crashes, and impact on total crashes.

CSJ# 1803-01-094 - FM 1925 Project consists of widening from a 4-lane to a 6-lane with median. Based on the TxDOT PMDIS system, it scores a 30.3% for the safety category and is estimated to have an impact on Fatal and Serious injury crash rates, impact on total crash rates, impact on fatal and serious injury crashes, and impact on total crashes.

CSJ# 0342-01-103 - SH 107 Project consists of the construction of a 6-lane divided urban. Based on the TxDOT PMDIS system, it scores a 36.2% for the safety category and is estimated to have an impact on Fatal and Serious injury crash rates, impact on total crash rates, impact on fatal and serious injury crashes, and impact on total crashes. The Project location is part of a Hurricane Evacuation Route.

CSJ# 1429-02-036 - FM 1426 Project consists of widening from a 4-lane to a 6-lane with raised median. Based on the TxDOT PMDIS system, it scores an 8.9% for the safety category and is estimated to have an impact on Fatal and Serious injury crash rates, impact on total crash rates, impact on fatal and serious injury crashes, and impact on total crashes.

Other projects with Safety Improvements (PM1):

(CSJ# - HWY Name)

0255-07-140 - US 281 Project

1803-01-092 - FM 1925

0528-01-118 - SH 107

0255-06-073 - US 281

0342-01-093 - SH 107

0220-04-049 - US 281

2094-01-063 - FM 2220

1429-02-036 - FM 1426

0864-01-069 - FM 494

System Preservation Projects (PM2)

CSJ# 3468-01-021 - FM 3362 Project consists of widening and reconstructing roadway from a 4-lane to a 6-lane divided urban. Based on the TxDOT PMDIS system, it scores a 25% for the system preservation category and is estimated to have an impact on lane miles receiving preventative maintenance (by ride score) and an impact to lane miles receiving preventative maintenance (by distress score).

CSJ# 0342-01-093 - SH 107- Project consists of operational improvements & rehabilitation. Based on the TxDOT PMDIS system, it scores 12.5% for the preservation category and is estimated to have an impact on the reduction in poor lane miles (by ride score).

System Reliability – PM3

CSJ# 2717-01-027 - FM 3248 Project consists of widening from a 4-lane to a 6-lane with median. Based on the TxDOT PMDIS system, it scores a 100% for the congestion category and is expected to improve the Benefit Congestion index for both Autos and Trucks

CSJ# 1429-02-036 - FM 1426 Project consists of widening from a 4-lane to a 6-lane with a raised median. Based on the TxDOT PMDIS system, it scores a 40.3% for the congestion category and is expected to improve the Benefit Congestion index for both Autos and Trucks

CSJ# 3468-01-021 - FM 3362 Project consists of widening and reconstructing roadway from a 4-lane to a 6-lane divided urban. Based on the TxDOT PMDIS system, it scores a 21.7% for the congestion category and is expected to improve the Benefit Congestion index for both Autos and Trucks

CSJ# 0528-01-118 - SH 107 Project consists of widening from a 4 lane to a 6 lane with a raised median. Based on the TxDOT PMDIS system, it scores a 24.3% for the congestion category and is expected to improve the Benefit Congestion index for both Autos and Trucks

CSJ# 1064-01-027 - FM 676 Project consists of widening from a 4 lane to a 6 lane with a left turn lane. Based on the TxDOT PMDIS system, it scores a 21.9% for the congestion category and is expected to improve the Benefit Congestion index for both Autos and Trucks

CSJ# 1803-01-094 - FM 1925 Project consists of widening from a 4-lane to a 6-lane with median. Based on the TxDOT PMDIS system, it scores an 11.8% for the congestion category and is expected to improve the Benefit Congestion index for both Autos and Trucks

CSJ# 2094-01-063 - FM 2220 Project consists of widening from a 4-lane to a 6-lane with median. Based on the TxDOT PMDIS system, it scores a 7.2% for the congestion category and is expected to improve the Benefit Congestion index for both Autos and Trucks

CSJ# 0327-08-098 - BU 77X Project consists of the construction of a raised median. Based on the TxDOT PMDIS system, it scores a 3.2% for the congestion category and is expected to improve the Benefit Congestion index for both Autos and Trucks

CSJ# 1803-01-092 - FM 1925 Project consists of widening from a 4 lane to a 6 lane with a raised median. Based on the TxDOT PMDIS system, it scores a 1.2% for the congestion category and is expected to improve the Benefit Congestion index for both Autos and Trucks

Brownsville Area – Off-System

CSJ # 0921-06-315 - On East Loop, from I-69E to SH4

Description: Construction of 4 to 6 lane roadway partially on new location

PM: System Performance/Freight – facilitates international trade and serves as an overweight corridor

CSJ # 0921-06-291 - On Morrison Rd., from FM 1847 to Dana Rd.

Description: Construct 4 lane urban roadway

PM: Congestion Reduction & System Reliability - This project will provide connectivity to a large retail area in Brownsville and reduce congestion on several major roads.

CSJ # 0921-06-371 - Signal Improvements, Various Locations within Cameron County
(Grouped)

Description: Signalization Improvements to reduce congestion and carbon emissions

PM: Congestion Reduction – improved timing and/or detection at intersections, System Reliability – improved traffic flow diminishing congested areas throughout the county, Environmental Sustainability – carbon reduction by lowering emissions (less idling)

CSJ # 0921-06-372 - Construction of bus passenger loading areas and facility improvements, Various locations throughout the City of Brownsville (Grouped)

PM: Safety & Environmental Sustainability – Improving safety along B-Metro Transit routes and alleviating carbon emissions from extended bus idling in traffic lanes.

CSJ # 0921-06-289 - Southmost Nature Trail, from La Posada Dr. to Alamada Dr./Monsees Rd

Description: Construct 5' wide concrete trail, drinking fountains, benches, curb ramps, and a re-designation of an adjacent lane into a shared road (Grouped)

PM: Environmental Sustainability & Safety – contributing to the non-motorized transportation system (lowering emissions) and creating safe, reliable routes for cyclists and pedestrians

CSJ # 0921-06-360 - Southmost NT Ph. III, from Calle Milpa Verde to Manzano St (Grouped)

Description: Construct a 10' concrete hike & bike trail

PM: Environmental Sustainability & Safety – contributing to the non-motorized transportation system (lowering emissions) and creating safe, reliable routes for cyclists and pedestrians

CSJ # 0921-06-361 - Southmost Nature Trail Ph. V, from International Blvd to Los Ebanos Blvd/Historic Battlefield Trail (Grouped)

Description: Construct 10' concrete trail

PM: Environmental Sustainability & Safety – contributing to the non-motorized transportation system (lowering emissions) and creating safe, reliable routes for cyclists and pedestrians

CSJ # 0684-01-068 - SH 550 Gap 2, from 0.203 Mi. S. of FM 1847 to 1.13 Mi. SE of UPRR
OVRPSS FM 3248
Description: Construct Controlled Access Tolled Facility

PM: System Performance/Freight - Connecting the Port of Brownsville and State Highway 48 to Interstate 69E, this roadway creates access through a previously undeveloped area.

Harlingen San Benito Area – Off-System

CSJ # 0921-06-257 - On S. Parallel Corridor, from FM 2520 to FM 1577
Description: New Location - 2 lane rural roadway in a proposed 120 ft. ROW

PM: System Performance & Congestion Reduction - a new location corridor designed to alleviate congestion along the I-2 interstate, previously the US77/83 Expressway, by creating an option to link cities and larger towns

CSJ # 0921-06-370 - Stenger St., from BUS 77 W. to Fannin St. (Grouped)
Description: Construct 10' Concrete Shared Use Path

PM: Environmental Sustainability & Safety – contributing to the non-motorized transportation system (lowering emissions) and creating safe, reliable routes for cyclists and pedestrians

Hidalgo County Area – Off-System

CSJ # 0921-02-328 - On Taylor Rd, from Mile 2 N to Business 83 (ROW phase grouped)
Description: Widen from 2 to 4 lanes divided urban

PM: System Performance & Safety - This is a transportation corridor (two phases) for the Cities of McAllen, Mission, Palmhurst as well as Hidalgo County adds capacity for system performance and increased safety.

CSJ # 0921-02-442 - On Trenton Rd., from I-69 C to FM 907

Description: Widen and Reconstruct Roadway from 2 to 4 lanes divided urban

PM: System Performance, Safety, & Congestion Reduction - connects County Pct. #4 and the City of Edinburg city limits and offers a significant east/west corridor travelling to and from commerce and entertainment for occupational commuters

CSJ # 0921-02-512 - On Bentsen Rd., from FM 676 (Mile 5) to FM 1924 (Mile 3)

Description: Widen from 2 to 4 lanes and continuous turn lane w/ curb and gutter

PM: Safety & System Performance - this roadway widening project improves safety & efficiency of the thoroughfare and offers better interconnectivity between neighboring economic sectors

CSJ # 0921-02-396 - Nolana Loop, from FM 2220 to FM 1926

Description: Widen to 6 lanes w/ median, continuous left turn lane, & bike lanes

PM: Safety & System Performance - this roadway widening project (with raised median) improves safety & efficiency of the thoroughfare and offers better multimodal interconnectivity with inclusion of bike lanes

CSJ # 0921-02-254 - On Mile 1 East, from Bus 83 to Mile 8 North

Description: Reconstruct & widen to urban 2 lanes & shoulders

PM: System Performance - Increasing capacity along this corridor improves access and increases mobility while relieving congestion

CSJ # 0921-02-440 - On Freddy Gonzalez, from US BUS 281 (Closner Blvd.) to I-69C (US 281)

Description: Widen and reconstruct to 4 lanes divided urban

PM: System Performance & Safety - Widening and reconstructing along this corridor improves safety and increases mobility while relieving congestion

CSJ # 0921-02-522 - Signal Improvements, Various Locations within Hidalgo County
(Grouped)
Description: Signalization Improvements to reduce congestion and carbon emissions

PM: Congestion Reduction – improved timing and/or detection at intersections, System Reliability – improved traffic flow diminishing congested areas throughout the county, Environmental Sustainability – carbon reduction by lowering emissions (less idling)

CSJ # 0921-02-539 - Weslaco Hike & Bike Ph. I, from Weslaco City Park N. to Mile 10 N.
(Grouped)

Description: Construct a 10' Shared Use Path

PM: Environmental Sustainability & Safety – contributing to the non-motorized transportation system (lowering emissions) and creating safe, reliable routes for cyclists and pedestrians

CSJ # 0921-02-322 - Liberty Blvd (Phase II), from FM 2221 to Mile 3 Rd. (ROW phase grouped)

Description: Construct 2 lane roadway with shoulders (on New Location from Mile 4 to FM 2221)

PM: System Performance – New roadway, adding capacity while relieving congestion

CSJ 0921-02-403 - Eldora Rd, from FM 3362 (Jackson Rd) to Veterans Blvd (I Rd) (ROW phase grouped)

Description: Widen from 2 to 4 Lane Divided

PM: System Performance & Safety - Widening along this corridor improves safety and increases mobility while relieving congestion

CSJ # 0921-02-360 - Mile 10 North, from Westgate (Mile 6W) to FM 1015 (ROW phase grouped)

Description: Widen from 2 to 4 lanes

PM: System Performance - this widening project will alleviate congestion and contribute to system performance

CSJ # 0921-02-448 - C, CE – Mile 6 W Rd, from SH 107 to Mile 14 1/2

Description: Widen to from 2 to 4 lanes

PM: System Performance - this widening project will alleviate congestion and contribute to system performance

CSJ # 0921-02-442 - C, CE – Trenton Rd, from I-69C/US 281 to FM 907

Description: Widen and Reconstruct Roadway from 2 to 4 lanes divided urban

PM: System Performance & Safety - Widening and reconstructing along this corridor improves safety and increases mobility while relieving congestion



The RGVMPO has successfully executed a Performance-Based Planning Memorandum of Understanding with the Texas Department of Transportation (TxDOT), and the Lower Rio Grande Valley Development Council – Valley Metro, the City of Brownsville, and the City of McAllen to ensure the performance measures and targets are met as required by federal law. The RGVMPO will continue to work closely with all agencies to achieve a more effective transportation planning process. TxDOT has provided the Decision Lens tool to visualize what project selection might look like when performance measures are implemented. The MPO intends to use the Decision Lens tool to help TAC and TPC members see how projects rank when we apply different weights toward project criteria. Decision Lens should help the committees make informed decisions on how to best utilize performance measures when they see exactly how it may play out during implementation. The three different sets of performance measures that the MPO must comply with are reported and adopted by the Transportation Policy Board. The RGVMPO continues to monitor updates to performance targets using the performance dashboard tools that TxDOT has made available. The RGVMPO has resolutions supporting TxDOT's performance targets.

TIP Project Selection Process

The selection of projects for the Surface Transportation Program (STP), Transportation Alternatives Set-Aside (TASA) and Proposition 1, Proposition 2 (newly passed legislation in November of 2021), and Proposition 7 funds, is the ultimate responsibility of the RGVMPO's Transportation Policy Board (TPB). As part of the selection process, the TPB has assigned specific duties to the Technical Advisory Committee (TAC) and Bicycle-Pedestrian Advisory Committee as critical analysts toward project selection. RGVMPO staff utilizes a project scoring system for Category 7 – Metropolitan Mobility and Rehabilitation funded projects. Category 2 – Metropolitan and Urban Corridor projects, along with categories 1,4,8,10,11, & 12 are scored by TxDOT. A ranking of projects is comprised based on readiness, score, and priority, ultimately leading to programming within the short-range TIP and/or long-range MTP. Federal transit funding is based on an appropriations process from the United States Congress. Each year, the U.S. Department of Transportation's Federal Transit Administration (FTA) distributes the state's annual appropriation to fund a variety of transit-related activities. All grants are awarded on a reimbursement basis and expenses must be incurred before FTA disburses the federal funds. MPO staff collaborates with regional transit providers to prioritize projects for inclusion to the Transit TIP.



The Lower Rio Grande Valley Development Council (LRGVDC) is the designee for public transportation funds, as well as the recipient for the Urban Area Formula program. The RGVMPPO is responsible for notifying eligible local entities of funding availability, publicizing the planning and project selection process, and coordinating a competitive selection. This selection process of projects using public transportation funds is approved by the Transportation Policy Board. As part of the selection process, the RGVMPPO utilizes project selection criteria, critique and analysis from advisory committees, and overall judgement from TPB members who represent our local governments, TXDOT-Pharr District, regional mobility authorities, and ports of entry. Selection criteria address gaps in current service within targeted communities and considers geographic distribution to encourage levels of diverse geographic disbursement. Projects selected must show evidence of broad solicitation for input (coordination planning process). The RGVMPPO ensures that the Regional Public Transportation Plan is in coordination and supports the projects applying for funding.

For programming into short- and long-range planning documents, Category 7 Funding allocation should be assigned to projects designated as Off-System, while On-System projects are approved on a case-by-case basis by the Transportation Policy Board. At least 25% of the less predictable funding allocation (i.e., Trends Modeling, indexing gasoline, etc.) also be assigned to Off-System projects with the remaining 75% assigned to On-System projects (state roadways). Each entity shall submit a RGVMPPO TIP/MTP Update Form, identifying project status through various facets of project development (Environmental Clearance, ROW Acquisition, Design, Project Costs, etc.) while MPO staff and TXDOT conduct a scoring process and seek guidance from advisory committees. Projects will be scheduled in accordance with timelines submitted by entities and financial constraints, however, projects that are ready to let may accelerate regardless of ranking.

Project selection procedures vary from locations within a transportation management area (TMA) versus a non-TMA, as well as which type of federal funding is involved. According to 23 C.F.R. Part 450, a TMA will require collaboration between the commission, MPO, and/or public transportation operator to select projects for implementation (with use of federal funds) on an approved TIP. In designated TMA's an MPO, in consultation with the state's DOT and public transportation operators, shall select all federally funded projects, except those listed on the National Highway System (NHS) and projects funded under bridge, interstate maintenance, safety, or federal lands highways.

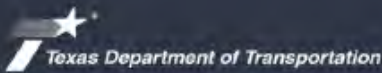
Strategies to help optimize the use of federal funds are shared during Project Readiness Sub-committee meetings, TAC, & TPB meetings regularly. MPO staff maintains consistent communication with planning partners and project readiness is highly stressed. MPO staff will continue to regularly calculate utilization and carryover estimates for each fiscal year (FY). Project prioritizing is based on a performance measures framework with emphasis on avoiding delays and utilizing funding efficiently.

The practice for project selection is currently evolving due to Federal and State restraints. One initiative of the Texas Transportation Commission is to develop and implement a performance-based planning and programming process dedicated to providing the executive and legislative branches of government with indicators that quantify and qualify progress toward attaining all department goals and objectives established by the legislature and the commission. The commission by rule shall develop and implement performance metrics and performance measures as part of 1) the review of strategic planning in the statewide transportation plan, rural transportation plans, and unified transportation programs; 2) the evaluation of decision-making on projects selected for funding in the unified transportation program and statewide transportation improvement program; 3) the evaluation of project delivery for projects in the department's letting schedule. The Transportation Commission shall adopt and review performance metrics and measures to: 1) assess how well the transportation system is performing and operating in accordance with the requirements of 23 USC Section 134 or 135; 2) provide the department, legislature, stakeholders, and public with information to support decisions in a manner that is accessible and understandable to the public; 3) assess the effectiveness and efficiency of transportation projects and service; 4) demonstrate transparency and accountability; 5) address other issues the commission considers necessary.


In accordance with legislation, planning organizations shall develop their own project recommendation criteria, which must include consideration of: 1) projected improvements to congestion and safety; 2) projected effects on economic development opportunities for residents of the region; 3) available funding; 4) effects on the environment including air quality; 5) socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods; 6) any other factors deemed appropriate by the planning organization. The planning partners of our Rio Grande Valley region convene regularly to accomplish the goals stipulated through legislation. This group conveys the importance of implementing project selection, based on the performance measures and values adopted by RGVMPO, where projects are selected based on this process, or whether a project was selected circumventing this process, due to a significant external factor which makes it necessary and critical for the region. In which case the RGVMPO will provide a detailed reasoning for endorsing such projects.


TIP Modification and Amendment Policies and Procedures

Federal planning regulations 23 CFR Part 450 allows states and MPOs to make minor adjustments to TIPs and STIPs without a formal public involvement process at either the local or state level. Under 23 CFR Part 450.328, a TIP is subject to modification at any time consistent with the procedures established for its development and approval. A Statewide Transportation Improvement Program (STIP) revision is required for major changes in project details. An example, originally provided by TXDOT, of comparing a STIP Revision to an Administrative Amendment is listed below, along with detailed examples of revisions and modifications:



When is a STIP Revision Required?

 A STIP Revision is required for a major change to a project included in a Metropolitan Transportation Plan, TIP, or STIP.

 A STIP Revision requires public review and comment, re-demonstration of fiscal constraint, and a conformity determination (for MTPs and TIPs involving “non-exempt” projects in nonattainment and maintenance areas).

For projects using highway funds (transit projects follow the same process), formal STIP Revisions are required based on the following criteria:

- The change adds new individual FHWA funded projects.
- The change adds regionally significant state or locally funded projects.
- The change adds or removes a phase of work such as preliminary engineering, right-of-way, construction, etc. to the project, which increases or decreases the Year of Expenditure Cost (YOE).
- The change results in a project scope change.
- Change in project limit/termini.
- Change from state funding category to federal funding category (same as adding a federally funded project).
- Changes in Transit Grantees for FTA Section 5310 projects.
- Changes in an estimated approved federal cost exceeding 50% **AND** resulting in a YOE cost exceeding \$1,499,999. An amendment is not required when a change in estimated federal cost results in a projects YOE cost of under \$1,500,000. An example is presented below.

Changes that Do Not Require a STIP Revision (Administrative Amendment)

Not all project changes require a STIP Revision. A STIP Administrative Amendment can be used for minor changes to a project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to a project/project phase initiation dates. STIP Administrative Amendments for federally funded and state/locally funded regionally significant projects include the following:

- Change in project ID, Control-Section Job (CSJ) or inclusion of CSJ.
- Change in estimated federal cost resulting in a YOE cost < \$1.5M, unless changes break 50% rule.
- Change in one federal funding program to another federal funding program (unless that category needs Commission approval (Categories 2, 4 and 12) or category is specific to that project, i.e., Category 5 (CMAQ), or Project Specific Grants, i.e., RAISE Grant, SS4A Grant, etc.
- Change in one state funding category to another state funding category.
- Addition of a Grouped Project using a statewide CSJ.
- Change in letting date (within the 4 years).
- Change in the project limits for a state-funded project.
- Change in TIP year for a state-funded project (within the 4 years).
- Change in TIP year for a federal, state, local or regionally significant project (that **DO NOT** cross AQ analysis years in non-attainment or maintenance areas consistent with policy procedures).
- Change in project scope of work for a state-funded project.

Reminders:



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

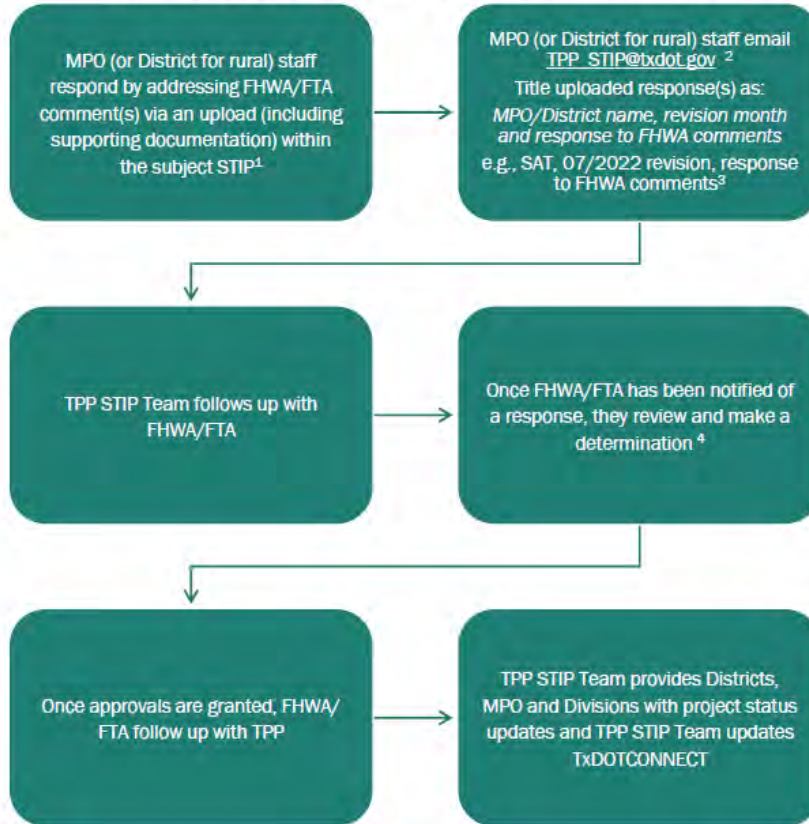


MTPs, TIPs, and STIP must be consistent and synchronized. Changes in the TIP must be reflected in the MTP.



STIP Exception Process

TxDOT's Federal Comments/Exceptions Process for the 2023-2026 STIP and Subsequent STIP Revisions



¹ It is strongly recommended that as many exceptions as possible are addressed within a single response.

² It is important to keep TPP updated on all responses, as this allows TPP to track and follow project(s) approval status.

³ Repeat, as necessary.

⁴ If further clarifying information is needed, FHWA/FTA can coordinate with the District/MPO.

Amendments to TIP documents require abiding to the MPO's Public Participation Plan. A call for project revisions and amendments is announced by MPO staff. A timeline consisting of project submittal deadlines, meeting dates, beginning to end of public involvement, and the ultimate approval date of all necessary documentation, is shared with members of TAC and TPB. Fulfilling the obligation of project sponsors, the region's local governments will inform MPO staff of project removal, major revisions to cost, funding, and/or project scope, movements in programmed fiscal years, and new project phases for inclusion. A scoring process is utilized when prioritizing/ranking of projects seeking federal funding. The MPO is responsible for ranking Category 7 - Metropolitan Mobility and Rehabilitation projects, while TXDOT ranks larger on-system projects. Category 9 - Transportation Alternatives Set-Aside funds are distributed by the MPO through project calls held every two years. The project selection process involves the Bicycle Pedestrian Advisory Committee, who scores project submittals and recommends potential recipients to TAC & TPB. Category 9 projects are listed within the MTP and included within an appendix to the Comprehensive TIP document.



To permit adequate public review and comment, amendments to the TIP are introduced and discussed at TAC & TPB meetings, while public involvement is either held virtually or in-person, at various locations within the planning boundary. The 30-day public involvement period is announced and hosted by RGVMPO as an effort to maintain transparency with members of the community. A summary of updates is comprised while executing changes to highway & transit TIP tables. The individual TIP project entries are labeled appropriately, depicting revisions and/or administrative changes where needed. Both the Summary of Updates and TIP tables are displayed during Public Involvement, inevitably leading to presentation and discussion with TAC & TPB members. Once highway and transit TIP tables are approved by TPB, MPO staff will upload required documentation to the E-STIP online Portal, while executing administrative modifications as necessary. All projects listed on the TIP must be consistent with RGVMPO's MTP and TXDOT's online databases – the E-STIP Portal and TXDOT Connect.

Year of Expenditure

Federal legislation requires planning documents (such as the STIP, MTP, and TIP) maintain financial plans that reflect “year of expenditure dollars” (YOE) for revenue and project cost estimates when adopted, approved, or amended. The project cost is subject to 4 % inflation rate per annum on Highway & Transit Projects outside of the 4-year TIP. To determine YOE trends, the RGVMPO utilizes a combination of data sources: TxDOT Highway Cost Index, and historical trends of inflationary rates. To determine total project cost, the RGVMPO utilizes information provided by TxDOT and local governments as follows:

- ROW cost - obtained cost from ROW section and/or Advanced Funding Agreements.
- PE Cost - Preliminary Engineering costs are given a standard 4.9% of the construction estimate cost
- Indirect Cost - As per Design Division, Pharr District has a rate of 4.77% of the construction estimate cost
- CE Cost & Contingencies Cost - obtained percentages are listed within the following table: (next page)

5. ADDITIONAL PLANNING ASPECTS

- IN THIS CHAPTER:
 - AIR QUALITY
 - TRANSPORTATION RESILIENCE
 - AMERICANS WITH DISABILITIES
 - FREIGHT PLANNING
 - Title VI, ENVIRONMENTAL JUSTICE, & LEP





Air Quality Issues

The Clean Air Act of 1990 places several requirements on communities to maintain and improve urban air quality. In response to the Act, the U.S. Department of Transportation has identified those communities in the nation with poor air quality as non-attainment areas and those with good air quality are classified as attainment areas. U.S. EPA conformity requirements 10 CFR 51 require air quality in non-attainment and maintenance areas for significant projects funded with federal funds. The RGVMPO MAB is currently in attainment under all categories of the National Ambient Air Quality Standards, according to the EPA classification. Through analyzing results from five Texas Commission on Environmental Quality (TCEQ) monitoring sites within our MAB, our region is at 53-54 ppb (3-year avg.).

Transportation Resilience

Transportation Resilience is an ongoing planning effort that is currently under development by the RGVMPO to address reliability and resiliency measures on our regions' transportation system. Natural disasters and climate change have caused significant impacts in the Rio Grande Valley's Road systems, the RGVMPO plans on reducing vulnerability risks by using strategies to prepare for disaster recovery and improve safety on our roads. In coordination with the Texas Department of Transportation (TxDOT), Texas Transportation Institute (TTI), the Association of Texas Metropolitan Planning Organizations (TEMPO), and other resiliency working groups, some critical factors identified for the Rio Grande Valley are flooding, hurricanes, evacuation routes and shelters, public health, emergency response, border and freight security, and wind impacts. Alliance Transportation Group designed RGVMPO's Resiliency & Sustainability Analysis in 2023. The plan explains decisions regarding investments in the regional transportation network. The ultimate achievement involves balancing multiple goals and priorities to gain maximized performance. Our MPO's guiding principles include adaptive development, a sustainable future, connected communities, collaborative governance, making just decisions.

Americans With Disabilities ACT (ADA)

The Americans with Disabilities Act (ADA) was designated to establish equal rights for persons with disabilities. The ADA requires municipalities to develop programs that do not discriminate against persons with disabilities solely based on a physical or mental disability. The Act addresses several areas including employment, public services, nondiscrimination in the private sector, and telecommunications access. The RGVMPO shall include persons with disabilities in the development of its employment programs and public programs and facilities. The RGVMPO and the Texas Department of Transportation are dedicated to making sure that all projects comply with the Americans with Disabilities Act (ADA) of 1990. All construction contracts or projects emphasize ADA requirements for all projects in the TIP.

Title VI

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO), as a recipient of federal financial assistance and under the Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the MPO, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs. Any Person who believes the RGVMPO, or any entity who receives federal financial assistance from or through the RGVMPO (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

Complaint procedures, Non-discrimination Statement, & Title VI Assurances:

<https://www.rgvmppo.org/resources/title-vi>

Environmental Justice

Equitable implementation of transportation projects and plans takes into consideration historically disenfranchised people to ensure that all people regardless of race, color, national origin, or income are accounted for when planning for a region. This is achieved through analyzing Environmental Justice Zones (EJZs), which are areas that contain a high minority population, high population in poverty, or populations with high limited English proficiency (LEP). These zones are used to evaluate proposed transportation projects for equitable impacts. For environmental, cultural, and civic assets that may be impacted by future transportation projects, taking an inventory of these assets helps contribute to the system level analysis of infrastructure investment scenarios and proposed future transportation projects. The purpose of the Limited English Proficiency Plan is to address the responsibilities of the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) as a recipient of federal financial assistance as they relate to the needs of individuals with limited English proficiency skills.

Limited English Proficiency Plan (LEP) –

<https://www.rgvmppo.org/home/showpublisheddocument/64/637886416442330000>

The goals, policies, approaches, and performance measurements that RGVMPO utilize to satisfy the needs of LEP persons? How does this influence how the MPO prioritizes language service investments for LEP populations include:

Factor 1: The number or proportion of LEP persons in the study area who may be served by the RGVMPO.

Factor 2: The frequency with which LEP persons encounter the RGVMPO.

Factor 3: The nature and importance of services provided by the RGVMPO to the LEP population.

Factor 4: The resources available to the RGVMPO, and overall cost to provide LEP assistance.

To promote accessibility to language translation services for LEP persons, we provide informational items and announcements online, in our office, and at in-person public engagement events.

Freight Planning

The RGV Freight and Trade Transportation Plan addresses the unique binational and multimodal freight and trade challenges and opportunities in the Rio Grande Valley. The RGV region incorporates truck, rail, maritime, air, and international bridges as well as space operations (Space X, Boca Chica Beach).

Additionally, the plan was developed alongside TxDOT's concurrent Texas-Mexico Border Transportation Master Plan, which focusses on cross-border movement of people and goods at the statewide level.

TEXAS-MEXICO BORDER TRANSPORTATION MASTER PLAN 2021
PLAN MAESTRO DE TRANSPORTE FRONTERIZO DOS MIL VEINTIUNO

The graphic includes a map of the border region with cities like El Paso, Ciudad Juárez, San Antonio, Austin, Houston, Laredo, McAllen, Brownsville, and Matamoros. It also features the state seals of Chihuahua, Coahuila, Nuevo Leon, Tamaulipas, and Texas, along with images of a highway interchange, a tanker truck, and a highway with traffic.

URL: <https://ftp.dot.state.tx.us/pub/txdot/tpp/btmp/btmp-final-report.pdf>

RIO GRANDE VALLEY FREIGHT AND TRADE TRANSPORTATION PLAN GOALS

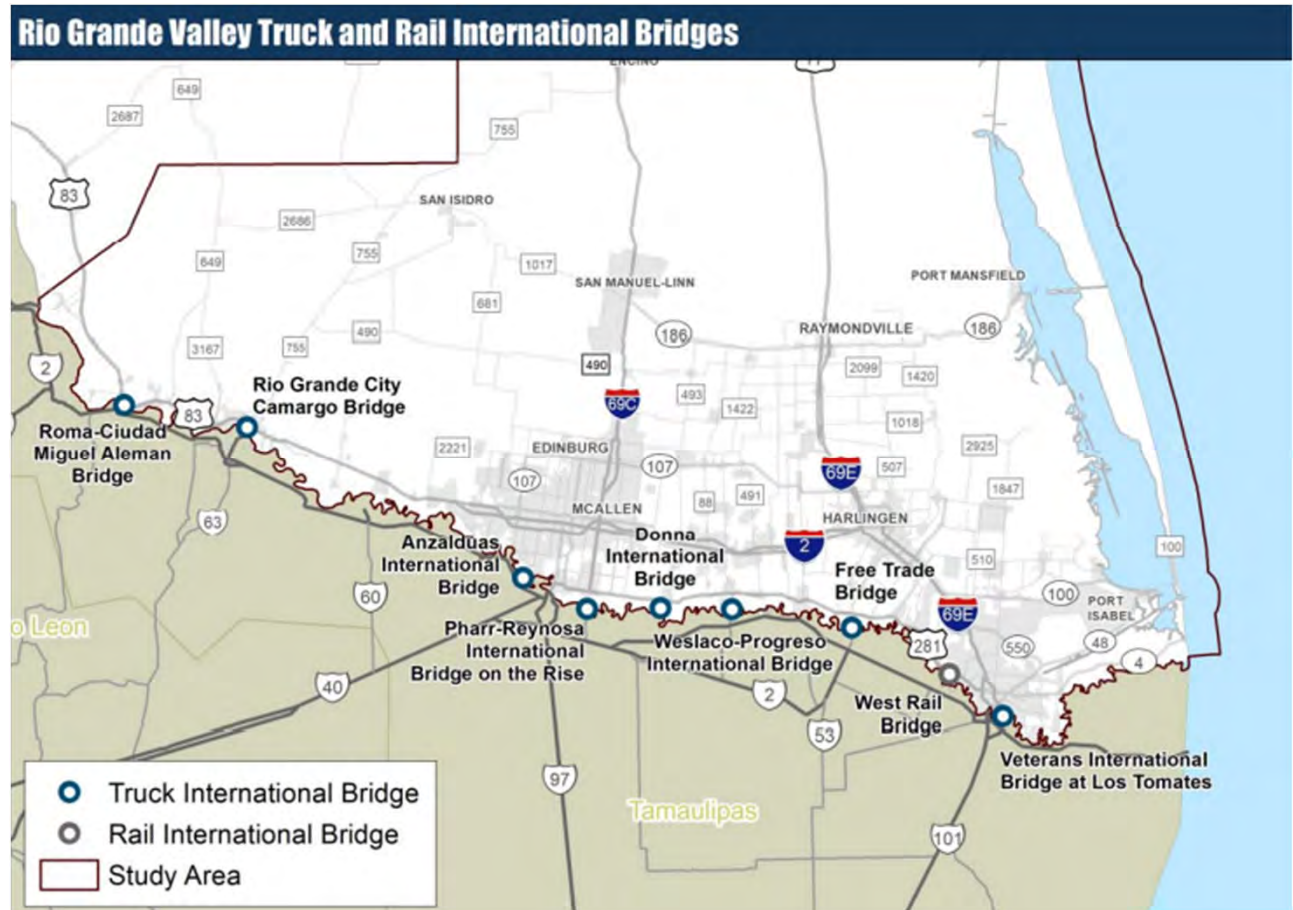
<p>Safety and Security Improve the safety of the Rio Grande Valley region's multimodal freight system which includes highways, railroads, maritime ports, border ports-of-entry, airports, and pipelines.</p>	<p>Sustainable Funding Identify sustainable funding sources for the Rio Grande Valley's freight and trade transportation system.</p>
<p>Economic Competitiveness Enhance the economic competitiveness, productivity, and development in the Rio Grande Valley and beyond by ensuring the region's freight transportation network is robust enough to support cross-border trade and freight intensive industries.</p>	<p>Stewardship Manage environmental and state agency resources responsibly and foster accountability and transparency in decision-making.</p>
<p>Mobility and Reliability Enhance mobility and improve system efficiency and performance on the Rio Grande Valley transportation system by expanding capacity and addressing freight bottlenecks.</p>	<p>Customer Service Encourage local ownership of and coordination in the development of the Regional Freight Plan by engaging public and private sector stakeholders in transparent dialogue and establishing consistent strategies and recommendations.</p>
<p>Connectivity Improve local, regional, and cross-border highway connectivity and resiliency between freight modes within the Rio Grande Valley.</p>	<p>Asset Preservation Maintain and preserve the Rio Grande Valley's transportation infrastructure that supports multimodal and cross-border movement of freight.</p>

Source: TXDOT, RGV Freight Plan

Land Port of Entries – Truck and Rail International Bridges

There are eight international bridges serving commercial vehicle traffic in the Rio Grande Valley (RGV):

- **Roma-Ciudad Miguel Aleman Bridge**
- **Rio Grande City Camargo Bridge**
- **Anzalduas International Bridge**
- **Pharr-Reynosa International Bridge on the Rise**
- **Donna International Bridge,**
- **Weslaco-Progreso International Bridge**
- **Free Trade Bridge at Los Indios,**
- **Veterans International Bridge at Los Tomates**
- **West Rail Bridge – International Rail Bridge**



Source: TXDOT, RGV Freight Plan

The Rio Grande Valley is vital to freight movement both statewide and nationally. The region is linked to various, strategic Texas supply chains such as manufacturing, agriculture, and energy production. A significant amount of freight transportation is the result of increased international commerce.

417 Tier 1 Miles

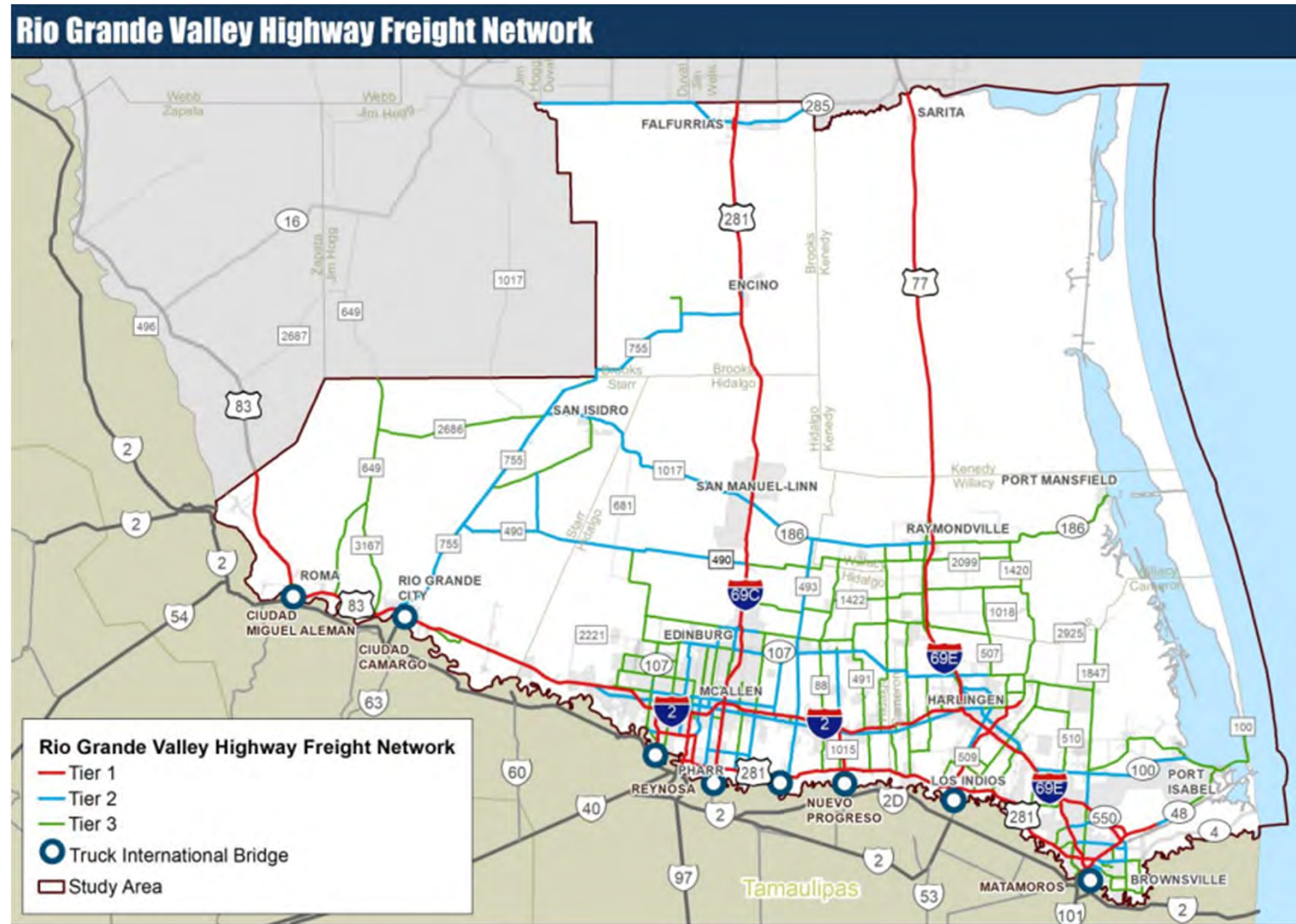
- includes the roadways most critical for freight transportation

459 Tier 2 Miles

- includes roadways providing significant regional connection

671 Tier 3 Miles

- includes additional connections within the network and to freight generating and producing businesses in the region



Source: TXDOT, RGV Freight Plan

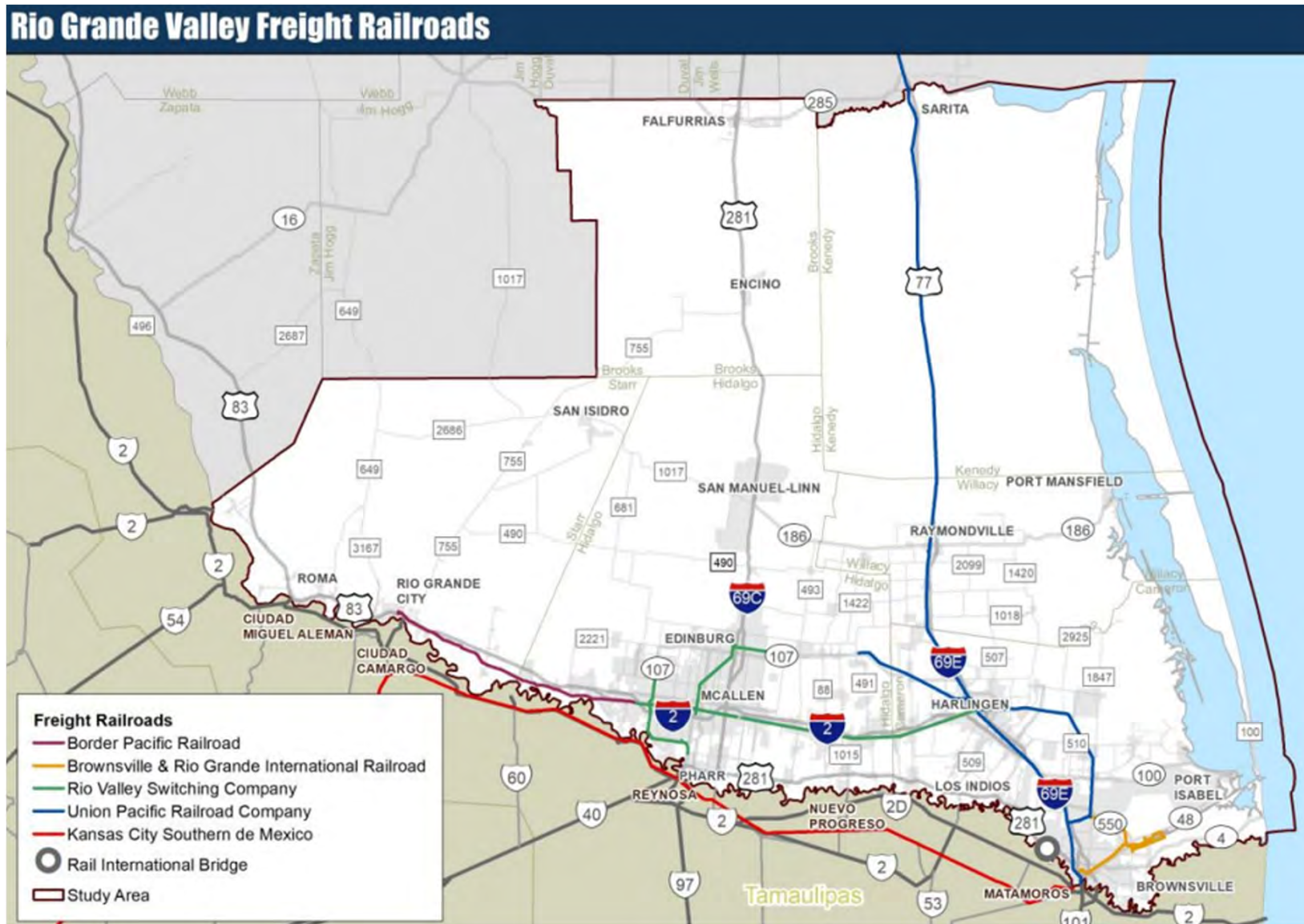
Operating freight rail infrastructure within the RGV includes one Class I and three short line railroads.

Union Pacific (UP) owns track alongside the I-69E corridor and connecting to the region's only rail international bridge (the West Rail Bridge).

The Border Pacific Railroad connects Rio Grande City to McAllen, and the Rio Valley Switching Company operates along the same corridor to Harlingen with spurs to Edinburg and Pharr.

The Brownsville & Rio Grande International Railroad connects the Port of Brownsville to the UP line and the West Rail Bridge.

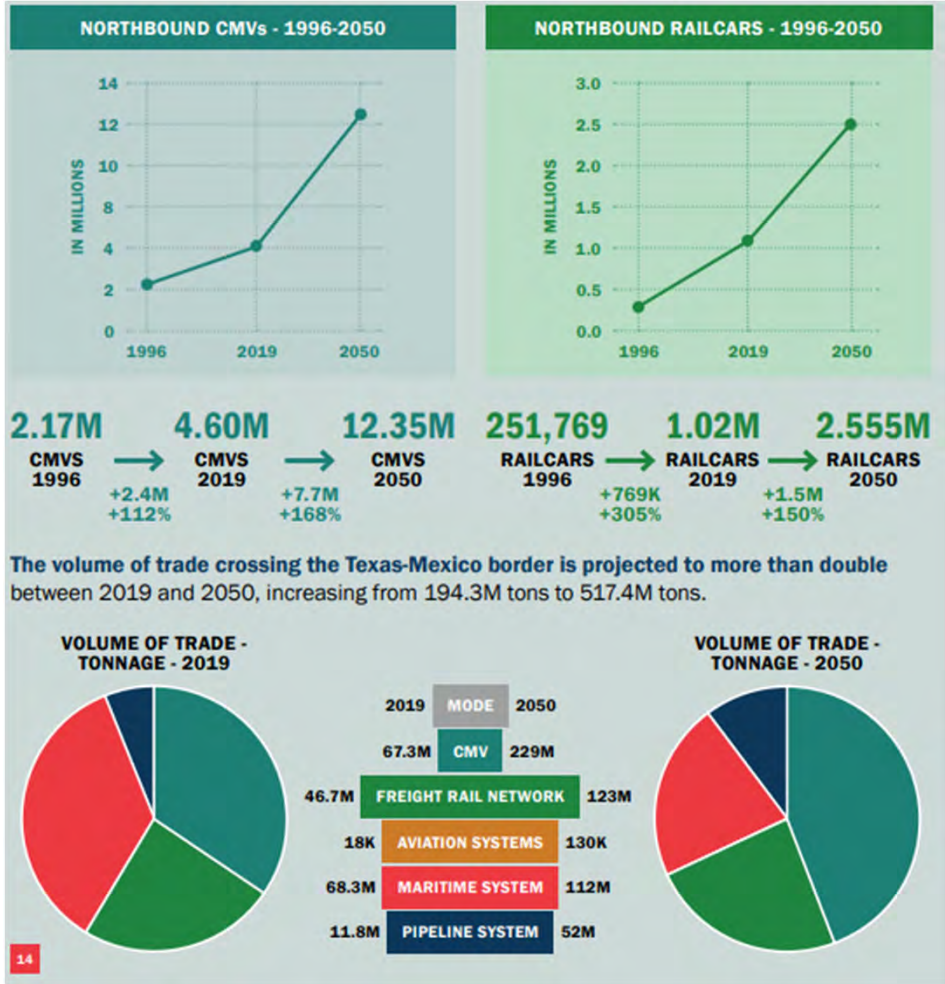
Source: TXDOT, RGV Freight Plan



The economic impact of goods transported across the Texas-Mexico border reaches the entire United States and Mexico. In 2019, movements of people and goods through the Texas-Mexico border generated over 7 million jobs and more than \$350 billion GDP in both countries. By 2050, the economic impact of cross-border trade will increase to over 20 million jobs and nearly \$1.2 trillion in GDP.

The number of northbound Commercial Vehicles (CMV) crossing the Texas-Mexico border has more than doubled from 2.17 million in 1996 to 4.60 million in 2019. The forecasted amount is predicted to rise to 12.35 million in 2050.

The number of northbound railcars has quadrupled from 251,769 in 1996 to 1.02 million in 2019. Year 2050 projections are estimated at over 2.5 million in 2050.



Source: TXDOT, TX-MX Border Transportation Master Plan

Rio Grande Valley Freight and Trade Projects by Funding Status and Priority, 2020-2030

Funding Status	High		Medium		Low		Total	
	Number of Projects	Funding Gap (Millions \$)	Number of Projects	Funding Gap (Millions \$)	Number of Projects	Funding Gap (Millions \$)	Number of Projects	Funding Gap (Millions \$)
FULLY FUNDED	57	\$0.00	34	\$0.00	59	\$0.00	150	\$0.00
PARTIALLY FUNDED	27	\$252.23	24	\$164.18	23	\$185.74	74	\$602.14
UNFUNDED	11	\$335.43	11	\$648.73	8	\$134.28	30	\$1,118.44
TOTAL	95	\$587.65	69	\$812.91	90	\$320.01	254	\$1,720.58

Funding amounts shown are subject to change. The RGVMPO short- & long-range planning tables are amended quarterly. The TXDOT Unified Transportation Plan (UTP) is updated annually, but there is no guarantee that projects in the UTP will be fully funded or implemented. RGVMPO staff is constantly researching additional funding opportunities for improvements to system performance and infrastructure. RGVMPO staff works collaboratively with TXDOT Pharr District staff and regional planning partners to prioritize transportation projects.



URL: <https://ftp.txdot.gov/pub/txdot/get-involved/phr/rgv-freight-plan/020921-rgv-freight-trade-transportation-plan.pdf>



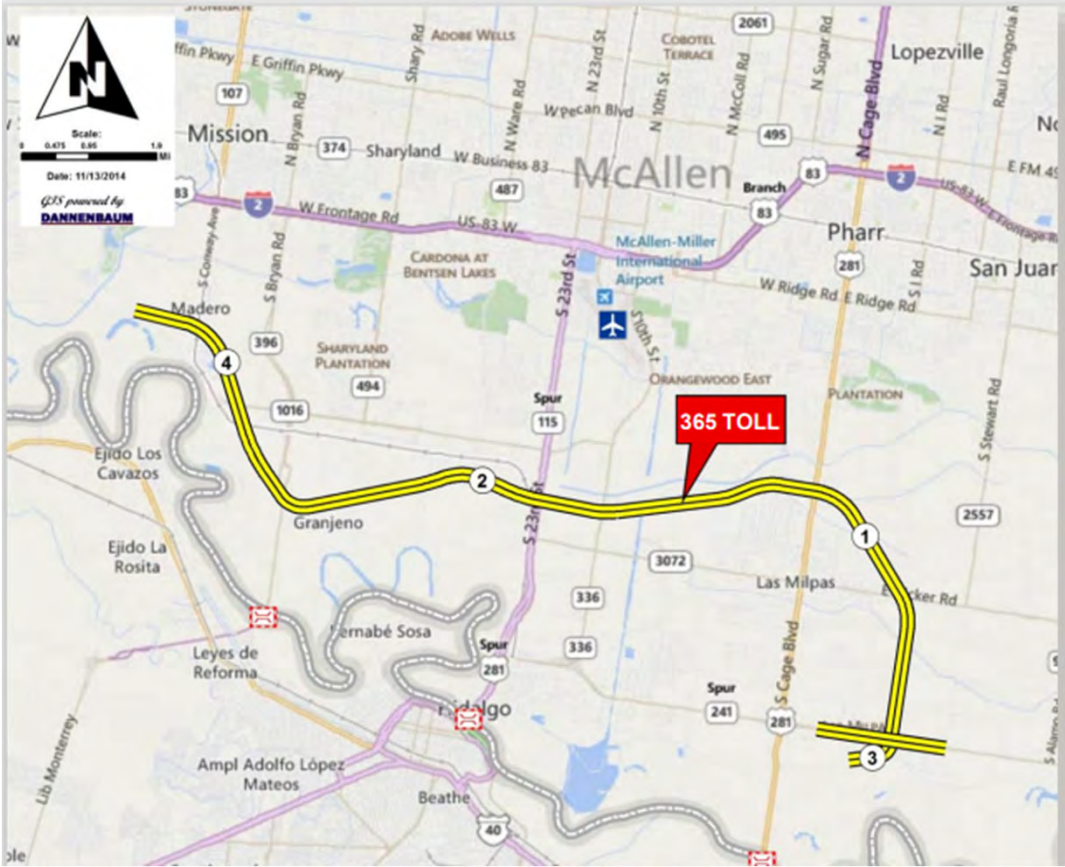
Key improvements to note for our region:

- Upgrade to interstate standard portions of US 77, US 281, and SH 550
- Expansion of primary lanes for passenger vehicles at Veteran’s International Bridge at Los Tomates
- Improved truck parking, inspection, and flow of traffic for Pharr International Bridge
- Donna and Anzalduas International Bridges are improving facilities to accommodate northbound and southbound loaded trucks

International Bridge Trade Corridor (IBTC) – a non-tolled 4 lane divided (at grade) highway (interim) from 365 Tollway & FM 493 to IH-2 – Construction Cost: \$237,845,395

East Loop – a four to six-lane roadway from I-69E (U.S. 77/83) to SH 4 – Construction Cost: \$113,405,678

365 Tollway, Phase II – Currently under construction: a 4-lane controlled access toll facility – Total Project Cost: \$310,040,879



Source: Hidalgo County Regional Mobility Authority

APPENDICES



Re-designation Agreement



Texas Department of Transportation

125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8580 | WWW.TXDOT.GOV

June 24, 2019

Mr. Al Alonzi
Division Administrator
Federal Highway Administration, Texas Division
300 East 8th Street
Suite 826
Austin, TX 78701

Attn: Mr. Michael Leary

RE: Re-designation of the Rio Grande Valley Metropolitan Planning Organizations (MPOs)

Dear Mr. Alonzi:

Enclosed for your review is an approval for the re-designation of the Rio Grande Valley Metropolitan Planning Organizations. This re-designation consolidates three existing MPOs into one MPO for the region. The State of Texas approved the re-designation on May 14, 2019.

We are requesting an effective date of October 1, 2019 for the redesignation of the Rio Grande Valley MPO. This will allow time to facilitate the transition to one MPO. We will work closely with your staff and the region to ensure an effective and efficient transition.

If you have questions or need additional information, please contact Peter Smith at (512) 486-5001.

Sincerely,

James M. Bass
Executive Director

Enclosure

cc: Marc D. Williams, P.E. Deputy Executive Director, TxDOT
Peter Smith, P.E., Transportation Planning & Programming, Division Director, TxDOT

B. Official Actions and Voting by the Policy Board.

(i). Quorum: Sixty-five percent (65%) of members of the Policy Board (excluding ex officio members) must be present to constitute a quorum. If sixty-five percent (65%) of members of the Policy Board is a partial number, said number shall be rounded up to the nearest whole number.

(ii). Official Action: A supermajority seventy-five percent (75%) of the quorum is sufficient to authorize Official Action of the Policy Board.

(iii). Amending the Bylaws: Bylaws may be amended by independent action of the Policy Board within the time limit set by the Policy Board for approval of the proposed amendment. Voting may be at a meeting or by written ballots delivered within the time limit set by the Policy Board to receive written ballots. The following is required to amend the bylaws: (a) a supermajority seventy-five percent (75%) of the full Policy Board (regardless of presence or quorum) must agree to adopt the amendment and (b) the supermajority voting to adopt the amendment must include all Policy Board members from Cameron county, Hidalgo county, McAllen, Harlingen, Brownsville, Edinburg, Mission, Pharr voting for the amendment. The bylaws may not be amended to change the composition of the Policy Board, sub-region boundaries or sub-region allocation. Any change to these items can be made only by amendment to the Re-designation Agreement requiring the agreement to all of the signatories thereto.

C. The Chair and Vice Chair will be from the entities that are the local government signatories to the Re-designation Agreement, being the Cities of McAllen, Harlingen, Brownsville, Edinburg, Mission, Pharr and Hidalgo and Cameron Counties. The Chair/Vice Chair will also be Policy Board members. The Chair and Vice Chair must come from different counties and rotate at the end of the two (2) year terms.

Signed and approved to be effective as of the date of the last signatory hereto.

Richard F. Cortez 4-24-19
Hidalgo County by: Date
Richard Cortez, County Judge

Eddie Trevino, Jr. 4-24-19
Cameron County by: Date
Eddie Trevino, Jr., County Judge

James E. Darling 4-24-19
City of McAllen by: Date
James E. Darling, Mayor

Tony Martinez 4-24-19
City of Brownsville by: Date
Tony Martinez, Mayor

Richard Molina 4-24-19
City of Edinburg: Date
Richard Molina, Mayor

Christopher Boswell 4-24-19
City of Harlingen by: Date
Christopher Boswell, Mayor

Dr. Ambrosio Hernandez 4-24-19
City of Pharr: Date
Dr. Ambrosio Hernandez, Mayor

Dr. Armando Ocana 4-24-19
City of Mission by: Date
Dr. Armando Ocana, Mayor

Greg Abbott 5
Governor of Texas: Date RGVMPPO '25-28 TIP

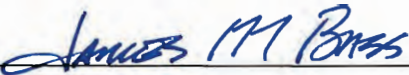
Approval of Re-designation of the Rio Grande Valley Metropolitan Planning Organization

In accordance with 23 U.S.C. §134(d), as implemented by 23 C.F.R. §450.310, an existing metropolitan planning organization (MPO) may be re-designated only by agreement between the governor and units of general purpose local government that together represent at least 75 percent of the existing metropolitan planning area population (including the largest incorporated city).

On April 24, 2019, elected officials from units of general purpose local government that together represent at least 75 percent of the existing metropolitan planning area population in each of the Harlingen-San Benito, Brownsville, and Hidalgo County MPOs (including the largest incorporated city, based on population, in each MPO) executed an agreement to re-designate these three MPOs into one consolidated MPO, the Rio Grande Valley MPO, and to establish the metropolitan planning area boundary for the Rio Grande Valley MPO to include all of the territory in the existing boundaries of the Harlingen-San Benito, Brownsville, and Hidalgo County MPOs.

Texas Department of Transportation staff has reviewed and accepted the documentation and rationale supporting the proposed re-designation.


Recommended by:



James M. Bass
Executive Director
Texas Department of Transportation

Dated: May 6, 2019

Approved by the State's Chief Executive Officer:



Greg Abbott
Governor, State of Texas

Dated: MAY 14, 2019



RESOLUTION NO. 2021-6

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF RIO GRANDE CITY SUPPORTING THE ANNEXATION OF THE CITY OF RIO GRANDE CITY INTO THE RIO GRANDE VALLEY MPO.

WHEREAS, a Metropolitan Planning Organization (MPO) is federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities; and

WHEREAS, transportation investment means allocating scarce federal and other transportation funding resources appropriately; and

WHEREAS, adequate transportation planning requires a comprehensive examination of the region's future and investment alternatives; and

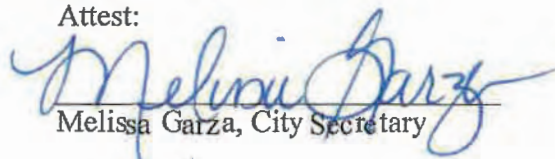
WHEREAS, the City of Rio Grande City lies outside the boundaries of the RGVMP.

NOW THEREFORE, BE IT RESOLVED by the Mayor and City Commissioners that the City of Rio Grande City requests that the RGVMP Policy Committee annex the City of Rio Grande City into the boundaries of the RGVMP.


PASSED, APPROVED AND ADOPTED by the Mayor and City Commission, this 10th day of February, 2021, at a regular meeting of the City Commission of the City of Rio Grande City, Texas, at which a quorum was present and which was held in accordance with Chapter 551, Texas Government Code.



JOEL VILLARREAL, MAYOR

Attest:


Melissa Garza, City Secretary

Approved as to Form:


Calixtro Villarreal, City Attorney



RESOLUTION NO. 2021-6

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF
LA GRULLA SUPPORTING THE ANNEXATION OF THE CITY
OF LA GRULLA INTO THE RIO GRANDE VALLEY MPO.**

WHEREAS, a Metropolitan Planning Organization (MPO) is federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities; and

WHEREAS, transportation investment means allocating scarce federal and other transportation funding resources appropriately; and

WHEREAS, adequate transportation planning requires a comprehensive examination of the region's future and investment alternatives; and

WHEREAS, the City of La Grulla lies outside the boundaries of the RGVMPPO.

NOW THEREFORE, BE IT RESOLVED by the Mayor and City Commissioners that the City of La Grulla requests that the RGVMPPO Policy Committee annex the City of La Grulla into the boundaries of the RGVMPPO.

PASSED, APPROVED AND ADOPTED by the Mayor and City Commission, this 10th day of February, 2021, at a regular meeting of the City Commission of the City of La Grulla, Texas, at which a quorum was present and which was held in accordance with Chapter 551, Texas Government Code.



PEDRO FLORES, MAYOR

Attest:



Marlen Garza, City Secretary

CITY COUNCIL

JAIME ESCOBAR, JR., *Mayor*
GABY RODRIGUEZ, *Councilwoman*
JOSE G. CANTU, JR., *Councilman*
GILBERTO RAMIREZ, JR., *Councilman*
JOEL HINOJOSA, JR., *Councilman*



RESOLUTION NO. 2021-03

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROMA SUPPORTING THE ANNEXATION OF STARR COUNTY AND THE ROMA AREA INTO THE RIO GRANDE VALLEY MPO.

WHEREAS, a Metropolitan Planning Organization (MPO) is a federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities; and

WHEREAS, planning needs to reflect the region’s shared vision for its future; and

WHEREAS, adequate transportation planning requires a comprehensive examination of the region’s future and investment alternatives; and

WHEREAS, Starr County and the Roma Area lie outside the boundaries of the RGVMPPO.

NOW THEREFORE, IT IS HEREBY RESOLVED, that the City Council of the City of Roma requests that the RGVMPPO Policy Committee annex Starr County and the Roma Area into the boundaries of the RGVMPPO.

PASSED AND APPROVED THIS THE 10th DAY OF FEBRUARY 2021.


Jaime Escobar, Jr., Mayor

ATTEST:


Liliana Sandoval, City Secretary



RESOLUTION NO. 2021-02

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCOBARES SUPPORTING THE ANNEXATION OF THE LAGUNA MADRE AREA INTO THE RIO GRANDE VALLEY MPO.

WHEREAS, A Metropolitan Planning Organization (MPO) is a federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities; and

WHEREAS, transportation investment means allocating scarce federal and other transportation funding resources appropriately; and

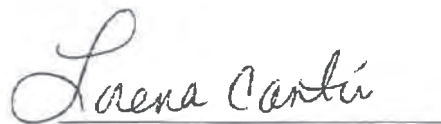
WHEREAS, planning needs to reflect the region’s shared vision for its future; and

WHEREAS, adequate transportation planning requires a comprehensive examination of the region’s future and investment alternatives: and

WHEREAS, the City Of Escobares area lies outside the boundaries of the RGVMPPO

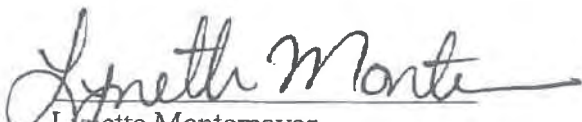
NOW THEREFORE, IT IS HEREBY RESOLVED, that The City of Escobares requests the RGVMPPO Policy Committee annex The City of Escobares area into the boundaries of the RGVMPPO.

PASSED AND APPROVED on this 8 day of February 2021.



Lorena Cantu
Mayor Pro Tem

ATTEST:



Lynette Montemayor
City Secretary



RESOLUTION

A RESOLUTION OF THE COUNTY OF STARR SUPPORTING THE ANNEXATION OF STARR COUNTY INTO THE RIO GRANDE VALLEY MPO.

WHEREAS, a Metropolitan Planning Organization (MPO) is a federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities; and

WHEREAS, transportation investment means allocating scarce federal and other transportation funding resources appropriately, and

WHEREAS, planning needs to reflect the region's shared vision for its future, and

WHEREAS, adequate transportation planning requires a comprehensive examination of region's future and investment alternatives, and

WHEREAS, the Starr County area lies outside the boundaries of RGVMPPO.

NOW THEREFORE, IT IS HEREBY RESOLVED, that the County of Starr requests that the RGVMPPO Policy Committee annex the Starr County Area in the boundaries of the RGVMPPO.

PASSED AND APPROVED THIS 22nd Day of February 2021.

Eloy Vera, Judge
County of Starr

ATTEST:

Humberto Gonzalez, Jr.
Starr County Clerk

Planning Agreement

Contract No.:	50-20X F000 ²⁶
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	20.205/20.505
Not Research and Development	

STATE OF TEXAS §

COUNTY OF TRAVIS §

AGREEMENT WITH METROPOLITAN PLANNING ORGANIZATION

THIS AGREEMENT is made by and between the State of Texas, acting through the Texas Department of Transportation, called the "Department," the Rio Grande Valley Metropolitan Planning Organization (MPO) Policy Committee, called the "MPO", which has been designated by the Governor of the State of Texas as the MPO of the **Brownsville, Harlingen and McAllen**, urbanized areas, and the **Lower Rio Grande Valley Development Council**, which serves as the Fiscal Agent for the MPO.

WITNESSETH

WHEREAS, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urbanized areas of the State; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

WHEREAS, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs designated by the Governor to support the urban transportation planning process; and

WHEREAS, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration, combined with additional federal funds, and distributed to the state as a single distribution; and

WHEREAS, the federal share payable for authorized activities using the Consolidated Planning Grant funds is eighty percent (80%) of allowable costs; and

WHEREAS, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

WHEREAS, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

WHEREAS, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using Consolidated Planning Grant funds and other federal transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and


Contract No.:	50-20XF0001
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	20.205/20.505
Not Research and Development	

Article 40. Signatory Warranty

Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

THIS AGREEMENT IS EXECUTED by the Department, the MPO, and the Fiscal Agent in triplicate.

THE MPO


Signature 

Typed or Printed Name Anderson Hernandez

Title RGVMPO Chairman

Date 9/17/2019

THE FISCAL AGENT


Signature 

Typed or Printed Name Romberto

Title LRGAC

Date 9/17/2019

THE DEPARTMENT

Signature 

Typed or Printed Name PETER N. SMITH

Director, Transportation Planning and Programming Division, Texas Department of Transportation

Title _____

Date 9/27/2019

**MEMORANDUM OF UNDERSTANDING AMONG
THE RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
("MPO")
THE TEXAS DEPARTMENT OF TRANSPORTATION ("TxDOT")
BROWNSVILLE METRO, METRO MCALLEN, AND VALLEY METRO
PUBLIC TRANSPORTATION OPERATORS**

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) promulgated regulations 23 CFR 450.314, and

WHEREAS, the MPO, the State and the Public Transportation Operator(s) are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, and

WHEREAS, these responsibilities shall be clearly identified in written agreements among the MPO, the State and the Public Transportation Operator(s) serving the Metropolitan Planning Area (MPA), and

WHEREAS, to the extent possible, a single agreement between all responsible parties should be developed, and

WHEREAS, the federal regulations require the written agreement to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (MTP), the metropolitan Transportation Improvement Program ("TIP"), and development of the annual listing of obligated projects.

WHEREAS, the federal regulations require that the MPO, State DOT, and the public transit provider shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance *data*, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

NOW THEREFORE, the parties agree as follows:

1. **Purpose**

It is the purpose of this Memorandum of Understanding (MOU) to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Rio Grande Valley MPA and to provide a single agreement between the State of Texas acting through the Texas Department of Transportation (TxDOT), Rio Grande Valley MPO (RGVMPO), Brownsville Metro, Metro McAllen, and Valley Metro in accordance with current Federal Legislation and as required by 23 CFR 450.314.

2. Responsibilities of all parties

All parties will:

- a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance-based planning format and final form. Decide upon and adopt performance targets for this planning process in accordance with Federal and State requirements and guidance.
- b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation (MTP) and TIP.
- c. Ensure TxDOT, the Public Transportation Operator(s) and the MPO cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways and bicycle transportation facilities for which federal funds were obligated in the preceding fiscal year.
- d. Ensure that the UPWP will detail and document these responsibilities, deliverables and associated costs.

3. Performance Based Planning & Programming

- a. Developing transportation performance data
 - 1) TxDOT will provide the MPO with a subset for their MPA of the state performance data used in developing statewide targets.
 - 2) If an MPO chooses to develop their own target for any measure, they will provide TxDOT with any supplemental data they utilize in association with the target-setting process.
- b. Selection of transportation performance targets
 - 1) TxDOT will develop draft statewide federal performance targets in coordination with the applicable MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets one month prior to final statewide targets adoption.
 - 2) If the MPO chooses to adopt their own target for any measure, it will develop draft MPO performance targets in coordination with TxDOT. Coordination methods will be at the discretion of the MPO, but TxDOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.

c. Reporting of Performance Targets

- 1) TxDOT performance targets will be reported to FHWA and FTA, as applicable. The MPO will be notified when TxDOT has reported final statewide targets.
- 2) MPO performance targets will be reported to TxDOT.
- 3) For each target, the MPO will provide the following information no later than 180 days after the date TxDOT or the Public Transportation Operator establishes performance targets, or the date specified by federal code:
 - a. Written agreement to plan and program projects so that they contribute toward the accomplishment of TxDOT or Public Transportation Operator performance target, or;
 - b. Written notification that the MPO will set a quantifiable target for that performance measure for the MPO's planning area.
 - 1) If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 - 2) Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
 - 3) TxDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
 - 4) The MPO will include information outlined in 23 CFR 450.324 (g) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any TIP amended or adopted after May 27, 2018.
 - 5) Reporting of targets and performance by TxDOT and the MPO shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673
 - c. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO
 - 1) TxDOT will provide the MPO with an update of the subset for their MPA of the state performance data used in developing statewide targets including prior performance data.
 - d. The collection of data for the State asset management plans for the NHS
 - 1) TxDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

4. Responsibilities of the MPO

The MPO will:

- a. Work in consultation with Public Transportation Operator(s) and TxDOT in developing the financial plan for the MTP.
- b. Work in consultation with Public Transportation Operator(s) and TxDOT in developing the financial plan for the TIP.
- c. Conduct Technical and Policy Board meetings as required and necessary.
- d. In consultation with Public Transportation Operator(s) and TxDOT, update the MTP and TIP in accordance with State and Federal laws.
- e. Invite Transit Districts to participate in all public participation processes.
- f. Conduct comprehensive, cooperative and continuous transportation planning for the Rio Grande Valley MPA.
- g. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the MPO MPA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area.

5. Responsibilities of the Public Transportation Operator(s)

The Public Transportation Operator will:

- a. Work in consultation with the MPO in developing short-range and long-range plans for transit for inclusion in the MTP.
- b. Assist in validation of data used as input into the transportation plan.
- c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.
- d. Work in consultation with the MPO and TxDOT in developing the financial plan for the TIP.
- e. Provide the MPO with the annual list of transit obligated projects.
- f. Serve on the MPO Technical Committee and Policy Board as applicable.
- g. Notify the MPO of changes to projects that would affect the MTP or TIP.
- h. Invite the MPO to participate in all public participation processes.
- i. Establish transit asset management performance targets and share with the MPO and other interested parties.

6. Responsibilities of TxDOT.

- a. Work in consultation with Public Transportation Operator(s) and the MPO in developing the financial plan for the TIP and MTP.
- b. Assist in the validation of data used input into the transportation plan.
- c. Provide the MPO with the annual list of obligated projects
- d. Serve on the MPO Technical Committee and Policy Board.
- e. Notify the MPO of changes to projects that would affect the MTP or TIP.
- f. In consultation with the MPO and Transit District, update the MTP and TIP in accordance with State and Federal laws.
- g. Work in consultation with the MPO and Public Transportation Operators in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

7. **Term.** This Memorandum shall become effective as to each Party when fully executed by all parties. It shall remain in full force and effect until such time it is terminated in writing by one or all the parties.

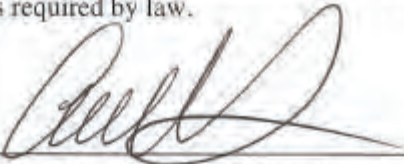
8. **Validity and Enforceability.** If any current or future legal limitations affect the validity or enforceability of a provision of this MOU, then the legal limitations are made a part of this MOU and shall operate to amend this MOU to the minimum extent necessary to bring this MOU into conformity with the requirements of the limitations, and so modified, this MOU shall continue in full force and effect.

9. **Governing Law and Venue.** This MOU shall be governed by the laws of the State of Texas. Venue for an action arising under this MOU shall lie exclusively in Travis County, Texas.

10. **Severability.** If a provision contained in this MOU is held invalid for any reason, the invalidity does not affect other provisions of the MOU and can be given effect without the invalid provision, and to this end the provisions of this MOU are severable.

(Signature Page to Follow)

EXECUTED by the parties hereto, each respective entity acting by and through its duly authorized official as required by law.



Chairperson of the RGV MPO Policy Board

Date: 9/25/19



Public Transportation Operator (Brownsville Metro)
Director/General Manager

Date: 9-25-19



Public Transportation Operator (Metro McAllen)
Director/General Manager

Date: 9/27/19



Public Transportation Operator (Valley Metro)
Director/General Manager


Date: 9/25/19



Texas Department of Transportation
District Engineer

Date: 9-25-19

Approved as to Content:




Rio Grande Valley MPO
Director

Date: 9-25-19

FAST-Act RGVMPPO's COMPLIANCE CHECKLIST

As per the FAST-Act requirements for Metropolitan Planning Organizations Transportation Planning, please find for your reference the following compliance elements:

This compliance document makes several references to the RGVMPPO's UMAP application. U.M.A.P. (United Metropolitan Area Planning) is an interactive web mapping application available for use on both desktops and mobile devices. This web map allows for seamless online viewing of all RGVMPPO GIS mapping data. U.M.A.P. can be accessed on the RGVMPPO website by clicking on the U.M.A.P. link on the website header WWW.RGVMPPO.ORG. The web mapping application is in a similar format as a google map with added functionality. When on U.M.A.P. RGVMPPO map data can be turned on and off by using the Layers button on the top right hand side of the banner the button looks like . When clicked on a drop-down list appears listing all available mapping data, layers can be toggled on the map by selecting the checkbox of the desired data layer; multiple layers can be viewed simultaneously. Navigation through map is similar to that of a google map by clicking and dragging on the map to move about the mapping area. To zoom in and out of an area the + and – buttons on the left-hand side of the mapping area can be used or by using the scroll wheel on your mouse. Some items on the map provide more information by simply being clicked on opening a pop-up window with more detail about the map item.

- 1. Update the Public Participation Plan to include public ports and private providers of transportation including intercity bus operators, employer based commuting programs such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program or telework program.**

Compliance:

- ✓ The RGVMPPO updated its Public Participation Plan (PPP) on November 17, 2017 to make it FAST-Act compliant. This document can be found under: <https://rgvmptx.prod.govaccess.org/home/showdocument?id=712&t=637985960158030000>
- ✓ The RGVMPPO PPP was revised and adopted 9/25/19 and administratively amended on 8/31/22
- ✓ The transit providers of the MPO MAB, Brownsville, McAllen and Valley Metro provide regional connectivity through various fixed-route services, flexible on-demand services, micro-transit operations, and connectivity to various higher education institutions. Jag Express is a shuttle service for South Texas College. Vaquero Express provides service for UTRGV students including both campuses (Edinburg & Brownsville), with additional on-campus electric transit named Volt.

2. Demonstrate consultation with agencies involved in tourism and natural disaster risk reduction

Compliance:

- ✓ The Bicycle and Pedestrian Advisory Committee, an advisory sub-committee to the Transportation Policy Committee holds monthly meetings (unless otherwise agreed) the first Wednesday of every month before the Technical Advisory Committee Meeting. This Committee holds members from different backgrounds such as City Planners, Engineers, advocates, Economic Development as well as the Super Intendent for Estero Llano Grande State Park and the Refuge Manager for Santa Ana National Wildlife Refuge. During these monthly meetings, miscellaneous topics are discussed such as future music festivals, 5k's and events taking place at Santa Ana National Wildlife Refuge as well as Estero Llano Grande State Park. We also use our social media profiles (Twitter and Facebook) to promote these events.
- ✓ A hurricane evacuation map can be found on the RGVMPPO's Resiliency & Sustainability Analysis, pg.30: <https://rgvmptx.prod.govaccess.org/home/showdocument?id=1440&t=638399614519457199> and by accessing our UMAP.

3. MPOs, States, and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS

- ✓ **Public Transit Providers Memorandum of Understanding is previously provided**
- 4. Incorporate two new planning factors, a) improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation and b) enhance travel and tourism.**
- ✓ **The RGVMPPO Resiliency Plan is under creation and will implemented through our regional planning process. A Resiliency & Sustainability Analysis was completed in 2023.**
 - ✓ **Regional and Local eco-tourism plans, initiatives, and brochures are evaluated and shared by MPO staff and ultimately utilized when updating comprehensive planning documents.**

✓ Please refer to the RGVMPPO's UMAP application at for review of the area's FEMA data showing low lying areas prone to flooding and the roadways that maybe affected by storm waters.

✓ To enhance travel and tourism available on UMAP are Parks, Bike Friendly Businesses, Hike & Bike Trails, National Wild Life Refuge and points of interest data including; museums, major shopping areas, event and entertainment venues.

5. Include consideration of intercity buses

Compliance:

✓ MTP Project Data available on UMAP includes: Roadway Name, Project Limits, Project Description, Year of Expenditure and funding category. B- Metro, Valley Metro and McAllen Metro Routes and Bus Stops which can be overlaid on roadway network to show links between major highway networks and arterials within the region and identification of routes that lie on roadways that maybe affected by storm waters.

6. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters.

Compliance:

✓ Please refer to UMAP application <https://www.rgvmpo.org/maps> - UMAP data includes Hurricane evacuation routes, FEMA data showing low lying areas prone to flooding and the roadways that may be affected by storm waters.

7. MTP includes a description of the performance measures and performance used in assessing the performance of the transportation system.

Compliance:

✓ Transit providers B-Metro, Valley Metro and McAllen Metro have provided PTASP/TAM targets

✓ The RGVMPPO has adopted targets following those of the Texas Department of Transportation. These are for (PM1) (PM2) and (PM3), last approved in 2023 & 2024. A new 2050 MTP is under development.

8. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the performance targets including progress achieved by the MPO toward the performance targets.

Compliance:

-
- ✓ The MPO submits a performance measures report on all projects submitted for a new TIP/STIP Creation. Upon each quarterly revision cycle, a new list is comprised (PTASP/TAM, PM1, PM2, & PM3) and uploaded for federal review.

9. STIP/TIP include a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by the MPO in the MTP.

Compliance:

- ✓ The 2050 MTP is currently under development. Alliance Transportation Group has been contracted to complete this task.
- ✓ TxDOT has provided the Decision Lens Tool to visualize what project selection might look like when performance measures are implemented. The MPO intends to use the Decision Lens tool to help TAC and TPB members see how projects rank when we apply different weights to criteria to projects. Decision Lens should help the committees make informed decisions on how to best utilize performance measures when they see exactly how it may play out during implementation.

10. STIP/TIP include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans.

Compliance:

- ✓ TxDOT and MPO staff rank projects by priority, emphasizing PM's 1, 2, & 3 while promoting project readiness. The TIP & MTP are fiscally constrained and MPO staff monitor federal transactions to promote utilization of funds allocated.
- ✓ An RGVMPPO Performance Management Framework was authored by Alliance Transportation Group in 2024.

Amended for Approval by RGVMPPO TPB: May 2024

Self-Certification

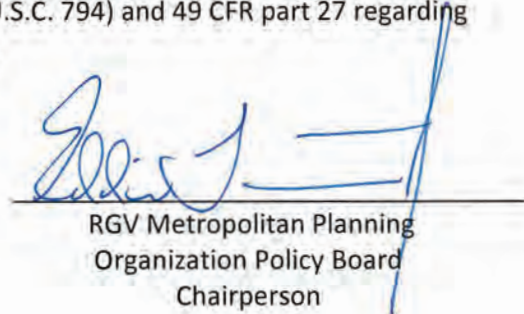
METROPOLITAN PLANNING ORGANIZATION AND TEXAS DEPARTMENT OF TRANSPORTATION SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336, the Texas Department of Transportation and the Rio Grande Valley Metropolitan Planning Organization for the Brownsville-Harlingen-McAllen Urban Area(s), hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in US DOT-funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and (49 CFR Parts 27, 37, and 38);
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Texas Department of
Transportation District Engineer



RGV Metropolitan Planning
Organization Policy Board
Chairperson

8-31-22

Date

Date

*Attachment A:
Highway & Transit TIP Tables,
Grouped Projects, and 2045 MTP
Amendment #13*



RGVMPO REGIONAL FINANCIAL SUMMARY
FY 2025 - 2028 Transportation Improvement Program

Funding by Category

Adoption Date: May 2024

		FY 2025		FY 2026		FY 2027		FY 2028		Total FY 2025 - 2028	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$143,934,355	\$143,934,355	\$214,313,434	\$214,313,434	\$157,872,688	\$157,872,688	\$28,215,439	\$28,215,439	\$544,335,916	\$544,335,916
3	Non-Traditionally Funded Transportation Project	\$14,951,885	\$14,951,885	\$159,374,550	\$159,374,550	\$201,769,185	\$201,769,185	\$37,976,667	\$37,976,667	\$414,072,287	\$414,072,287
4	Urban and Regional Connectivity	\$198,283,493	\$198,283,493	\$104,013,752	\$104,013,752	\$0	\$0	\$38,722,461	\$38,722,461	\$341,019,706	\$341,019,706
5	CMAQ										
6	Structures - Bridge										
7	Metro Mobility & Rehab	\$97,063,797	\$97,063,797	\$61,031,180	\$61,031,181	\$69,549,308	\$69,549,308	\$59,872,943	\$59,872,943	\$287,517,228	\$287,517,229
8	Safety										
9	TAP Set-Aside Program										
10	Supplemental Transportation	\$500,736	\$500,736	\$7,382,802	\$7,382,802	\$911,515	\$911,515	\$0	\$0	\$8,795,053	\$8,795,053
10 CBI	Corridor Border	\$0	\$0	\$0	\$0						
10 CRP	Carbon Reduction	\$0	\$0	\$0	\$0						
11	District Discretionary	\$0	\$0	\$27,868,841	\$27,868,841	\$0	\$0	\$20,000,000	\$20,000,000	\$47,868,841	\$47,868,841
Rider 11	Energy Sector	\$5,000,000	\$5,000,000	\$12,900,000	\$12,900,000	\$0	\$0			\$17,900,000	\$17,900,000
12 VRF	Vehicle Reg. Funds	\$0	\$0								
12	Strategic Priority	\$23,652,010	\$23,652,010	\$0	\$0	\$7,471,188	\$7,471,188	\$223,513,800	\$223,513,800	\$254,636,998	\$254,636,998
Total		\$483,386,276	\$483,386,276	\$586,884,559	\$586,884,560	\$437,573,884	\$437,573,884	\$408,301,310	\$408,301,310	\$1,916,146,029	\$1,916,146,030

Funding Participation Source

Source	FY 2025	FY 2026	FY 2027	FY 2028	Total FY 25-28
Federal	\$375,179,846	\$342,165,669	\$188,643,759	\$296,259,714	\$1,202,248,989
State	\$84,583,069	\$82,885,845	\$44,074,667	\$71,498,258	\$283,041,839
Local Match	\$8,671,475	\$2,458,495	\$3,086,273	\$2,566,671	\$16,782,914
CAT 3 - Local Contributions (LC)	\$14,951,885	\$159,374,550	\$201,769,185	\$37,976,667	\$414,072,287
Total	\$483,386,276	\$586,884,559	\$437,573,884	\$408,301,310	\$1,916,146,029

Annotations

- *Local Match should be a percent of participation on a specific category of funding except non-traditional funding.
- The TIP financial summary should be a total of all projects currently within your TIP, excluding grouped projects.
- You can add / delete funding source rows as needed.
- All non-traditional programmed amount should equal all non-traditional (CAT 3) funding source amounts

Brownsville Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	CAMERON	0684-01-068	SH 550	C, CE	BROWNSVILLE	CCRMA	\$32,596,381	
LIMITS FROM:		0.203 MI S OF FM 1847				REVISION DATE:		7/1/2024
LIMITS TO:		1.13 MI SE OF UPRR OVRPSS FM 3248				MPO PROJ NUMBER:		BMPO-CCR1
PROJECT DESCRIPTION:		CONSTRUCT CONTROLLED ACCESS TOLLED FACILITY			PROJECT HISTORY:		FUNDING CAT(S):	7, 7 STP-Flex,3LC
REMARKS		P7: CE: \$1,631,503 (CAT 7) Pending Federal Earmark Funds						

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,000,000		CAT 7	\$20,184,487		\$5,046,122		\$25,230,609
ROW PURCHASE:	\$0		PHASES:					
CONST COST:	\$30,403,799		CAT 7 STP-Flex	\$2,161,668				\$2,161,668
CONST ENG:	\$2,192,582	\$32,596,381	CAT 3LC				\$5,204,104	\$5,204,104
CONTING:	\$1,511,627							
IND COSTS:	\$1,511,627							
BND FINANCING:	\$0							
POT CHG ORDER:	\$0							
TOTAL PROJECT COST:	\$36,619,635		TOTALS	\$22,346,155	\$0	\$5,046,122	\$5,204,104	\$32,596,381

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	CAMERON	0921-06-290	CS	C, CE	BROWNSVILLE	CAMERON COUNTY	\$34,392,054	
LIMITS FROM:		ON OLD ALICE ROAD, FROM Sports Park Blvd				REVISION DATE:		7/1/2024
LIMITS TO:		SH 100				MPO PROJ NUMBER:		BMPO-E2
PROJECT DESCRIPTION:		WIDEN FROM 2 LANE TO 4 LANE URBAN ROADWAY			PROJECT HISTORY:		FUNDING CAT(S):	7, 3LC
REMARKS		P7: CE: \$1,650,000 (CAT 7)						

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,100,000		CAT 3 LC				\$3,038,720	\$3,038,720
ROW PURCHASE:	\$139,339		PHASES:					
CONST COST:	\$32,078,688		CAT 7	\$25,082,667	\$4,828,413	\$1,442,254		\$31,353,334
CONST ENG:	\$2,313,366	\$34,392,054						
CONTING:	\$1,667,560							
IND COSTS:	\$1,667,560							
BND FINANCING:	\$0							
POT CHG ORDER:								
TOTAL PROJECT COST:	\$38,966,513		TOTALS	\$25,082,667	\$4,828,413	\$1,442,254	\$3,038,720	\$34,392,054

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Brownsville Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0220-04-049	US 281	C	BROWNSVILLE	TXDOT	\$34,378,833
LIMITS FROM:		0.5 Mi W. of FM 1577				REVISION DATE:	7/1/2024
LIMITS TO:		FM 1421				MPO PROJ NUMBER:	BMPO-D3
PROJECT DESCRIPTION:		Widen from 2 lanes to 4 lanes rural				FUNDING CAT(S):	2
REMARKS P7:		PROJECT HISTORY:					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$729,149	\$34,378,833	CAT 2	\$27,503,066	\$6,875,767		\$34,378,833
ROW PURCHASE:	\$2,618,405						
CONST COST:	\$34,378,833						
CONST ENG:	\$883,908						
CONTING:	\$880,600						
IND COSTS:	\$431,537						
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$39,922,432		TOTALS	\$27,503,066	\$6,875,767	\$0	\$0

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0039-10-091	SH 4	C	BROWNSVILLE	TXDOT	\$67,599,999
LIMITS FROM:		FM 1419				REVISION DATE:	7/1/2024
LIMITS TO:		Remedios Ave.				MPO PROJ NUMBER:	CCSH-4
PROJECT DESCRIPTION:		Super 2 & Reconstruct Roadway				FUNDING CAT(S):	2, 4
REMARKS P7:		PROJECT HISTORY:					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$3,433,112	\$67,599,999	CAT 2	\$22,079,999	\$5,520,000		\$27,599,999
ROW PURCHASE:							
CONST COST:	\$67,599,999		CAT 4	\$32,000,000	\$8,000,000		\$40,000,000
CONST ENG:	\$2,788,527						
CONTING:	\$5,063,500						
IND COSTS:	\$2,031,842						
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$80,916,980		TOTALS	\$54,079,999	\$13,520,000	\$0	\$0

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Brownsville Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

PHARR	CAMERON	0921-06-340	CS	C, CE	BROWNSVILLE	CCRMA	\$9,958,562
LIMITS FROM:			On West Blvd., from FM 3248 (Alton Gloor)			REVISION DATE: 7/1/2024	
LIMITS TO:			FM 802 (Ruben Torres Blvd.)			MPO PROJ NUMBER: BMPO-WBL	
PROJECT DESCRIPTION:			Roadway/Trail Construction phase of multimodal corridor			FUNDING CAT(S): 3LC, 7	
REMARKS P7:			PROJECT HISTORY:				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$312,566	\$9,958,562	CAT 3 LC					\$9,808,562
ROW PURCHASE:	\$100,000		CAT 7					\$150,000
CONST COST:	\$9,178,398							
CONST ENG:	\$780,164							
CONTING:	\$458,920							
IND COSTS:	\$458,920							
POT CHG ORDER:								
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$11,288,968	TOTALS:	\$120,000	\$0	\$30,000	\$9,808,562	\$9,958,562	

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	CAMERON	0921-06-207	VA	C	BROWNSVILLE	TXDOT	\$34,565,643
LIMITS FROM:			Vicinity of GSA Facility at Brownsville			REVISION DATE: 7/1/2024	
LIMITS TO:			Veterans Intl. Bridge at Los Tomates			MPO PROJ NUMBER: BMPO-LS17	
PROJECT DESCRIPTION:			Construction of Border Safety Inspection Facility			FUNDING CAT(S): 7, 3LC	
REMARKS P7:			PROJECT HISTORY:				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$1,603,855	\$34,565,643	CAT 10					\$6,696,802
ROW PURCHASE:	\$4,458,725		CAT 11					\$27,868,841
CONST COST:	\$34,565,643							
CONST ENG:	\$1,440,197							
CONTING:	\$726,519							
IND COSTS:	\$949,221							
POT CHG ORDER:								
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$43,744,160	TOTALS:	\$27,672,976	\$6,892,667	\$0	\$0	\$34,565,643	

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Brownsville Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2027

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	2717-01-027	FM 3248	C	BROWNSVILLE	TXDOT	\$32,627,456
LIMITS FROM:		IH-69E		REVISION DATE:		7/1/2024	
LIMITS TO:		FM 1847		MPO PROJ NUMBER:		BMPO-AG1	
PROJECT DESCRIPTION:		Widen from 4 lanes to 6 lanes with raised median		FUNDING CAT(S):		2	
REMARKS P7:				PROJECT HISTORY:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,004,656		CAT 2	\$26,101,965	\$6,525,491			\$32,627,456
ROW PURCHASE:								
CONST COST:	\$32,627,456							
CONST ENG:	\$1,217,889	\$32,627,456						
CONTING:	\$1,213,332							
IND COSTS:	\$594,593							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$36,657,926		TOTALS	\$26,101,965	\$6,525,491	\$0	\$0	\$32,627,456

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-315	CS	C,CE	BROWNSVILLE	CCRMA	\$187,480,828
LIMITS FROM:		ON EAST LOOP FROM I-69E		REVISION DATE:		7/1/2024	
LIMITS TO:		SH 4		MPO PROJ NUMBER:		BMPO-E4	
PROJECT DESCRIPTION:		CONSTRUCTION OF 4 TO 6 LANE ROADWAY PARTIALLY ON NEW LOCATION		FUNDING CAT(S):		3LC, 12, 7, 10	
REMARKS P7:				PROJECT HISTORY:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$8,165,083		CAT 3 LC				\$178,223,125	\$178,223,125
ROW PURCHASE:	\$5,600,000							
CONST COST:	\$176,599,605		CAT 12	\$5,976,950	\$1,494,238			\$7,471,188
CONST ENG:	\$10,881,223	\$187,480,828	CAT 7	\$700,000		\$175,000		\$875,000
CONTING:	\$8,956,123		CAT 10	\$729,212	\$182,303			\$911,515
IND COSTS:	\$4,832,396							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$215,034,430		TOTALS	\$7,406,162	\$1,676,541	\$175,000	\$178,223,125	\$187,480,828

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Brownsville Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2028

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
PHARR	CAMERON	0921-06-291	CS	C,CE	Brownsville	CCRMA	\$16,194,298		
LIMITS FROM:		On Morrison Rd., from FM 1847				REVISION DATE:		7/1/2024	
LIMITS TO:		Dana Rd.				MPO PROJ NUMBER:		BMPO-M1	
PROJECT DESCRIPTION:		Construct 4 lane urban roadway			FUNDING CAT(S):		CAT 3		
REMARKS P7:		Segment 1		PROJECT HISTORY:					
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$712,879	COST OF APPROVED PHASES:	\$16,194,298	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:									
CONST COST:	\$15,330,114			CAT 3 LC				\$16,194,298	\$16,194,298
CONST ENG:	\$864,184								
CONTING:	\$860,950								
IND COSTS:	\$421,908								
POT CHG ORDER:									
BND FINANCING:									
TOTAL PROJECT COST:	\$18,190,035			TOTALS	\$0	\$0	\$0	\$16,194,298	
Performance Measures									
PM 1: Safety									
PM 2: Pavement Conditions									
PM 3: System Performance									

Brownsville Area - RGVMPPO
FY 2025 - 2028 Transportation Improvement Program

Funding by Category

Adoption Date: May 2024

Funding Category	Description	FY 2025		FY 2026		FY 2027		FY2028		Total FY 2025-2028	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation			\$0	\$0						
2M or 2U	Urban Area (Non- TMA) Corridor Projects			\$61,978,832	\$61,978,832	\$32,627,456	\$32,627,456	\$0	\$0	\$94,606,288	\$94,606,288
3	Non-Traditionally Funded Transportation Project	\$8,242,824	\$8,242,824	\$9,808,562	\$9,808,562	\$178,223,125	\$178,223,125	\$16,194,298	\$16,194,298	\$212,468,809	\$212,468,809
4	Urban and Regional Connectivity			\$40,000,000	\$40,000,000					\$40,000,000	\$40,000,000
5	CMAQ										
6	Structures - Bridge										
7	Metro Mobility & Rehab	\$58,745,611	\$58,745,611	\$150,000	\$150,000	\$875,000	\$875,000			\$59,770,611	\$59,770,611
8	Safety										
9	TAP Set-Aside Program										
10	Supplemental Transportation			\$6,696,802	\$6,696,802	\$911,515	\$911,515			\$7,608,317	\$7,608,317
10 CBI	Corridor Border										
10 CRP	Carbon Reduction										
11	District Discretionary			\$27,868,841	\$27,868,841					\$27,868,841	\$27,868,841
Rider 11	Energy Sector										
12 VRF	Vehicle Reg. Funds										
12	Strategic Priority			\$0	\$0	\$7,471,188	\$7,471,188			\$7,471,188	\$7,471,188
Total		\$66,988,435	\$66,988,435	\$146,503,037	\$146,503,037	\$220,108,284	\$220,108,284	\$16,194,298	\$16,194,298	\$449,794,054	\$449,794,054

Funding Participation Source

Source	FY 2025	FY 2026	FY 2027	FY 2028	Total FY 25-28
Federal	\$47,428,822	\$109,376,041	\$33,508,127	\$0	\$190,312,991
State	\$4,828,413	\$27,288,434	\$8,202,032	\$0	\$40,318,878
Local Match	\$6,488,376	\$30,000	\$175,000		\$6,693,376
CAT 3 - Local Contributions (LC)	\$8,242,824	\$9,808,562	\$178,223,125	\$16,194,298	\$212,468,809
Total	\$66,988,435	\$146,503,037	\$220,108,284	\$16,194,298	\$449,794,054

Annotations

- *Local Match should be a percent of participation on a specific category of funding except non-traditional funding.
- The TIP financial summary should be a total of all projects currently within your TIP, excluding grouped projects.
- You can add / delete funding source rows as needed.
- All non-traditional programmed amount should equal all non-traditional (CAT 3) funding source amounts

Harlingen-San Benito Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-257	CS	C,CE	HARLINGEN	CAMERON COUNTY	\$12,341,081
LIMITS FROM:		On S. Parallel Corridor, from FM 2520				REVISION DATE:	7/1/2024
LIMITS TO:		FM 1577				MPO PROJ NUMBER:	HSB-110
PROJECT DESCRIPTION:		New Location - 2 lane rural roadway in a proposed 120 ft. ROW				FUNDING CAT(S):	3 LC, 7, 11B
REMARKS P7:		CE: \$45,000 (CAT 7)				PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
	\$	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$466,049							
ROW PURCHASE:	\$1,200,000		3LC				\$576,081	\$576,081
CONST COST:	\$11,720,000		CAT 7	\$5,412,000		\$1,353,000		\$6,765,000
CONST ENG:	\$621,081	\$12,341,081	Rider 11B	\$4,000,000	\$1,000,000			\$5,000,000
CONTING:	\$405,000							
IND COSTS:	\$275,825							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$14,687,955		TOTALS	\$9,412,000	\$1,000,000	\$1,353,000	\$576,081	\$12,341,081

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Harlingen-San Benito Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0220-04-050	US 281	C	HARLINGEN	TXDOT	\$24,396,118
LIMITS FROM:		FM 732		REVISION DATE:		7/1/2024	
LIMITS TO:		.5 Mi. W. of FM 1577		MPO PROJ NUMBER:		HSB-081	
PROJECT DESCRIPTION:		Widen from 2 to 4 Lane Rural		FUNDING CAT(S):		2	
REMARKS P7:		PROJECT HISTORY:					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	CAT 2	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$699,983							
ROW PURCHASE:	\$1,213,000			\$19,516,894	\$4,879,224			\$24,396,118
CONST COST:	\$24,396,118							
CONST ENG:	\$848,551	\$24,396,118						
CONTING:	\$845,376							
IND COSTS:	\$414,276							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$28,417,304		TOTALS	\$19,516,894	\$4,879,224	\$0	\$0	\$24,396,118

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0327-08-098	BU 77X	C	HARLINGEN	TXDOT	\$9,485,602
LIMITS FROM:		SS 206		REVISION DATE:		7/1/2024	
LIMITS TO:		Commerce St.		MPO PROJ NUMBER:		HSB-77	
PROJECT DESCRIPTION:		Construct Raised Median		FUNDING CAT(S):		2	
REMARKS P7:		Pending Possible Grouping					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	CAT 2	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$130,920							
ROW PURCHASE:	\$9,485,602			\$7,588,482	\$1,897,120			\$9,485,602
CONST COST:	\$9,485,602							
CONST ENG:	\$120,767	\$9,485,602						
CONTING:	\$1,869							
IND COSTS:	\$77,484							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$9,816,642		TOTALS	\$7,588,482	\$1,897,120	\$0	\$0	\$9,485,602

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Harlingen-San Benito Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

PHARR	CAMERON	0921-06-254	FM 509	C,E,R	HARLINGEN	CCRMA	\$22,223,144
LIMITS FROM:		FM 508			REVISION DATE:		7/1/2024
LIMITS TO:		FM 1599			MPO PROJ NUMBER:		HSB-509
PROJECT DESCRIPTION:		NEW LOCATION-CONSTRUCT 2 LANE RURAL ROADWAY			FUNDING CAT(S):		CAT 2U, 10, 3LC
REMARKS P7:		PE: \$686,000 (CAT 10)			PROJECT HISTORY:		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$958,355	COST OF APPROVED PHASES:	CAT 2	\$5,824,000	\$1,456,000	\$0	\$0	\$7,280,000
ROW PURCHASE:	\$2,000,000		CAT 10	\$686,000	\$0	\$0	\$0	\$686,000
CONST COST:	\$19,987,634		3LC				\$14,257,144	\$14,257,144
CONST ENG:	\$1,277,155							
CONTING:	\$1,051,201							
IND COSTS:	\$567,190							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$25,841,535		TOTALS	\$6,510,000	\$1,456,000	\$0	\$14,257,144	\$22,223,144

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Harlingen-San Benito Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2027

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON						

LIMITS FROM:	REVISION DATE:
LIMITS TO:	MPO PROJ NUMBER:
PROJECT DESCRIPTION: Pending Projects	FUNDING CAT(S):
REMARKS P7:	PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE				
	COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:						
ROW PURCHASE:						
CONST COST:						
CONST ENG:						
CONTING:						
IND COSTS:						
POT CHG ORDER:						
BND FINANCING:						
TOTAL PROJECT COST:	\$0	TOTALS	\$0	\$0	\$0	\$0

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Harlingen-San Benito Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2028

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0039-12-254	BUS 77X	C	Harlingen	TXDOT	\$8,215,439
LIMITS FROM:		Commerce St.				REVISION DATE:	7/1/2024
LIMITS TO:		Arroyo Bridge				MPO PROJ NUMBER:	HSB-136
PROJECT DESCRIPTION:		Construct Raised Median				FUNDING CAT(S):	2
REMARKS P7:		Pending Possible Grouping				PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
				FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$208,328	COST OF APPROVED PHASES:	\$8,215,439	CAT 2					
ROW PURCHASE:					\$6,572,351	\$1,643,088			\$8,215,439
CONST COST:	\$8,215,439								
CONST ENG:	\$252,545								
CONTING:	\$251,600								
IND COSTS:	\$123,296								
POT CHG ORDER:									
BND FINANCING:									
TOTAL PROJECT COST:	\$9,051,208			TOTALS	\$6,572,351	\$1,643,088	\$0	\$0	\$8,215,439

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Harlingen San Benito Area - RGVMPO
FY 2025 - 2028 Transportation Improvement Program

Funding by Category

Adoption Date: May 2024

Funding Category	Description	FY 2025		FY 2026		FY 2027		FY 2028		Total FY 2025 - 2028	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation										
2M or 2U	Urban Area (Non- TMA) Corridor Projects			\$41,161,720	\$41,161,720			\$8,215,439	\$8,215,439	\$49,377,159	\$49,377,159
3	Non-Traditionally Funded Transportation Project	\$576,081	\$576,081	\$14,257,144	\$14,257,144					\$14,833,225	\$14,833,225
4	Urban and Regional Connectivity										
5	CMAQ										
6	Structures - Bridge										
7	Metro Mobility & Rehab	\$6,765,000	\$6,765,000	\$0	\$0					\$6,765,000	\$6,765,000
8	Safety										
9	TAP Set-Aside Program										
10	Supplemental Transportation			\$686,000	\$686,000					\$686,000	\$686,000
10 CBI	Corridor Border										
10 CRP	Carbon Reduction									\$0	\$0
11	District Discretionary										
Rider 11	Energy Sector	\$5,000,000	\$5,000,000	\$0	\$0					\$5,000,000	\$5,000,000
12	Texas Clear Lanes										
12	Strategic Priority										
Total		\$12,341,081	\$12,341,081	\$56,104,864	\$56,104,864			\$8,215,439	\$8,215,439	\$76,661,384	\$76,661,384

Funding Participation Source

Source	FY 2025	FY 2026	FY 2027	FY 2028	Total FY 25-28
Federal	\$9,412,000	\$33,615,376		\$6,572,351	\$49,599,727
State	\$1,000,000	\$8,232,344		\$1,643,088	\$10,875,432
Local Match	\$1,353,000	\$0			\$1,353,000
CAT 3 - Local Contributions (LC)	\$576,081	\$14,257,144			\$14,833,225
Total	\$12,341,081	\$56,104,864		\$8,215,439	\$76,661,384

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-322	CS	C,CE	Penitas	HC 3	\$10,875,384
LIMITS FROM:		On Liberty Blvd.(Ph. II), from FM 2221				REVISION DATE: 7/1/2024	
LIMITS TO:		Mile 3 Rd.				MPO PROJ NUMBER: HC-284b	
PROJECT DESCRIPTION:		New location (from Mile 4 to FM 2221) and reconstruction of existing roadway to a 2 lane rural facility with shoulders				FUNDING CAT(S): 7	
REMARKS P7:		ROW phase grouped CE: \$1,576,755 (CAT 7)				PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	CAT 7	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$475,427							
ROW PURCHASE:	\$2,030,000			\$8,700,307	\$1,848,815	\$326,262		\$10,875,384
CONST COST:	\$9,298,629							
CONST ENG:	\$1,576,755	\$10,875,384						
CONTING:	\$574,177							
IND COSTS:	\$281,375							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$14,236,363		TOTALS	\$8,700,307	\$1,848,815	\$326,262	\$0	\$10,875,384

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-332	CS	R,E,C	Mission	HC 3	\$10,796,358
LIMITS FROM:		On Mile 3 N. (Phase II), from FM 2221				REVISION DATE: 7/1/2024	
LIMITS TO:		Tom Gill Rd.				MPO PROJ NUMBER: HC-286b	
PROJECT DESCRIPTION:		New Location - 2 Lane Rural Roadway				FUNDING CAT(S): 3LC, 7	
REMARKS P7:		ROW \$375,520 (CAT 7) CE: \$517,000 (CAT 7)				PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	CAT 7	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$486,582							
ROW PURCHASE:	\$375,520			\$5,152,000	\$1,069,040	\$218,960		\$6,440,000
CONST COST:	\$9,772,392		CAT 3 LC				\$3,606,358	\$3,606,358
CONST ENG:	\$648,446	\$10,796,358	CAT 7	\$600,000		\$150,000		\$750,000
CONTING:	\$533,723							
IND COSTS:	\$287,977							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$12,104,640		TOTALS	\$5,752,000	\$1,069,040	\$368,960	\$3,606,358	\$10,796,358

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
PHARR	HIDALGO	1064-01-027	FM 676	C	MISSION	TXDOT	\$35,262,482

LIMITS FROM: SH 107 (Conway)	REVISION DATE: 7/1/2024
LIMITS TO: Taylor Rd.	MPO PROJ NUMBER: HC-117c
	FUNDING CAT(S): 2,10

PROJECT DESCRIPTION: Widen from 2 to 4 Lanes w/ Left Turn Lane	PROJECT HISTORY:
REMARKS P7:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,765,908		CAT 2	\$27,809,397	\$6,952,349			\$34,761,746
ROW PURCHASE:	\$6,223,843		CAT 10 Earmark	\$400,589	\$100,147			\$500,736
CONST COST:	\$35,262,482	\$35,262,482						
CONST ENG:	\$2,140,713							
CONTING:	\$2,132,702							
IND COSTS:	\$1,045,129							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$48,570,777		TOTALS	\$28,209,986	\$7,052,496	\$0	\$0	\$35,262,482

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
PHARR	HIDALGO	0255-07-140	US 281	C	Edinburg	TXDOT	\$182,768,238

LIMITS FROM: 0.273 mi S. SH 186	REVISION DATE: 7/1/2024
LIMITS TO: 0.023 mi N. FM 490	MPO PROJ NUMBER: HC-384
	FUNDING CAT(S): 4,12

PROJECT DESCRIPTION: Rural Expressway Facility (Future I-69 Corridor)	PROJECT HISTORY:
REMARKS P7: CAT 4 Connectivity: \$480,000	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$7,517,746		CAT 4	\$145,211,735	\$36,302,934			\$181,514,669
ROW PURCHASE:	\$5,265,959		CAT 12	\$1,002,855	\$250,714			\$1,253,569
CONST COST:	\$182,768,239	\$182,768,238						
CONST ENG:	\$11,706,204							
CONTING:	\$12,964,367							
IND COSTS:	\$4,449,278							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$224,671,793		TOTALS	\$146,214,590	\$36,553,648	\$0	\$0	\$182,768,238

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2025

PHARR	HIDALGO		0864-01-069	FM 494	C	Mission	TXDOT	\$17,210,747
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LIMITS FROM:	FM 676 (Mile 5)	REVISION DATE:	7/1/2024
LIMITS TO:	FM 1924 (Mile 3)	MPO PROJ NUMBER:	HC-292b

PROJECT DESCRIPTION:	Widen from 2 to 4 lanes	FUNDING CAT(S):	2
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REMARKS P7:	PROJECT HISTORY:
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TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$665,879						
ROW PURCHASE:	\$10,443,901						
CONST COST:	\$17,210,747	CAT 2	\$13,768,598	\$3,442,149			\$17,210,747
CONST ENG:	\$807,208	\$17,210,747					
CONTING:	\$804,187						
IND COSTS:	\$394,091						
BND FINANCING:							
PT CHG ORD							
TOTAL PROJECT COST:	\$30,326,013	TOTALS	\$13,768,598	\$3,442,149	\$0	\$0	\$17,210,747

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Pharr	Hidalgo		1803-01-092	FM 1925	C	McAllen	TxDOT	\$15,714,509
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LIMITS FROM:	10th Street	REVISION DATE:	7/1/2024
LIMITS TO:	McColl Rd	MPO PROJ NUMBER:	HC-290

PROJECT DESCRIPTION:	Widen from 2 to 6 lane with raised median	FUNDING CAT(S):	2
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REMARKS P7:	PROJECT HISTORY:
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TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$601,019						
ROW PURCHASE:	\$4,190,706						
CONST COST:	\$15,714,509	CAT 2	\$12,571,607	\$3,142,902			\$15,714,509
CONST ENG:	\$728,582	\$15,714,509					
CONTING:	\$725,855						
IND COSTS:	\$355,705						
POT CHG ORD:							
BND FINANCING:							
TOTAL PROJECT COST:	\$22,316,376	TOTALS	\$12,571,607	\$3,142,902	\$0	\$0	\$15,714,509

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2025

Pharr	Hidalgo	0528-01-118	SH 107 (Conway)	C	Palmhurst	TxDOT	\$36,807,790	
LIMITS FROM:		SH 495				REVISION DATE:		7/1/2024
LIMITS TO:		FM 1924 (Mile 3 N)				MPO PROJ NUMBER:		HC-383
PROJECT DESCRIPTION:		Widen from 4 to 6 Lanes w/Raised Median				FUNDING CAT(S):		2

REMARKS P7: PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,178,193							
ROW PURCHASE:	\$0							
CONST COST:	\$36,807,790		CAT 2	\$29,446,232	\$7,361,558			\$36,807,790
CONST ENG:	\$1,428,258	\$36,807,790						
CONTING:	\$1,422,913							
IND COSTS:	\$348,312							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$41,185,466		TOTALS	\$29,446,232	\$7,361,558	\$0	\$0	\$36,807,790

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0921-02-328	CS	C,CE	VARIOUS	Mission	\$16,014,424	
LIMITS FROM:		ON TAYLOR RD @MILE 2 N.				REVISION DATE:		7/1/2024
LIMITS TO:		BUSINESS 83				MPO PROJ NUMBER:		HC-257
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANES DIVIDED URBAN				FUNDING CAT(S):		7, 3LC

REMARKS P7: Grouped ROW phase |CE: \$887,802 (CAT 7) PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$729,629							
ROW PURCHASE:	\$2,011,852		CAT 7	\$10,790,242	\$2,562,682	\$134,878		\$13,487,802
CONST COST:	\$15,129,936		CAT 3 LC				\$2,526,622	\$2,526,622
CONST ENG:	\$884,488	\$16,014,424						
CONTING:	\$881,179							
IND COSTS:	\$431,821							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$20,068,905		TOTALS	\$10,790,242	\$2,562,682	\$134,878	\$2,526,622	\$16,014,424

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
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 Pharr District Projects
 FY 2026

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-442	CS	PE,R	Edinburg	HC 4	\$4,037,106	
LIMITS FROM:		On Trenton Rd., from I-69C				REVISION DATE:		7/1/2024
LIMITS TO:		FM 907				MPO PROJ NUMBER:		HC-177a
PROJECT DESCRIPTION:		Widen and Reconstruct Roadway from 2 to 4 lanes divided urban				FUNDING CAT(S):		7, 3LC
REMARKS P7:		ROW: \$715,000 (CAT 7)				PROJECT HISTORY:		
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$1,556,458	COST OF APPROVED PHASES:	CAT 7	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$2,480,648		CAT 7	\$572,000		\$143,000		\$715,000
CONST COST:	\$29,599,582		CAT 3 LC				\$3,322,106	\$3,322,106
CONST ENG:	\$1,708,954							
CONTING:								
IND COSTS:								
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$35,345,642		TOTALS	\$572,000	\$0	\$143,000	\$3,322,106	\$4,037,106

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-447	CS	C, CE	Weslaco	HC 1	\$25,704,000	
LIMITS FROM:		On Mile 6 W., from Mile 14 1/2				REVISION DATE:		7/1/2024
LIMITS TO:		Mile 11 N				MPO PROJ NUMBER:		HC-148bbb
PROJECT DESCRIPTION:		Widen from 2 to 4 lanes				FUNDING CAT(S):		7, 3LC
REMARKS P7:		CE: \$2,210,000 (CAT 7)				PROJECT HISTORY:		
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$1,239,554	COST OF APPROVED PHASES:	CAT 7	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$2,797,654		CAT 7	\$18,089,991	\$3,979,798	\$542,700		\$22,612,489
CONST COST:	\$25,704,000		CAT 3 LC				\$3,091,511	\$3,091,511
CONST ENG:	\$1,502,643							
CONTING:	\$1,497,020							
IND COSTS:	\$733,614							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$33,474,485		TOTALS	\$18,089,991	\$3,979,798	\$542,700	\$3,091,511	\$25,704,000

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

PHARR	HIDALGO		1803-01-094	FM 1925	C	McAllen	TXDOT		\$49,411,962
LIMITS FROM:		Wallace Rd				REVISION DATE:		7/1/2024	
LIMITS TO:		10th St				MPO PROJ NUMBER:		HC-338	
PROJECT DESCRIPTION:		Widen from 2 to 6 lanes with raised median				FUNDING CAT(S):		2	
REMARKS P7:		PROJECT HISTORY:							
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$1,921,047	COST OF APPROVED PHASES: \$49,411,962	CAT 2	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$3,111,575			\$39,529,570	\$9,882,392				\$49,411,962
CONST COST:	\$49,411,962								
CONST ENG:	\$2,328,779								
CONTING:	\$2,320,065								
IND COSTS:	\$1,136,946								
BND FINANCING:									
PT CHG ORD									
TOTAL PROJECT COST:	\$60,230,374		TOTALS	\$39,529,570	\$9,882,392	\$0	\$0	\$49,411,962	

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO		0921-02-436	CS	C	PHARR	PHARR		\$6,899,256
LIMITS FROM:		On Moore Rd. from Jackson Rd.				REVISION DATE:		7/1/2024	
LIMITS TO:		Cage Blvd.				MPO PROJ NUMBER:		HC-379	
PROJECT DESCRIPTION:		Widen to a 2-lane divided roadway with continuous center turning lane and shoulders				FUNDING CAT(S):		3LC, 7	
REMARKS P7:		PROJECT HISTORY:							
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$332,711	COST OF APPROVED PHASES: \$6,899,256	CAT 7 CAT 3 LC	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$605,000			\$4,867,200	\$1,131,624	\$85,176		\$815,256	\$6,084,000
CONST COST:	\$6,899,256								
CONST ENG:	\$403,327								
CONTING:	\$401,818								
IND COSTS:	\$196,911								
BND FINANCING:									
TOTAL PROJECT COST:	\$8,839,023		TOTALS	\$4,867,200	\$1,131,624	\$85,176	\$815,256	\$6,899,256	

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
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 Pharr District Projects
 FY 2026

PHARR	HIDALGO	0921-02-521	CS	C	Mission	Mission	\$15,826,771
LIMITS FROM:		On Los Ebanos Rd., from I-2				REVISION DATE: 7/1/2024	
LIMITS TO:		Military Parkway				MPO PROJ NUMBER: HCLEb-1	
PROJECT DESCRIPTION:		Construct 4-lane urban roadway				FUNDING CAT(S): 3LC	
REMARKS P7:		Pending FC				PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
				FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$763,233	COST OF APPROVED PHASES: \$15,826,771	CAT 3LC						
ROW PURCHASE:	\$1,255,000								
CONST COST:	\$15,826,771								
CONST ENG:	\$925,225								
CONTING:	\$921,763								
IND COSTS:	\$451,709								
BND FINANCING:									
PT CHG ORD									
TOTAL PROJECT COST:	\$20,143,701		TOTALS	\$0	\$0	\$0	\$15,826,771	\$15,826,771	

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Pharr	Hidalgo	0865-01-108	SH 495	C	Palmview	TxDOT	\$22,208,355
LIMITS FROM:		Veterans Blvd, from IH-2				REVISION DATE: 7/1/2024	
LIMITS TO:		SH 364 (La Homa Rd)				MPO PROJ NUMBER: HC-50	
PROJECT DESCRIPTION:		Construct 4 lane divided urban section				FUNDING CAT(S): 2	
REMARKS P7:						PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$804,805	COST OF APPROVED PHASES: \$22,208,355	CAT 2					
ROW PURCHASE:	\$2,526,860							
CONST COST:	\$22,208,355							
CONST ENG:	\$975,621							
CONTING:	\$971,970							
IND COSTS:	\$476,313							
POT CHG ORD:								
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$27,963,924		TOTALS	\$17,766,684	\$4,441,671	\$0	\$0	\$22,208,355

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
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 FY 2026

PHARR	HIDALGO	0921-02-375	CS	C	PHARR	PHARR	\$15,657,901	
LIMITS FROM:		ON HI LINE EAST, FROM CAGE BLVD				REVISION DATE:		7/1/2024
LIMITS TO:		VETERANS RD				MPO PROJ NUMBER:		HC-336
PROJECT DESCRIPTION:		WIDEN TO 2 LANE WITH CONTINUOUS LEFT TURN LANE AND SHOULDERS				FUNDING CAT(S):		7,3LC
REMARKS P7:		PROJECT HISTORY:						
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$755,089	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$350,000		CAT 7	\$5,332,218	\$1,199,749	\$133,305		\$6,665,272
CONST COST:	\$15,657,901		CAT 3 LC				\$8,992,629	\$8,992,629
CONST ENG:	\$915,353							
CONTING:	\$911,928							
IND COSTS:	\$446,890							
POT CHG ORD:								
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$19,037,161		TOTALS	\$5,332,218	\$1,199,749	\$133,305	\$8,992,629	\$15,657,901

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Pharr	Hidalgo	2094-01-063	FM 2220	C	Mcallen	TXDOT	\$39,552,565	
LIMITS FROM:		FM 1925				REVISION DATE:		7/1/2024
LIMITS TO:		SH 107				MPO PROJ NUMBER:		HC-20
PROJECT DESCRIPTION:		Widen from 2 to 6 Lanes With Median				FUNDING CAT(S):		2
REMARKS P7:		PROJECT HISTORY:						
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$1,898,374	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$6,158,456		CAT 2	\$31,642,052	\$7,910,513			\$39,552,565
CONST COST:	\$39,552,565							
CONST ENG:	\$2,301,294							
CONTING:	\$2,292,682							
IND COSTS:	\$1,123,527							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$53,326,898		TOTALS	\$31,642,052	\$7,910,513	\$0	\$0	\$39,552,565

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
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 Pharr District Projects
 FY 2026

PHARR	HIDALGO	0921-02-394	CS	C	DONNA	DONNA	\$65,410,104		
LIMITS FROM:		@ DONNA INT'L BRIDGE			REVISION DATE:		7/1/2024		
LIMITS TO:					MPO PROJ NUMBER:		HC-361		
PROJECT DESCRIPTION:		CONSTRUCTION OF ROADWAY & COMMERCIAL FACILITIES FOR NORTHBOUND LOADED / EMPTY AND SOUTHBOUND LOADED TRUCKS			FUNDING CAT(S):		3LC, 11 B		
REMARKS P7:					PROJECT HISTORY:				
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$3,035,047	COST OF APPROVED PHASES:	\$65,410,104	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$0			CAT 3 - LOCAL				\$56,510,104	\$56,510,104
CONST COST:	\$65,410,104			Rider 11 B		\$7,120,000	\$1,780,000		\$8,900,000
CONST ENG:	\$2,725,348								
CONTING:	\$1,374,823								
IND COSTS:	\$1,796,252								
BND FINANCING:									
PT CHG ORD									
TOTAL PROJECT COST:	\$74,341,574	TOTALS		\$7,120,000	\$1,780,000	\$0	\$56,510,104	\$65,410,104	

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0921-02-362	C,E,R	McAllen	PCT 4	\$8,351,954			
LIMITS FROM:		On Russell Rd., from FM 2220 (Ware Rd)			REVISION DATE:		7/1/2024		
LIMITS TO:		Rooth Rd.			MPO PROJ NUMBER:		HC-RU1		
PROJECT DESCRIPTION:		Realignment - Wdening from 2 to 4 lane urban roadway			FUNDING CAT(S):		3LC, 7		
REMARKS P7:		CONST: \$4,950,000 (CAT 7)			PROJECT HISTORY:				
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$364,575	COST OF APPROVED PHASES:	\$8,351,954	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$350,000			CAT 3 - LOCAL				\$3,401,954	\$3,401,954
CONST COST:	\$7,560,000			CAT 7		\$3,960,000	\$990,000		\$4,950,000
CONST ENG:	\$441,954								
CONTING:	\$440,300								
IND COSTS:	\$215,769								
BND FINANCING:	\$0								
PT CHG ORD									
TOTAL PROJECT COST:	\$9,372,598	TOTALS		\$3,960,000	\$0	\$990,000	\$3,401,954	\$8,351,954	

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

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Pharr	Hidalgo	0921-02-376	CS	C,R,E	Pharr	Pharr	\$19,803,324
LIMITS FROM:		On Hi-Line West, From Jackson Rd			REVISION DATE:		7/1/2024
LIMITS TO:		Cage Blvd			MPO PROJ NUMBER:		HC-339
PROJECT DESCRIPTION:		Widen to 2 lane with continuous left turn lane			FUNDING CAT(S):		7, 3LC
REMARKS P7:		CONST: \$5,200,000 (CAT 7) ROW: \$660,000 (CAT 7) CE: \$271,860 (CAT 7)			PROJECT HISTORY:		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
	AMOUNT	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$780,834		Cat 7	\$4,905,488	\$1,103,735	\$122,637		\$6,131,860
ROW PURCHASE:	\$2,665,000		CAT 3 LC				\$13,671,464	\$13,671,464
CONST COST:	\$16,191,762							
CONST ENG:	\$946,562	\$19,803,324						
CONTING:	\$943,020							
IND COSTS:	\$462,126							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$21,989,304		TOTALS	\$4,905,488	\$1,103,735	\$122,637	\$13,671,464	\$19,803,324

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0921-02-538	CS	PE, CE, R, C	Weslaco	HC 1	\$13,967,937
LIMITS FROM:		On Nolana Loop, from Mile 6 W			REVISION DATE:		7/1/2024
LIMITS TO:		FM 88			MPO PROJ NUMBER:		NL-688
PROJECT DESCRIPTION:		Proposed 4 lane divided			FUNDING CAT(S):		3LC
REMARKS P7:		Nolana Loop (Section 4A)			PROJECT HISTORY:		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
	AMOUNT	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$3,118,437		CAT 3 LC				\$13,967,937	\$13,967,937
ROW PURCHASE:	\$1,697,500							
CONST COST:	\$8,236,800							
CONST ENG:	\$915,200	\$13,967,937						
CONTING:	\$0							
IND COSTS:	\$0							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$13,967,937		TOTALS	\$0	\$0	\$0	\$13,967,937	\$13,967,937

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-537	CS	PE, CE, R, C	Weslaco	HC 1	\$14,412,781

LIMITS FROM: On Nolana Loop, from Victoria Rd	REVISION DATE: 7/1/2024
LIMITS TO: Mile 6 W	MPO PROJ NUMBER: NLV-6

PROJECT DESCRIPTION: Proposed 4 lane divided	FUNDING CAT(S): 3LC
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REMARKS P7: Nolana Loop (Section 4B)	PROJECT HISTORY:
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TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$3,430,281		CAT 3 LC				\$14,412,781	\$14,412,781
ROW PURCHASE:	\$972,500							
CONST COST:	\$9,009,000							
CONST ENG:	\$1,001,000	\$14,412,781						
CONTING:	\$0							
IND COSTS:	\$0							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$14,412,781		TOTALS	\$0	\$0	\$0	\$14,412,781	\$14,412,781

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-403	CS	C,CE	Pharr	HC 2	\$14,698,890

LIMITS FROM: On Eldora Rd., from FM 3362 (Jackson Rd)	REVISION DATE: 7/1/2024
LIMITS TO: Veterans Blvd. (I Rd.)	MPO PROJ NUMBER: HC-322

PROJECT DESCRIPTION: Widen from 2 to 4 lanes divided	FUNDING CAT(S): 7, 3LC
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REMARKS P7: ROW phase grouped CE: \$1,518,417 (CAT 7)	PROJECT HISTORY:
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TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$545,056		CAT 7	\$10,978,047	\$2,332,835	\$411,677		\$13,722,559
ROW PURCHASE:	\$1,361,886		CAT 3 LC				\$976,331	\$976,331
CONST COST:	\$13,180,473							
CONST ENG:	\$1,518,417	\$14,698,890						
CONTING:	\$765,164							
IND COSTS:	\$374,968							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$17,745,964		TOTALS	\$10,978,047	\$2,332,835	\$411,677	\$976,331	\$14,698,890

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	1429-02-036	FM 1426	C	San Juan	TXDOT	\$28,640,322
LIMITS FROM:		Nolana Loop				REVISION DATE:	7/1/2024
LIMITS TO:		I-2				MPO PROJ NUMBER:	HC-345
PROJECT DESCRIPTION:		Widen from 4 lanes to 6 lanes with raised median				FUNDING CAT(S):	2
REMARKS P7:		PROJECT HISTORY:					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,019,961						
ROW PURCHASE:			CAT 2	\$22,912,258	\$5,728,064		\$28,640,322
CONST COST:	\$28,640,322						
CONST ENG:	\$1,236,443	\$28,640,322					
CONTING:	\$1,231,816						
IND COSTS:	\$603,650						
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$32,732,192		TOTALS	\$22,912,258	\$5,728,064	\$0	\$0
							\$28,640,322

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-399	CS	C,CE	Various	HC 2	\$7,591,384
LIMITS FROM:		On Cesar Chavez Rd., from BUS 83				REVISION DATE:	7/1/2024
LIMITS TO:		Ridge Rd.				MPO PROJ NUMBER:	HC-344
PROJECT DESCRIPTION:		Widen from 2 lanes to 4 lanes				FUNDING CAT(S):	7, 3LC
REMARKS P7:		ROW phase grouped CE: \$655,000 (CAT 7)					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$249,994						
ROW PURCHASE:	\$1,000,000		CAT 7	\$5,478,560	\$1,136,801	\$232,839	\$6,848,200
CONST COST:	\$6,936,384						
CONST ENG:	\$655,000	\$7,591,384	CAT 3 LC			\$743,184	\$743,184
CONTING:							
IND COSTS:							
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$8,841,378		TOTALS	\$5,478,560	\$1,136,801	\$232,839	\$743,184
							\$7,591,384

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

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PHARR	HIDALGO	0921-02-405	CS	C,CE	Various	HC 2	\$22,799,789
LIMITS FROM:			On Cesar Chavez Rd., from BUS 83			REVISION DATE: 7/1/2024	
LIMITS TO:			Nolana Loop			MPO PROJ NUMBER: HC-326	
PROJECT DESCRIPTION:			Widen from 2 to 4 lanes			FUNDING CAT(S): 7, 3LC	
REMARKS P7:			ROW phase grouped CE: \$2,310,951 (CAT 7)				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,151,217							
ROW PURCHASE:	\$4,570,000		CAT 7	\$16,505,654	\$3,507,452	\$618,962		\$20,632,068
CONST COST:	\$20,232,066							
CONST ENG:	\$2,567,723	\$22,799,789	CAT 3 LC				\$2,167,721	\$2,167,721
CONTING:	\$1,132,200							
IND COSTS:	\$554,834							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$30,208,040		TOTALS	\$16,505,654	\$3,507,452	\$618,962	\$2,167,721	\$22,799,789

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0921-02-395	CS	C,CE	Mission	Mission	\$22,253,200
LIMITS FROM:			On Inspiration Rd./Military Parkway Loop, from IH-2			REVISION DATE: 7/1/2024	
LIMITS TO:			FM 1016			MPO PROJ NUMBER: HC-341	
PROJECT DESCRIPTION:			Widen from 2 to 4 lane divided			FUNDING CAT(S): 7	
REMARKS P7:			ROW phase Grouped CE: \$1,984,745 (CAT 7)				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,714,582							
ROW PURCHASE:	\$3,500,000		CAT 7	\$17,802,560	\$4,005,576	\$445,064		\$22,253,200
CONST COST:	\$36,871,234							
CONST ENG:	\$2,078,493	\$22,253,200						
CONTING:	\$2,070,715							
IND COSTS:	\$1,014,752							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$47,249,776		TOTALS	\$17,802,560	\$4,005,576	\$445,064	\$0	\$22,253,200

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

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 Pharr District Projects
 FY 2027

PHARR	HIDALGO	0921-02-475	CS	C	Donna	HC 1	\$6,940,267
LIMITS FROM:			On Nolana Loop (4C) from FM 493			REVISION DATE: 7/1/2024	
LIMITS TO:			Victoria Rd.			MPO PROJ NUMBER: HC-152d	
PROJECT DESCRIPTION:			Proposed 4 lane divided			FUNDING CAT(S): 7, 3LC	
REMARKS P7:			PROJECT HISTORY:				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$2,494,750	COST OF APPROVED PHASES:	CAT 7	\$3,200,000		\$800,000		\$4,000,000
ROW PURCHASE:	\$700,350							
CONST COST:	\$6,940,267							
CONST ENG:	\$743,600		\$6,940,267	CAT 3 LC			\$2,940,267	\$2,940,267
CONTING:								
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$10,878,967		TOTALS	\$3,200,000	\$0	\$800,000	\$2,940,267	\$6,940,267

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0921-02-169	CS	R	Weslaco	HC 1	\$3,500,000
LIMITS FROM:			On Nolana Loop (S 2-4) from FM 907			REVISION DATE: 7/1/2024	
LIMITS TO:			FM 88			MPO PROJ NUMBER: HC-152r	
PROJECT DESCRIPTION:			Proposed 4 Lane Divided			FUNDING CAT(S): 7	
REMARKS P7:			PROJECT HISTORY:				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:		COST OF APPROVED PHASES:	CAT 7	\$2,800,000		\$700,000		\$3,500,000
ROW PURCHASE:	\$3,500,000							
CONST COST:								
CONST ENG:			\$3,500,000					
CONTING:								
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$3,500,000		TOTALS	\$2,800,000	\$0	\$700,000	\$0	\$3,500,000

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
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 FY 2027

PHARR	HIDALGO	0342-01-093	SH 107	C	Edinburg	TXDOT	\$26,698,284
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LIMITS FROM: BUS 281-W	REVISION DATE: 7/1/2024
LIMITS TO: I-69C (US 281)	MPO PROJ NUMBER: HC-337

PROJECT DESCRIPTION: Operational Improvements and Rehabilitation	FUNDING CAT(S): 2
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REMARKS P7: PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,250,075	\$26,698,284	CAT 2	\$21,358,627	\$5,339,657		\$26,698,284
ROW PURCHASE:	\$3,676,572						
CONST COST:	\$26,698,284						
CONST ENG:	\$2,061,347						
CONTING:	\$1,065,841						
IND COSTS:	\$739,840						
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$35,491,959		TOTALS	\$21,358,627	\$5,339,657	\$0	\$0

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0342-01-103	SH 107	C	Edinburg	TXDOT	\$12,204,000
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LIMITS FROM: IH-69C	REVISION DATE: 7/1/2024
LIMITS TO: FM 1426	MPO PROJ NUMBER: TX-103

PROJECT DESCRIPTION: Construct 6 lane divided urban	FUNDING CAT(S): 2
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REMARKS P7: PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$588,528	\$12,204,000	CAT 2	\$9,763,200	\$2,440,800		\$12,204,000
ROW PURCHASE:							
CONST COST:	\$12,204,000						
CONST ENG:	\$713,440						
CONTING:	\$710,770						
IND COSTS:	\$348,312						
POT CHG ORD:							
BND FINANCING:							
TOTAL PROJECT COST:	\$14,565,050		TOTALS	\$9,763,200	\$2,440,800	\$0	\$0

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

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PHARR	HIDALGO	1228-03-041	FM 1015	C	Weslaco	TXDOT	\$36,064,001
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LIMITS FROM: Mile 12 N. Rd.	REVISION DATE: 7/1/2024
LIMITS TO: SH 107	MPO PROJ NUMBER: HC-2

PROJECT DESCRIPTION: Proposed 4 lane divided urban	FUNDING CAT(S): 2
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REMARKS P7: PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,677,044	\$36,064,001	CAT 2	\$28,851,201	\$7,212,800		\$36,064,001
ROW PURCHASE:							
CONST COST:	\$36,064,001						
CONST ENG:	\$2,032,988						
CONTING:	\$2,025,380						
IND COSTS:	\$992,536						
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$42,791,949		TOTALS	\$28,851,201	\$7,212,800	\$0	\$0

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	3468-01-021	FM 3362	C	Weslaco	TXDOT	\$21,638,625
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LIMITS FROM: SH 495	REVISION DATE: 7/1/2024
LIMITS TO: BUS 83 S.	MPO PROJ NUMBER: TX-021

PROJECT DESCRIPTION: Widen & reconstruct roadway (4 to 6 lanes divided urban)	FUNDING CAT(S): 2
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REMARKS P7: PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$559,778	\$21,638,625	CAT 2	\$17,310,900	\$4,327,725		\$21,638,625
ROW PURCHASE:							
CONST COST:	\$21,638,625						
CONST ENG:	\$678,588						
CONTING:	\$676,049						
IND COSTS:	\$331,297						
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$23,884,337		TOTALS	\$17,310,900	\$4,327,725	\$0	\$0

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

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PHARR	HIDALGO	0921-02-254	CS	C,E,R	Mercedes	HC 1	\$13,469,800
LIMITS FROM:		On Mile 1 East, from BUS 83				REVISION DATE: 7/1/2024	
LIMITS TO:		Mile 8 North				MPO PROJ NUMBER: HC-269	
PROJECT DESCRIPTION:		Reconstruct & widen to urban 2 lanes & shoulders			FUNDING CAT(S): 3LC, 7		
REMARKS P7:		ROW: \$502,000 (CAT 7) CE \$878,000 (CAT 7)			PROJECT HISTORY:		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$3,130,867						
ROW PURCHASE:	\$1,159,550	CAT 7	\$5,904,000	\$1,402,200	\$73,800		\$7,380,000
CONST COST:	\$11,209,333	CAT 3 LC				\$6,089,800	\$6,089,800
CONST ENG:	\$1,100,917	\$13,469,800					
CONTING:							
IND COSTS:							
BND FINANCING:							
PT CHG ORD							
TOTAL PROJECT COST:	\$16,600,667	TOTALS	\$5,904,000	\$1,402,200	\$73,800	\$6,089,800	\$13,469,800

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0921-02-512	CS	C	MCALLEN	MCALLEN	\$15,665,928
LIMITS FROM:		On Bentsen Rd., from FM 676 (Mile 5)				REVISION DATE: 7/1/2024	
LIMITS TO:		FM 1924 (Mile 3)				MPO PROJ NUMBER: HC-900	
PROJECT DESCRIPTION:		Widen from 2 to 4 lanes and continuous turn lane w/ curb and gutter			FUNDING CAT(S): 7, 3LC		
REMARKS P7:					PROJECT HISTORY:		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$554,387						
ROW PURCHASE:	\$1,100,000	CAT 7	\$3,248,672	\$771,560	\$40,608		\$4,060,840
CONST COST:	\$15,665,928	CAT 3 LC				\$11,605,088	\$11,605,088
CONST ENG:	\$672,053	\$15,665,928					
CONTING:	\$669,538						
IND COSTS:	\$328,107						
BND FINANCING:							
PT CHG ORD							
TOTAL PROJECT COST:	\$18,990,013	TOTALS	\$3,248,672	\$771,560	\$40,608	\$11,605,088	\$15,665,928

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-142	VA	C	Hidalgo County	TXDOT	\$237,845,395
LIMITS FROM: On IBTC, from 365 Tollway at FM 493						REVISION DATE:	7/1/2024
LIMITS TO: IH-2						MPO PROJ NUMBER:	RMA-3
PROJECT DESCRIPTION: Phase 1, CONSTRUCT NON-TOLLED 4 LANE DIVIDED (AT GRADE) HIGHWAY (INTERIM)						FUNDING CAT(S):	12,11,4,7,2
REMARKS P7:						PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$11,365,134		CAT 12	\$9,654,730	\$2,413,682			\$12,068,412
ROW PURCHASE:	\$44,584,210		CAT 12 TTC	\$124,400,000	\$31,100,000			\$155,500,000
CONST COST:	\$245,812,351		CAT 11	\$16,000,000	\$4,000,000			\$20,000,000
CONST ENG:	\$15,145,781	\$237,845,395	CAT 4	\$8,221,586	\$2,055,397			\$10,276,983
CONTING:	\$12,466,198		CAT 7	\$16,000,000	\$4,000,000			\$20,000,000
IND COSTS:	\$6,726,304		CAT 2	\$16,000,000	\$4,000,000			\$20,000,000
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$336,099,978		TOTALS	\$190,276,316	\$47,569,079	\$0	\$0	\$237,845,395

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0921-02-448	CS	C,CE	Weslaco	HC 1	\$15,729,917
LIMITS FROM: On Mile 6 W., from SH 107						REVISION DATE:	7/1/2024
LIMITS TO: Mile 14 1/2 N.						MPO PROJ NUMBER:	HC-148bba
PROJECT DESCRIPTION: Widen from 2 to 4 lanes divided						FUNDING CAT(S):	7, 3LC
REMARKS P7: CE: \$1,200,000 (CAT 7)						PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$800,000		CAT 7	\$9,600,000	\$1,440,000	\$960,000		\$12,000,000
ROW PURCHASE:	\$1,283,630		CAT 3 LC				\$3,729,917	\$3,729,917
CONST COST:	\$14,323,176							
CONST ENG:	\$1,406,741	\$15,729,917						
CONTING:								
IND COSTS:								
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$17,813,547		TOTALS	\$9,600,000	\$1,440,000	\$960,000	\$3,729,917	\$15,729,917

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2028

Pharr	Hidalgo	0921-02-360	CS	C,CE	Weslaco	HC 1	\$26,464,680
LIMITS FROM:			On Mile 10 N., from Mile 6 W. (Westgate Dr.)			REVISION DATE: 7/1/2024	
LIMITS TO:			FM 1015			MPO PROJ NUMBER: HC-264	
PROJECT DESCRIPTION:			Widen from 2 to 4 lanes divided			FUNDING CAT(S): 7, 3LC	
REMARKS P7:			ROW phase Grouped CE: \$1,700,000			PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,240,022		CAT 7	\$15,142,390	\$3,407,038	\$378,560		\$18,927,988
ROW PURCHASE:	\$3,200,000							
CONST COST:	\$24,097,920							
CONST ENG:	\$2,366,760	\$26,464,680	CAT 3 LC				\$7,536,692	\$7,536,692
CONTING:								
IND COSTS:								
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$30,904,702		TOTALS	\$15,142,390	\$3,407,038	\$378,560	\$7,536,692	\$26,464,680

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0921-02-440	CS	C	Edinburg	Edinburg	\$6,080,656
LIMITS FROM:			On Freddy Gonzalez Dr., from US BUS 281 (Closner Blvd.)			REVISION DATE: 7/1/2024	
LIMITS TO:			I-69C (US 281)			MPO PROJ NUMBER: HC-120	
PROJECT DESCRIPTION:			WIDEN AND RECONSTRUCT TO 4 LANES DIVIDED URBAN			FUNDING CAT(S): 7, 3LC	
REMARKS P7:			CONST: \$5,524,955 (CAT 7)			PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$370,663		CAT 7	\$4,419,964		\$1,104,991		\$5,524,955
ROW PURCHASE:	\$560,000							
CONST COST:	\$6,080,656							
CONST ENG:	\$428,109	\$6,080,656	CAT 3LC				\$555,701	\$555,701
CONTING:	\$386,882							
IND COSTS:	\$200,000							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$8,026,310		TOTALS	\$4,419,964	\$0	\$1,104,991	\$555,701	\$6,080,656

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2028

PHARR	HIDALGO	0921-02-396	CS	C	McAllen	McAllen	\$13,380,059
LIMITS FROM:			On Nolana Loop, from FM 2220 (Ware Rd)			REVISION DATE: 7/1/2024	
LIMITS TO:			FM 1926 (23rd St)			MPO PROJ NUMBER: HC-155a	
PROJECT DESCRIPTION:			Widen from 4 to 6 lanes w/ median, continuous left turn lane, & bike lanes			FUNDING CAT(S): 7, 3LC	
REMARKS P7:			PROJECT HISTORY:				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$183,637		CAT 7	\$2,736,000	\$560,880	\$123,120		\$3,420,000
ROW PURCHASE:	\$1,099,198		CAT 3LC				\$9,960,059	\$9,960,059
CONST COST:	\$13,380,059	\$13,380,059						
CONST ENG:	\$187,637							
CONTING:	\$243,600							
IND COSTS:	\$103,142							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$15,197,273		TOTALS	\$2,736,000	\$560,880	\$123,120	\$9,960,059	\$13,380,059

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0255-06-073	US 281	C	San Manuel	TXDOT	\$84,390,866
LIMITS FROM:			7.4 Mi. N. of SH 186			REVISION DATE: 7/1/2024	
LIMITS TO:			3.9 Mi. N. of SH 186			MPO PROJ NUMBER: TX-073	
PROJECT DESCRIPTION:			Construct 4 lanes w/ overpasses and two 2-lane frontage roads			FUNDING CAT(S): 12, 4	
REMARKS P7:			PROJECT HISTORY:				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$3,064,016		CAT 12	\$44,756,310	\$11,189,078			\$55,945,388
ROW PURCHASE:			CAT 4	\$22,756,382	\$5,689,096			\$28,445,478
CONST COST:	\$84,390,866	\$84,390,866						
CONST ENG:	\$3,370,418							
CONTING:	\$5,638,082							
IND COSTS:	\$1,813,397							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$98,276,779		TOTALS	\$67,512,693	\$16,878,173	\$0	\$0	\$84,390,866

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	



Hidalgo County Area - RGVMPO
FY 2025 - 2028 Transportation Improvement Program

Funding by Category

Adoption Date: May 2024

Funding Category	Description	FY 2025		FY 2026		FY 2027		FY 2028		Total FY 2025 - 2028	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation										
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$104,494,792	\$104,494,792	\$111,172,882	\$111,172,882	\$125,245,232	\$125,245,232	\$20,000,000	\$20,000,000	\$360,912,906	\$360,912,906
3	Non-Traditionally Funded Transportation Project	\$6,132,980	\$6,132,980	\$134,988,844	\$134,988,844	\$23,546,060	\$23,546,060	\$21,782,369	\$21,782,369	\$186,450,253	\$186,450,253
4	Urban and Regional Connectivity	\$181,514,669	\$181,514,669	\$0	\$0	\$0	\$0	\$38,722,461	\$38,722,461	\$220,237,130	\$220,237,130
5	CMAQ										
6	Structures - Bridge										
7	Metro Mobility & Rehab	\$31,553,186	\$30,430,755	\$60,881,180	\$60,881,181	\$68,674,308	\$68,674,308	\$59,872,943	\$59,872,943	\$220,981,617	\$220,981,618
8	Safety										
9	TAP Set-Aside Program										
10	Supplemental Transportation	\$500,736	\$500,736							\$500,736	\$500,736
10 CBI	Corridor Border										
10 CRP	Carbon Reduction	\$0	\$0							\$0	\$0
11	District Discretionary			\$0	\$0			\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000
Rider 11	Energy Sector			\$8,900,000	\$8,900,000					\$8,900,000	\$8,900,000
12	Strategic Priority	\$1,253,569	\$1,253,569	\$0	\$0	\$0	\$0	\$223,513,800	\$223,513,800	\$224,767,369	\$224,767,369
SW PE	Statewide Budget PE										
Total		\$325,449,932	\$325,449,932	\$315,942,906	\$315,942,907	\$217,465,600	\$217,465,600	\$383,891,573	\$383,891,573	\$1,242,750,011	\$1,242,750,012

Funding Participation Source

Source	FY 2025	FY 2026	FY 2027	FY 2028	Total FY 25-28
Federal	\$255,453,562	\$144,763,250	\$155,135,632	\$289,687,363	\$845,039,807
State	\$63,033,291	\$33,762,317	\$35,872,635	\$69,855,170	\$202,523,413
Local Match	\$830,100	\$2,428,495	\$2,911,273	\$2,566,671	\$8,736,538
CAT 3 - Local Contributions (LC)	\$6,132,980	\$134,988,844	\$23,546,060	\$21,782,369	\$186,450,253
Total	\$325,449,932	\$315,942,906	\$217,465,600	\$383,891,573	\$1,242,750,011

Starr County Area - RGVMP
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	STARR	3632-01-001	SL 195	C	Rio Grande City	TXDOT	\$78,606,828
LIMITS FROM:		New Location, FM 3167				REVISION DATE: 7/1/2024	
LIMITS TO:		FM 755				MPO PROJ NUMBER: ST-03	
PROJECT DESCRIPTION:		Construct Rio Grande City/Roma Relief Route				FUNDING CAT(S): 2, 12, 4	
REMARKS P7:		PROJECT HISTORY:					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$2,481,511		CAT 2	\$31,551,650	\$7,887,913			\$39,439,563
ROW PURCHASE:	\$3,177,626		CAT 12	\$17,918,753	\$4,479,688			\$22,398,441
CONST COST:	\$78,606,828		CAT 4	\$13,415,059	\$3,353,765			\$16,768,824
CONST ENG:	\$3,306,993							
CONTING:	\$2,721,922							
IND COSTS:	\$1,468,649							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$91,763,529		TOTALS	\$62,885,462	\$15,721,366	\$0	\$0	\$78,606,828

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Starr County Area - RGVMP
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	STARR	3632-01-002	SL 195	C	Roma	TXDOT	\$64,013,752	
LIMITS FROM:		New Location, FM 649				REVISION DATE:		7/1/2024
LIMITS TO:		FM 3167				MPO PROJ NUMBER:		ST-04
PROJECT DESCRIPTION:		Construct Rio Grande City/Roma Relief Route				FUNDING CAT(S):		4
REMARKS				PROJECT HISTORY:				
P7:								

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$2,419,110	\$64,013,752	CAT 4	\$51,211,002	\$12,802,750			\$64,013,752
ROW PURCHASE:	\$3,467,851							
CONST COST:	\$64,013,752							
CONST ENG:	\$1,920,477							
CONTING:	\$2,969,600							
IND COSTS:	\$1,431,718							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$76,222,508		TOTALS	\$51,211,002	\$12,802,750	\$0	\$0	\$64,013,752

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	STARR	0921-26-113	CS	C	Rio Grande City	Rio Grande City	\$4,320,000	
LIMITS FROM:		On International Dr., from Intersection of US 83/FM 755, South				REVISION DATE:		7/1/2024
LIMITS TO:		Starr-Camargo Bridge POE @ Bridge Road				MPO PROJ NUMBER:		ST-01
PROJECT DESCRIPTION:		Construct 4-lane rural roadway with a shared-use path				FUNDING CAT(S):		3LC, 11B
REMARKS				PROJECT HISTORY:				
P7:								

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$207,133	\$4,320,000	CAT 3-LOCAL				\$320,000	\$320,000
ROW PURCHASE:			Rider 11B	\$3,200,000	\$800,000			\$4,000,000
CONST COST:	\$4,320,000							
CONST ENG:	\$276,036							
CONTING:	\$227,200							
IND COSTS:	\$122,589							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$5,152,958		TOTALS	\$3,200,000	\$800,000	\$0	\$320,000	\$4,320,000

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Starr County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2027

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
PHARR	STARR						

LIMITS FROM:	REVISION DATE:
LIMITS TO:	MPO PROJ NUMBER:
PROJECT DESCRIPTION: Pending Projects	FUNDING CAT(S):
REMARKS P7:	PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE				
	COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:						
ROW PURCHASE:						
CONST COST:						
CONST ENG:						
CONTING:						
IND COSTS:						
POT CHG ORD:						
BND FINANCING:						
TOTAL PROJECT COST:	\$0	TOTALS	\$0	\$0	\$0	\$0

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Starr County Area - RGV MPO
FY 2025-2028 Transportation Improvement Program
Pharr District Projects
FY 2027

Starr County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2028

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
PHARR	STARR						

LIMITS FROM:	REVISION DATE:
LIMITS TO:	MPO PROJ NUMBER:
PROJECT DESCRIPTION: Pending Projects	FUNDING CAT(S):
REMARKS P7:	PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:						
CONST COST:						
CONST ENG:						
CONTING:						
IND COSTS:						
POT CHG ORD:						
BND FINANCING:						
TOTAL PROJECT COST:	\$0	TOTALS	\$0	\$0	\$0	\$0

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Starr County Area - RGV MPO
FY 2025-2028 Transportation Improvement Program
Pharr District Projects
FY 2028

Starr County Area - RGVMPO
FY 2025 - 2028 Transportation Improvement Program

Funding by Category

Adoption Date: May 2024

		FY 2025		FY 2026		FY 2027		FY 2028		Total FY 2025 - 2028	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation										
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$39,439,563	\$39,439,563							\$39,439,563	\$39,439,563
3	Non-Traditionally Funded Transportation Project			\$320,000	\$320,000					\$320,000	\$320,000
4	Urban and Regional Connectivity	\$16,768,824	\$16,768,824	\$64,013,752	\$64,013,752					\$80,782,576	\$80,782,576
5	CMAQ										
6	Structures - Bridge										
7	Metro Mobility & Rehab										
8	Safety										
9	TAP Set-Aside Program										
10	Supplemental Transportation										
10 CBI	Corridor Border										
10 CRP	Carbon Reduction										
11	District Discretionary										
Rider 11	Energy Sector			\$4,000,000	\$4,000,000					\$4,000,000	\$4,000,000
12	Strategic Priority	\$22,398,441	\$22,398,441							\$22,398,441	\$22,398,441
Total		\$78,606,828	\$78,606,828	\$68,333,752	\$68,333,752					\$146,940,580	\$146,940,580

Funding Participation Source

Source	FY 2025	FY 2026	FY 2027	FY 2028	Total FY 25-28
Federal	\$62,885,462	\$54,411,002			\$117,296,464
State	\$15,721,366	\$13,602,750			\$29,324,116
Local Match					
CAT 3 - Local Contributions (LC)		\$320,000			\$320,000
Total	\$78,606,828	\$68,333,752			\$146,940,580

Annotations

- *Local Match should be a percent of participation on a specific category of funding except non-traditional funding.
- The TIP financial summary should be a total of all projects currently within your TIP, excluding grouped projects.
- You can add / delete funding source rows as needed.
- All non-traditional programmed amount should equal all non-traditional (CAT 3) funding source amounts

**Transit Financial Summary
RGVMPO - Regional Totals
FY 2025-2028 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

Adoption Date: May 2024

Transit Program		FY 2025			FY 2026			FY 2027		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$23,719,698	\$13,663,812	\$37,383,510	\$13,020,551	\$8,786,582	\$21,807,133			
2	Sec. 5307 - Urbanized Formula <200K	\$2,834,918	\$2,100,000	\$4,934,918	\$2,834,918	\$2,100,000	\$4,934,918			
3	Sec. 5309 - Discretionary									
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$2,342,169	\$494,538	\$2,836,707	\$808,542	\$964,956	\$1,773,498			
5	Sec. 5311 - Nonurbanized Formula									
6	Sec. 5316 - JARC >200K									
7	Sec. 5316 - JARC <200K									
8	Sec. 5316 - JARC Nonurbanized									
9	Sec. 5317 - New Freedom >200K									
10	Sec. 5317 - New Freedom <200K									
11	Sec. 5317 - New Freedom Nonurbanized									
12	Sec. 5339 - Bus & Bus Facilities	\$1,568,473	\$136,206	\$1,704,679	\$1,307,412	\$70,581	\$1,377,993			
13	Other FTA - 5311 (f)									
14	Regionally Significant or Other	\$3,140,141	\$1,358,997	\$4,499,138						
Total Funds		\$33,605,399	\$17,753,553	\$51,358,952	\$17,971,423	\$11,922,119	\$29,893,542			
Transportation Development Credits										
	Requested			\$1,617,955			\$288,402			
	Awarded									

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2028			Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K				\$36,740,249	\$22,450,394	\$59,190,643
2	Sec. 5307 - Urbanized Formula <200K				\$5,669,836	\$4,200,000	\$9,869,836
3	Sec. 5309 - Discretionary						
4	Sec. 5310 - Elderly & Individuals w/Disabilities				\$3,150,711	\$1,459,494	\$4,610,205
5	Sec. 5311 - Nonurbanized Formula						
6	Sec. 5316 - JARC >200K						
7	Sec. 5316 - JARC <200K						
8	Sec. 5316 - JARC Nonurbanized						
9	Sec. 5317 - New Freedom >200K						
10	Sec. 5317 - New Freedom <200K						
11	Sec. 5317 - New Freedom Nonurbanized						
12	Sec. 5339 - Bus & Bus Facilities				\$2,875,885	\$206,787	\$3,082,672
13	Other FTA - 5311 (f)						
14	Regionally Significant or Other				\$3,140,141	\$1,358,997	\$4,499,138
Total Funds					\$51,576,822	\$29,675,672	\$81,252,494
Transportation Development Credits							
	Requested						\$1,906,357
	Awarded						

FY 2025-2028 RGV MPO TRANSIT TRANSPORTATION IMPROVEMENT PROGRAM

FY 2025 TRANSIT PROJECT LISTING

BROWNSVILLE AREA - RGV MPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5310
MPO Project #	PHRBMPO141	Federal (FTA) Funds:	\$ 208,418
Apportionment Year:	2024	State Funds from TxDOT:	
Project Phase:		Other Funds:	\$ 72,477
		Fiscal Year Cost:	\$ 280,895
Brief Project Description:	ADA Coordinator (\$27,163) Preventative Maintenance (\$181,255)	Total Project Cost (YOE):	\$ 280,895
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5339
MPO Project #	PHRBMPO142	Federal (FTA) Funds:	\$ 282,323
Apportionment Year:	2024	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 70,581
		Fiscal Year Cost:	\$ 352,904
Brief Project Description:	Mobile Fare Collection/Kiosk	Total Project Cost (YOE):	\$ 352,904
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO149	Federal (FTA) Funds:	\$ 2,280,551
Apportionment Year:	2024	State Funds from TxDOT:	
Project Phase:		Other Funds:	\$ 2,280,551
		Fiscal Year Cost:	\$ 4,561,102
Brief Project Description:	Operating Assistance	Total Project Cost (YOE):	\$ 4,561,102
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO150	Federal (FTA) Funds:	\$ 1,200,000
Apportionment Year:	2024	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 300,000
Brief Project Description:	Preventative Maintenance	Fiscal Year Cost:	\$ 1,500,000
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 1,500,000
Amendment Date & Action:		Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO151	Federal (FTA) Funds:	\$ 40,000
Apportionment Year:	2024	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 10,000
Brief Project Description:	Dispatching Software	Fiscal Year Cost:	\$ 50,000
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 50,000
Amendment Date & Action:		Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO130	Federal (FTA) Funds:	\$ 2,134,772
Apportionment Year:	2023	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 2,134,772
Brief Project Description:	Operating	Fiscal Year Cost:	\$ 4,269,544
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 4,269,544
Amendment Date & Action:		Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO131	Federal (FTA) Funds:	\$ 1,200,000
Apportionment Year:	2023	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 300,000
Brief Project Description:	Preventative Maintenance	Fiscal Year Cost:	\$ 1,500,000
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 1,500,000
Amendment Date & Action:		Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO132	Federal (FTA) Funds:	\$ 32,000
Apportionment Year:	2023	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 8,000
Brief Project Description:	Dispatching Software	Fiscal Year Cost:	\$ 40,000
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 40,000
Amendment Date & Action:		Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5310
MPO Project #	PHRBMPO133	Federal (FTA) Funds:	\$ 226,534
Apportionment Year:	2023	State Funds from TxDOT:	
Project Phase:		Other Funds:	\$ 77,006
Brief Project Description:	ADA Coordinator (\$27,163) Preventative Maintenance (\$187,611) Scheduling Software	Fiscal Year Cost:	\$ 303,540
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 303,540
Amendment Date & Action:		Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5339
MPO Project #	PHRBMPO134	Federal (FTA) Funds:	\$ 261,061
Apportionment Year:	2023	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 65,625
Brief Project Description:	Rehab/Renovate - Stations/Stops/Terminals	Fiscal Year Cost:	\$ 326,686
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 326,686
Amendment Date & Action:		Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5310
MPO Project #	PHRBMPO121	Federal (FTA) Funds:	\$ 232,093
Apportionment Year:	2022	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 72,305
Brief Project Description:	Other Capital Program Items (PM), ADA Coordinator, Software & Rolling Stock	Fiscal Year Cost:	\$ 304,398
Remarks:		Total Project Cost (YOE):	\$ 304,398
Amendment Date & Action:		Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5310
MPO Project #	PHRBMPO164	Federal (FTA) Funds:	\$ 16,000
Apportionment Year:	2024	State Funds from TxDOT:	
Project Phase:		Other Funds:	\$ 4,000
Brief Project Description:	Scheduling Software	Fiscal Year Cost:	\$ 20,000
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 20,000
Amendment Date & Action:		Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	

Federal Share (5307)	\$	6,887,323
Local Share (5307)	\$	5,033,323
State Share		
5307 Total	\$	11,920,646
Federal Share 5310	\$	683,045
Local Share 5310	\$	225,788
Federal Share 5339	\$	543,384
Local Share 5339	\$	136,206
Total	\$	13,509,069

Development Credits:

FY 2026 TRANSIT PROJECT LISTING

BROWNSVILLE AREA - RGVMPPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO154	Federal (FTA) Funds:	\$ 2,280,551
Apportionment Year:	2025	State Funds from TxDOT:	
Project Phase:		Other Funds:	\$ 2,280,551
Brief Project Description:	Operating Assistance	Fiscal Year Cost:	\$ 4,561,102
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 4,561,102
Amendment Date & Action:		Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO155	Federal (FTA) Funds:	\$ 1,200,000
Apportionment Year:	2025	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 300,000
Brief Project Description:	Preventative Maintenance	Fiscal Year Cost:	\$ 1,500,000
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 1,500,000
Amendment Date & Action:		Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO156	Federal (FTA) Funds:	\$ 40,000
Apportionment Year:	2025	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 10,000
Brief Project Description:	Dispatching Software	Fiscal Year Cost:	\$ 50,000
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 50,000
Amendment Date & Action:		Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5310
MPO Project #	PHRBMPO157	Federal (FTA) Funds:	\$ 208,418
Apportionment Year:	2025	State Funds from TxDOT:	
Project Phase:		Other Funds:	\$ 72,477
		Fiscal Year Cost:	\$ 280,895
Brief Project Description:	ADA Coordinator (\$27,163) Preventative Maintenance (\$181,255)	Total Project Cost (YOE):	\$ 280,895
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5339
MPO Project #	PHRBMPO158	Federal (FTA) Funds:	\$ 282,323
Apportionment Year:	2025	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 70,581
		Fiscal Year Cost:	\$ 352,904
Brief Project Description:	Rehab/Renovate: Admin./Maint. Facility (\$141,162) Stations/Stops/Terminals (\$141,161)	Total Project Cost (YOE):	\$ 352,904
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

General Project Information**Funding Information (YOE)**

Project Sponsor:	City of Brownsville	Federal Funding Category:	5310
MPO Project #	PHRBMPO165	Federal (FTA) Funds:	\$ 16,000
Apportionment Year:	2025	State Funds from TxDOT:	
Project Phase:		Other Funds:	\$ 4,000
Brief Project Description:	Scheduling Software	Fiscal Year Cost:	\$ 20,000
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 20,000
Amendment Date & Action:		Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	

Federal Share (5307)	\$	3,520,551
Local Share (5307)	\$	2,590,551
State Share	\$	-
5307 Total:	\$	<u>6,111,102</u>
Federal Share 5310	\$	224,418
Local Share 5310	\$	76,477
Federal Share 5339	\$	282,323
Local Share 5339	\$	70,581
Total	\$	<u>6,764,901</u>

Development Credits

Transit Financial Summary
Brownsville Area - RGVMP
FY 2025 - 2028 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Adoption Date: May 2024

Transit Program		FY 2025			FY 2026			FY 2027		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$ 6,887,323	\$ 5,033,323	\$ 11,920,646	\$ 3,520,551	\$ 2,590,551	\$ 6,111,102			
2	Sec. 5307 - Urbanized Formula <200K									
3	Sec. 5309 - Discretionary									
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$ 683,045	\$ 225,788	\$ 908,833	\$ 224,418	\$ 76,477	\$ 300,895			
5	Sec. 5311 - Nonurbanized Formula									
6	Sec. 5316 - JARC >200K									
7	Sec. 5316 - JARC <200K									
8	Sec. 5316 - JARC Nonurbanized									
9	Sec. 5317 - New Freedom >200K									
10	Sec. 5317 - New Freedom <200K									
11	Sec. 5317 - New Freedom Nonurbanized									
12	Sec. 5339 - Bus & Bus Facilities	\$ 543,384	\$ 136,206	\$ 679,590	\$ 282,323	\$ 70,581	\$ 352,904			
13	Other FTA - 5311 (f)									
14	Regionally Significant or Other			\$ -						
Total Funds		\$ 8,113,752	\$ 5,395,317	\$ 13,509,069	\$ 4,027,292	\$ 2,737,609	\$ 6,764,901			
Transportation Development Credits										
	Requested									
	Awarded									

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2028			Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K				\$ 10,407,874	\$ 7,623,874	\$ 18,031,748
2	Sec. 5307 - Urbanized Formula <200K						
3	Sec. 5309 - Discretionary						
4	Sec. 5310 - Elderly & Individuals w/Disabilities				\$ 907,463	\$ 302,265	\$ 1,209,728
5	Sec. 5311 - Nonurbanized Formula						
6	Sec. 5316 - JARC >200K						
7	Sec. 5316 - JARC <200K						
8	Sec. 5316 - JARC Nonurbanized						
9	Sec. 5317 - New Freedom >200K						
10	Sec. 5317 - New Freedom <200K						
11	Sec. 5317 - New Freedom Nonurbanized						
12	Sec. 5339 - Bus & Bus Facilities				\$ 1,178,611	\$ 206,787	\$ 1,385,398
13	Other FTA - 5311 (f)						
14	Regionally Significant or Other				\$ -	\$ -	\$ -
Total Funds					\$ 12,493,948	\$ 8,132,926	\$ 20,626,874
Transportation Development Credits							
	Requested						
	Awarded						

FY 2025 TRANSIT PROJECT LISTING

HARLINGEN-SAN BENITO AREA - RGVMP TRANSPORTATION IMPROVEMENT PROGRAM

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2025-001	Federal (FTA) Funds:	\$ 2,100,000
Apportionment Year:	2025	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 2,100,000
Brief Project Description:	Operations - Harlingen Urbanized Area	Fiscal Year Cost:	\$ 4,200,000
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 4,200,000
Amendment Date & Action:		Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2025-002	Federal (FTA) Funds:	\$ 407,466
Apportionment Year:	2025	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	
Brief Project Description:	Preventive Maintenance	Fiscal Year Cost:	\$ 407,466
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 407,466
Amendment Date & Action:		Trans. Dev. Credits Requested:	\$ 101,867
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2025-003	Federal (FTA) Funds:	\$ 27,452
Apportionment Year:	2025	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ -
Brief Project Description:	Software/Annual Subscriptions	Fiscal Year Cost:	\$ 27,452
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 27,452
Amendment Date & Action:		Trans. Dev. Credits Requested:	\$ 6,863
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2025-004	Federal (FTA) Funds:	\$ 300,000
Apportionment Year:	2025	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	
Brief Project Description:	Hardware & Surveillance Equipment	Fiscal Year Cost:	\$ 300,000
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 300,000
Amendment Date & Action:		Trans. Dev. Credits Requested:	\$ 75,000
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5339
MPO Project #	HSB-2025-005	Federal (FTA) Funds:	\$ 370,164
Apportionment Year:	2025	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	
Brief Project Description:	Bus Overhaul & Support Equipment	Fiscal Year Cost:	\$ 444,197
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 444,197
Amendment Date & Action:		Trans. Dev. Credits Requested:	\$ 74,033
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5339
MPO Project #	HSB-2025-006	Federal (FTA) Funds:	\$ 122,556
Apportionment Year:	2025	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	
Brief Project Description:	Capital Improvement	Fiscal Year Cost:	\$ 122,556
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 122,556
Amendment Date & Action:		Trans. Dev. Credits Requested:	\$ 30,639
		Trans. Deve Credits Awarded (Date & Amount):	

Federal Share (5307)	\$	2,834,918
Local Share (5307)	\$	2,100,000
State Share		
5307 Total:	\$	4,934,918

Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310		
Local Share 5310		
Federal Share 5339	\$	492,720
Local Share 5339		
Total	\$	5,427,638

Development credits	\$	288,402
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FY 2026 TRANSIT PROJECT LISTING

HARLINGEN-SAN BENITO AREA - RGV MPO TRANSPORTATION IMPROVEMENT PROGRAM

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2026-001	Federal (FTA) Funds:	\$ 2,100,000
Apportionment Year:	2026	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 2,100,000
Brief Project Description:	Operations - Harlingen Urbanized Area	Fiscal Year Cost:	\$ 4,200,000
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 4,200,000
Amendment Date & Action:		Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2026-002	Federal (FTA) Funds:	\$ 407,466
Apportionment Year:	2026	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	
Brief Project Description:	Preventive Maintenance	Fiscal Year Cost:	\$ 407,466
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 407,466
Amendment Date & Action:		Trans. Dev. Credits Requested:	\$ 101,867
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2026-003	Federal (FTA) Funds:	\$ 27,452
Apportionment Year:	2026	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ -
Brief Project Description:	Software/Annual Subscriptions	Fiscal Year Cost:	\$ 27,452
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 27,452
Amendment Date & Action:		Trans. Dev. Credits Requested:	\$ 6,863
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2026-004	Federal (FTA) Funds:	\$ 300,000
Apportionment Year:	2026	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	
Brief Project Description:	Hardware & Surveillance Equipment	Fiscal Year Cost:	\$ 300,000
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 300,000
Amendment Date & Action:		Trans. Dev. Credits Requested:	\$ 75,000
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5339
MPO Project #	HSB-2026-005	Federal (FTA) Funds:	\$ 370,164
Apportionment Year:	2026	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	
Brief Project Description:	Bus Overhaul & Support Equipment	Fiscal Year Cost:	\$ 444,197
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 444,197
Amendment Date & Action:		Trans. Dev. Credits Requested:	\$ 74,033
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5339
MPO Project #	HSB-2026-006	Federal (FTA) Funds:	\$ 122,556
Apportionment Year:	2026	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	
Brief Project Description:	Capital Improvement	Fiscal Year Cost:	\$ 122,556
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 122,556
Amendment Date & Action:		Trans. Dev. Credits Requested:	\$ 30,639
		Trans. Deve Credits Awarded (Date & Amount):	

Transit Financial Summary
Harlingen-San Benito Area - RGVMPPO
FY 2023-2026 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Adoption Date: May 2024

Transit Program		FY 2025			FY 2026			FY 2027		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K									
2	Sec. 5307 - Urbanized Formula <200K	\$2,834,918	\$2,100,000	\$4,934,918	\$2,834,918	\$2,100,000	\$4,934,918			
3	Sec. 5309 - Discretionary									
4	Sec. 5310 - Elderly & Individuals w/Disabilities									
5	Sec. 5311 - Nonurbanized Formula									
6	Sec. 5316 - JARC >200K									
7	Sec. 5316 - JARC <200K									
8	Sec. 5316 - JARC Nonurbanized									
9	Sec. 5317 - New Freedom >200K									
10	Sec. 5317 - New Freedom <200K									
11	Sec. 5317 - New Freedom Nonurbanized									
12	Sec. 5339 - Bus & Bus Facilities	\$492,720		\$492,720	\$492,720		\$492,720			
13	Other FTA									
14	Regionally Significant or Other									
Total Funds										
Transportation Development Credits							\$288,402			
	Requested			\$288,402						
	Awarded									

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2028			Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K						
2	Sec. 5307 - Urbanized Formula <200K				\$5,669,836	\$4,200,000	\$9,869,836
3	Sec. 5309 - Discretionary						
4	Sec. 5310 - Elderly & Individuals w/Disabilities						
5	Sec. 5311 - Nonurbanized Formula						
6	Sec. 5316 - JARC >200K						
7	Sec. 5316 - JARC <200K						
8	Sec. 5316 - JARC Nonurbanized						
9	Sec. 5317 - New Freedom >200K						
10	Sec. 5317 - New Freedom <200K						
11	Sec. 5317 - New Freedom Nonurbanized						
12	Sec. 5339 - Bus & Bus Facilities				\$985,440		\$1,478,160
13	Other FTA - 5311 (f)						
14	Regionally Significant or Other						
Total Funds					\$6,655,276	\$4,200,000	\$11,347,996
Transportation Development Credits							
	Requested						#REF!
	Awarded						

FY 2025 TRANSIT PROJECT LISTING

HIDALGO COUNTY AREA - RGVMPPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVM-123	Federal (FTA) Funds:	\$ 2,000,000
Apportionment Year:	2025	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	
		Fiscal Year Cost:	\$ 2,000,000
Brief Project Description:	Valley Metro Transit Terminal and Maintenance Facility Construction	Total Project Cost (YOE):	\$ 2,000,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	\$ 500,000
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVM-124	Federal (FTA) Funds:	\$ 1,100,000
Apportionment Year:	2025	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 275,000
Brief Project Description:	Preventive Maintenance	Fiscal Year Cost:	\$ 1,375,000
		Total Project Cost (YOE):	\$ 1,375,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVM-125	Federal (FTA) Funds:	\$ 2,500,000
Apportionment Year:	2025	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 2,500,000
Brief Project Description:	Operations	Fiscal Year Cost:	\$ 5,000,000
		Total Project Cost (YOE):	\$ 5,000,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	CITY OF MCALLEN	Federal Funding Category:	5307
MPO Project #	HCMM-079	Federal (FTA) Funds:	\$ 350,000
Apportionment Year:	2023	State Funds from TxDOT:	
Project Phase:		Other Funds:	\$ 87,500
Brief Project Description:	Paratransit	Fiscal Year Cost:	\$ 437,500
		Total Project Cost (YOE):	\$ 437,500
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5310
MPO Project #	HCVM-126	Federal (FTA) Funds:	\$ -
Apportionment Year	2025	State Funds from TxDOT:	\$ 888,479
Project Phase:		Other Funds:	\$ -
Brief Project	Administration (88,848) Mobility	Fiscal Year Cost:	\$ 888,479
Description:	Management (799,631)	Total Project Cost (YOE):	\$ 888,479
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	\$ 177,696
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5339
MPO Project #	HCVM-127	Federal (FTA) Funds:	\$ 532,369
Apportionment Year	2025	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	
Brief Project	Fleet Overhauls	Fiscal Year Cost:	\$ 532,369
Description:		Total Project Cost (YOE):	\$ 532,369
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	\$ 106,474
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5310
MPO Project #	HCVM-128	Federal (FTA) Funds:	\$ 584,124
Apportionment Year	2025	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 146,031
Brief Project	Capital	Fiscal Year Cost:	\$ 730,155
Description:		Total Project Cost (YOE):	\$ 730,155
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	CITY OF MCALLEN	Federal Funding Category:	5307
MPO Project #	HCMM-069	Federal (FTA) Funds	\$ 2,400,000
Apportionment Year	2025	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 687,831
Brief Project	OPERATING ASSISTANCE	Fiscal Year Cost	\$ 3,087,831
Description:		Total Project Cost (YOE)	\$ 3,087,831
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	CITY OF MCALLEN	Federal Funding Category:	5307
MPO Project #	HCMM-070	Federal (FTA) Funds	\$ 1,500,000
Apportionment Year	2025	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 443,448
Brief Project Description:	PREVENTIVE MAINTENANCE	Fiscal Year Cost	\$ 1,943,448
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 1,943,448
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	CITY OF MCALLEN	Federal Funding Category:	
MPO Project #	HCMM-071	Federal (FTA) Funds	
Apportionment Year	2025	State Funds from TxDOT:	\$ 350,000
Project Phase:		Other Funds	
Brief Project Description:	ADMINISTRATION / OPERATION	Fiscal Year Cost	\$ 350,000
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 350,000
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVM-087	Federal (FTA) Funds:	\$ 5,686,710
Apportionment Year:	2022	State Funds from TxDOT:	
Project Phase:		Other Funds:	\$ 4,286,710
Brief Project Description:	Operations \$3,986,710 - Prevenitve Maint. \$1,200,000 - Fare Collection Equipment \$200,000 - Software/Annual Subscriptions \$300,000	Fiscal Year Cost:	\$ 9,973,420
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 9,973,420
Amendment Date & Action:		Trans. Dev. Credits Requested:	\$ 125,000
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5310
MPO Project Information (reference)	HCMM-084	Federal (FTA) Funds	\$796,381
Apportionment Year	2022	State Funds from TxDOT:	
Project Phase:		Other Funds	\$199,095
Brief Project Description:	Paratransit ADA Accessible Vehicle Purchase	Fiscal Year Cost	\$995,476
Sec 5309 ID Number		Total Project Cost (YOE)	\$995,476
Amendment Date & Action		Trans. Dev. Credits Requested	\$119,457
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5310
MPO Project Information (reference)	HCMM-085	Federal (FTA) Funds	\$278,619
Apportionment Year	2023	State Funds from TxDOT:	
Project Phase:		Other Funds	\$69,655
Brief Project Description:	Paratransit ADA Accessible Vehicle Purchase (Part 2)	Fiscal Year Cost	\$348,274
Sec 5309 ID Number		Total Project Cost (YOE)	\$348,274
Amendment Date & Action		Trans. Dev. Credits Requested	\$41,793
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference)	HCMM-086	Federal (FTA) Funds	\$120,000
Apportionment Year	2023	State Funds from TxDOT:	
Project Phase:		Other Funds	
Brief Project Description:	Acquire Support Vehicles	Fiscal Year Cost	\$120,000
Sec 5309 ID Number		Total Project Cost (YOE)	\$120,000
Amendment Date & Action		Trans. Dev. Credits Requested	\$24,000
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference)	HCMM-087	Federal (FTA) Funds	\$875,665
Apportionment Year	2024	State Funds from TxDOT:	
Project Phase:		Other Funds	
Brief Project Description:	Facility Improvements	Fiscal Year Cost	\$875,665
Sec 5309 ID Number		Total Project Cost (YOE)	\$875,665
Amendment Date & Action		Trans. Dev. Credits Requested	\$175,133
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference)	HCMM-088	Federal (FTA) Funds	\$300,000
Apportionment Year	2024	State Funds from TxDOT:	
Project Phase:		Other Funds	
Brief Project Description:	Bus Shelters	Fiscal Year Cost	\$300,000
Sec 5309 ID Number		Total Project Cost (YOE)	\$300,000
Amendment Date & Action		Trans. Dev. Credits Requested	\$60,000
		Trans. Deve Credits Awarded (Date & Amount)	

Federal Share (5307)	\$	16,832,375
Local Share (5307)	\$	8,280,489
State Share	\$	350,000
5307 Total:	\$	25,462,864

Federal JARC	
Local JARC	
Federal New Freedom	
Local New Freedom	
Federal Share 5310	\$ 1,659,124
Local Share 5310	\$268,750
Federal Share 5339	\$ 532,369
Local Share 5339	
Total	\$ 27,923,107

Development credits \$ 1,329,553

FY 2026 TRANSIT PROJECT LISTING

HIDALGO COUNTY AREA - RGVMP TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVM-129	Federal (FTA) Funds:	\$ 2,000,000
Apportionment Year:	2026	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	
Brief Project	Valley Metro Transit Terminal and	Fiscal Year Cost:	\$ 2,000,000
Description:	Maintenance Facility Construction	Total Project Cost (YOE):	\$ 2,000,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	\$ 400,000
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVM-130	Federal (FTA) Funds:	\$ 1,100,000
Apportionment Year:	2026	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 275,000
Brief Project	Preventive Maintenance	Fiscal Year Cost:	\$ 1,375,000
Description:		Total Project Cost (YOE):	\$ 1,375,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVM-131	Federal (FTA) Funds:	\$ 2,500,000
Apportionment Year:	2026	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 2,500,000
Brief Project	Operations	Fiscal Year Cost:	\$ 5,000,000
Description:		Total Project Cost (YOE):	\$ 5,000,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5310
MPO Project #	HCVM-132	Federal (FTA) Funds:	\$ -
Apportionment Year:	2026	State Funds from TxDOT:	\$ 888,479
Project Phase:		Other Funds:	\$ -
Brief Project	Administration (88,848) Mobility	Fiscal Year Cost:	\$ 888,479
Description:	Management (799,631)	Total Project Cost (YOE):	\$ 888,479
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	\$ 177,696
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5339
MPO Project #	HCVM-133	Federal (FTA) Funds:	\$ 532,369
Apportionment Year:	2026	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	
Brief Project	Fleet Overhauls	Fiscal Year Cost:	\$ 532,369
Description:		Total Project Cost (YOE):	\$ 532,369
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	\$ 106,474
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5310
MPO Project #	HCVM-134	Federal (FTA) Funds:	\$ 584,124
Apportionment Year:	2026	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 146,031
Brief Project	Capital	Fiscal Year Cost:	\$ 730,155
Description:		Total Project Cost (YOE):	\$ 730,155
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	CITY OF MCALLEN	Federal Funding Category:	5307
		Federal (FTA) Funds	\$ 2,600,000
MPO Project #	HCMM-072	State Funds from TxDOT:	\$ -
Apportionment Year	2026	Other Funds	\$ 2,600,000
Project Phase:		Fiscal Year Cost	\$ 5,200,000
Brief Project Description:	OPERATING ASSISTANCE	Total Project Cost (YOE)	\$ 5,200,000
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	CITY OF MCALLEN	Federal Funding Category:	5307
		Federal (FTA) Funds	\$ 1,300,000
MPO Project #	HCMM-073	State Funds from TxDOT:	\$ -
Apportionment Year	2026	Other Funds	\$ 325,000
Project Phase:		Fiscal Year Cost	\$ 1,625,000
Brief Project Description:	PREVENTIVE MAINTENANCE	Total Project Cost (YOE)	\$ 1,625,000
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	CITY OF MCALLEN	Federal Funding Category:	
		Federal (FTA) Funds	
MPO Project #	HCMM-074	State Funds from TxDOT:	\$ 350,000
Apportionment Year	2026	Other Funds	
Project Phase:		Fiscal Year Cost	\$ 350,000
Brief Project Description:	ADMINISTRATION / OPERATION	Total Project Cost (YOE)	\$ 350,000
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

Federal Share (5307)	\$	9,500,000
Local Share (5307)	\$	5,846,031
State Share	\$	350,000
5307 Total:	\$	15,696,031

Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310	\$	584,124
Local Share 5310	\$	888,479
Federal Share 5339	\$	532,369
Local Share 5339		
Total	\$	17,701,003

Development credits

Transit Financial Summary
Hidalgo County Area - RGVMP
FY 2025-2028 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Adoption Date: May 2024

Transit Program		FY 2025			FY 2026			FY 2027		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	16,832,375	8,630,489	25,462,864	9,500,000	6,196,031	15,696,031			
2	Sec. 5307 - Urbanized Formula <200K									
3	Sec. 5309 - Discretionary									
4	Sec. 5310 - Elderly & Individuals w/Disabilities	1,659,124	268,750	1,927,874	584,124	888,479				
5	Sec. 5311 - Nonurbanized Formula									
6	Sec. 5316 - JARC >200K									
7	Sec. 5316 - JARC <200K									
8	Sec. 5316 - JARC Nonurbanized									
9	Sec. 5317 - New Freedom >200K									
10	Sec. 5317 - New Freedom <200K									
11	Sec. 5317 - New Freedom Nonurbanized									
12	Sec. 5339 - Bus & Bus Facilities	532,369		532,369	532,369		532,369			
13	Other FTA									
14	Regionally Significant or Other									
Total Funds		\$19,023,868	\$8,899,239	\$27,923,107	\$10,616,493	\$7,084,510	\$16,228,400			
Transportation Development Credits										
	Requested			\$1,329,553						
	Awarded									

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2028			Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K				26,332,375	14,826,520	41,158,895
2	Sec. 5307 - Urbanized Formula <200K						
3	Sec. 5309 - Discretionary						
4	Sec. 5310 - Elderly & Individuals w/Disabilities				2,243,248	1,157,229	3,400,477
5	Sec. 5311 - Nonurbanized Formula						
6	Sec. 5316 - JARC >200K						
7	Sec. 5316 - JARC <200K						
8	Sec. 5316 - JARC Nonurbanized						
9	Sec. 5317 - New Freedom >200K						
10	Sec. 5317 - New Freedom <200K						
11	Sec. 5317 - New Freedom Nonurbanized						
12	Sec. 5339 - Bus & Bus Facilities				1,064,738	0	1,064,738
13	Other FTA - 5311 (f)						
14	Regionally Significant or Other						
Total Funds					\$29,640,361	\$15,983,749	\$45,624,110
Transportation Development Credits							
	Requested						\$1,329,553
	Awarded						

RGVMPO - Grouped Category 9, 10, & 7 Projects
FY 2025 - 2028 Grouped Transportation Improvement Program

Funding by Category

Adopted: 5/2024

Funding Category	Description	FY 2025		FY 2026		FY 2027		FY 2028		Total FY 2025 - 2028	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
9	MPO TA Set-Aside Program	\$5,044,394	\$5,044,394	\$2,307,641	\$2,307,641	\$6,500,735	\$6,500,735	\$0	\$0	\$13,852,770	\$13,852,770
9 STATE	TxDOT TA Set-Aside Program	\$578,793	\$578,793	\$0	\$0	\$0	\$0	\$0	\$0	\$578,793	\$578,793
10 CRP	Carbon Reduction Program	\$3,640,156	\$3,640,156	\$6,500,000	\$6,500,000	\$4,920,000	\$4,920,000	\$1,179,724	\$1,179,724	\$16,239,880	\$16,239,880
7	STP-MM Program (PE & ROW)	\$15,208,165	\$15,208,165	\$6,700,000	\$6,700,000	\$0	\$0	\$0	\$0	\$21,908,165	\$21,908,165
Total		\$24,471,508	\$24,471,508	\$15,507,641	\$15,507,641	\$11,420,735	\$11,420,735	\$1,179,724	\$1,179,724	\$52,579,608	\$52,579,608

Funding Participation Source

Source	FY 2025	FY 2026	FY 2027	FY 2028	Total FY 25-28
Federal	\$19,577,206	\$12,406,113	\$9,136,588	\$943,779	\$42,063,686
State	\$249,809	\$0	\$0	\$0	\$249,809
Local Match	\$4,644,493	\$3,101,528	\$2,284,147	\$235,945	\$10,266,113
CAT 3 - Local Contributions (LC)	\$2,063,818	\$640,815	\$110,400	\$0	\$2,815,033
Total	\$26,535,326	\$16,148,456	\$11,531,135	\$1,179,724	\$55,394,641

Annotations

- *Local Match should be a percent of participation on a specific category of funding except non-traditional funding.
- The TIP financial summary should be a total of all projects currently within your TIP, excluding grouped projects.
- You can add / delete funding source rows as needed.
- All non-traditional programmed amount should equal all non-traditional (CAT 3) funding source amounts

FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-350	West Rail Trail	C	BROWNSVILLE	BROWNSVILLE	\$1,125,000

LIMITS FROM:	On West Rail Trail from PALM BLVD @FORMER RAIL LINE	REVISION DATE:	11_2023
LIMITS TO:	I-69 E SOUTHBOUND FRONTAGE RD W OF OLD ALICE RD	MPO PROJ NUMBER:	BMPO-E7B
PROJECT	INSTALLATION OF AMENITIES (6.6 Miles - 12 ft. wide shared use path)	FUNDING CAT(S):	CAT 9, LOCAL
DESCRIPTION:	PROJECT HISTORY:		
Grouped CAT 9 - TASA (FY 2025); \$1,125,000 Total Project Cost (100%) = \$900,000 Federal Portion of Award		FY 2021-2022 Project Call; LG (CCRMA) received CAT 7 Funds for PE (complete); LG (Brownsville) is using Local Funds for CONST COST (not in TIP/MTP)	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$181,159	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$2,534		CAT 9 - TASA	\$900,000		\$225,000		\$1,125,000
CONST COST:	\$1,392,119		CAT 3 - LC				\$450,812	\$450,812
CONST ENG:	\$1,125,000		IND		\$72,024			\$72,024
CONTING:								
IND COSTS:	\$72,024							
POT CHG ORDER:								
TOTAL PROJECT COST:	\$1,647,836	TOTALS		\$900,000	\$72,024	\$225,000	\$450,812	\$1,647,836

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-351	B-M-G Trail Ext.	C	PORT ISABEL	PORT ISABEL	\$724,714

LIMITS FROM:	SH 100 & Roy St.	REVISION DATE:	11_2023
LIMITS TO:	Arturo Galvan Coastal Park Entrance	MPO PROJ NUMBER:	BMG-1
PROJECT	Bejarano-McFarland-Galvan Trail Extension, Extend and Construct Sidewalk, ADA Ramps, and Bus Stop Improvements (6.6 Miles)	FUNDING CAT(S):	CAT 9, LOCAL
DESCRIPTION:	PROJECT HISTORY:		
Grouped CAT 9 - TASA (FY 2025); \$741,825 Total Project Cost (100%) = \$435,300 Federal Portion of Award		FY 2021-2022 Project Call	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$95,442	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$5,206		CAT 9 - TASA	\$435,300	\$87,060	\$21,765		\$544,125
CONST COST:	\$560,449		CAT 3 - LC				\$149,379	\$149,379
CONST ENG:	\$724,714		IND		\$31,210			\$31,210
CONTING:	\$32,407							
IND COSTS:	\$31,210							
POT CHG ORDER:								
TOTAL PROJECT COST:	\$724,714	TOTALS		\$435,300	\$118,270	\$21,765	\$149,379	\$724,714

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-495	ELSA-GC	E	PHARR	PHARR	\$71,732

LIMITS FROM:	City-Wide	REVISION DATE:	11_2023
LIMITS TO:	City-Wide plan for sidewalks	MPO PROJ NUMBER:	ELGC-1
PROJECT	City-Wide plan for sidewalks	FUNDING CAT(S):	CAT 9, LOCAL
DESCRIPTION:	PROJECT HISTORY:		
E= Preliminary Engineering - Planning Project GROUPED TASA FY 2022		FY 2021-2022 Project Call	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$66,750	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$2,250		CAT 9 - TASA	\$46,920		\$11,730		\$58,650
CONST COST:	\$71,732		CAT 3 - LC				\$10,350	\$10,350
CONST ENG:	\$71,732		IND		\$2,732			\$2,732
CONTING:								
IND COSTS:	\$2,732							
PT CHG ORD								
TOTAL PROJECT COST:	\$71,732	TOTALS		\$46,920	\$2,732	\$11,730	\$10,350	\$71,732

PHARR HIDALGO 0921-02-497 Freddy Gonzalez Trail C EDINBURG EDINBURG \$1,092,099

LIMITS FROM: Freddy Gonzalez Dr. and Closner Blvd. REVISION DATE: 11_2023
 LIMITS TO: Municipal Park on Raul Longoria Rd. MPO PROJ NUMBER: EDFG-1
 PROJECT: Freddy Gonzalez Hike & Bike Trail - Construct (1.9 mile) 10 ft. wide, concrete shared use path FUNDING CAT(S): CAT 9, LOCAL
 DESCRIPTION: Grouped CAT 9 - TASA (FY 2025); \$1,092,099 Total Project Cost (100%) = \$699,996 Federal Portion of Award
 REMARKS P7: \$699,996 Federal Portion of Award PROJECT HISTORY: FY 2021-2022 Project Call

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$118,637		CAT 9 - TASA	\$699,996	\$162,749	\$12,250		\$874,995
ROW PURCHASE:	\$875		PHASES: CAT 3 - LC				\$169,404	\$169,404
CONST COST:	\$911,863		IND		\$47,700			\$47,700
CONST ENG:	\$12,150	\$1,092,099						
CONTING:	\$875							
IND COSTS:	\$47,700							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$1,092,099		TOTALS	\$699,996	\$210,449	\$12,250	\$169,404	\$1,092,099

PHARR CAMERON 0921-06-378 Old Alice Rd Sidewalks C CAMERON COUNTY CAMERON COUNTY \$3,459,622

LIMITS FROM: SH 100 REVISION DATE: 2_2024
 LIMITS TO: Sports Park Blvd. MPO PROJ NUMBER: CCOAS-2
 PROJECT: 8'-wide sidewalks + signage/signal improvements + median/safety refuge/island at SH550 underpass. (approximately 4.9 miles) FUNDING CAT(S): CAT 9, 3LC
 DESCRIPTION: Grouped CAT 9 - TASA (FY 2026); \$1,953,299 Federal Portion of Award
 REMARKS P7: \$1,953,299 Federal Portion of Award PROJECT HISTORY: FY 2023-2024 Project Call

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:			CAT 9 - TASA	\$1,953,299		\$488,325		\$2,441,624
ROW PURCHASE:	\$3,459,622		PHASES: CAT 3 - LC				\$1,017,998	\$1,017,998
CONST COST:		\$3,459,622						
CONST ENG:								
CONTING:								
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$3,459,622		TOTALS	\$1,953,299	\$0	\$488,325	\$1,017,998	\$3,459,622

PHARR HIDALGO 0921-02-534 Freddy Gonzalez Intersection Improvements C EDINBURG EDINBURG \$578,793

LIMITS FROM: Freddy Gonzalez Dr., from 9th St Ave. REVISION DATE: 1_2024
 LIMITS TO: Closner Blvd. MPO PROJ NUMBER: State-TA
 PROJECT: Update Freddy Gonzalez Dr & Closner Blvd intersection w/ ADA ramps & pedestrain signals to provide safe crossings. Construct gaps of an 8-foot-wide sidewalk along Freddy Gonzalez Dr from 9th street Ave to Closner Blcd FUNDING CAT(S): CAT 9, LOCAL
 DESCRIPTION: PED- Pedestrain, Sidewalks & Curb Ramps
 REMARKS P7: PED- Pedestrain, Sidewalks & Curb Ramps PROJECT HISTORY: State selected category 9 project.

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:			CAT 9 - TASA	\$463,034		\$115,759		\$578,793
ROW PURCHASE:	\$578,793		PHASES: CAT 3 - LC					\$0
CONST COST:		\$578,793	IND					\$0
CONST ENG:								
CONTING:								
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$578,793		TOTALS	\$463,034	\$0	\$115,759	\$0	\$578,793

PHARR	CAMERON	0921-06-370	Stenger St.	C	San Benito	CCRMA	\$1,820,162
LIMITS FROM:		BUS 77 West				REVISION DATE:	2_2024
LIMITS TO:		Fannin St.				MPO PROJ NUMBER:	STNG-1
PROJECT DESCRIPTION:		Construct 10' Concrete Shared Use Path				FUNDING CAT(S):	CAT 10 CRP, 3LC

REMARKS P7: _____ PROJECT HISTORY: _____

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$87,464		CAT 10 CRP	\$1,400,125		\$350,031		\$1,750,156
ROW PURCHASE:			CAT 3 - LC				\$70,006	\$70,006
CONST COST:	\$1,820,162		IND					\$0
CONST ENG:	\$157,257	\$1,820,162						
CONTING:	\$34,828							
IND COSTS:	\$51,765							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$2,151,476		TOTALS	\$1,400,125	\$0	\$350,031	\$70,006	\$1,820,162

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	CAMERON	0921-06-371	VA	C	BROWNSVILLE	BROWNSVILLE	\$1,020,600
LIMITS FROM:		Various Locations within Cameron County				REVISION DATE:	2/1/2024
LIMITS TO:						MPO PROJ NUMBER:	SIG-1
PROJECT DESCRIPTION:		Signal Improvements				FUNDING CAT(S):	10 CRP, 3LC

REMARKS P7: _____ PROJECT HISTORY: _____

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$46,643		CAT 10 - CRP	\$756,000		\$189,000		\$945,000
ROW PURCHASE:			CAT 3 LC				\$75,600	\$75,600
CONST COST:	\$1,020,600							
CONST ENG:	\$59,779	\$1,020,600						
CONTING:	\$6,899							
IND COSTS:	\$27,605							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$1,161,526		TOTALS	\$756,000	\$0	\$189,000	\$75,600	\$1,020,600

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0921-02-522	VA	C	Various	Edinburg	\$1,065,269	
LIMITS FROM:		Various Locations within Hidalgo County				REVISION DATE:		2/1/2024
LIMITS TO:						MPO PROJ NUMBER:		SIG-2
PROJECT DESCRIPTION:		Signal Improvements				FUNDING CAT(S):		10 CRP, 3LC

REMARKS	P7:	PROJECT HISTORY:
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TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$49,358		CAT 10 CRP	\$756,000		\$189,000		\$945,000
ROW PURCHASE:	\$1,065,269							
CONST COST:	\$1,065,269		CAT 3 LC				\$120,269	\$120,269
CONST ENG:	\$63,258	\$1,065,269						
CONTING:	\$7,300							
IND COSTS:	\$29,212							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$1,214,397		TOTALS	\$756,000	\$0	\$189,000	\$120,269	\$1,065,269

PHARR	HIDALGO	0921-02-322	CS	R	PENITAS	HC 3	\$2,030,000	
LIMITS FROM:		On Liberty Blvd. (Ph. II), from FM 2221				REVISION DATE:		5/1/2024
LIMITS TO:		Mile 3				MPO PROJ NUMBER:		HC-284br
PROJECT DESCRIPTION:		Construct 2 lane roadway w/ shoulders (on new location from Mile 4 to FM 2221)				FUNDING CAT(S):		7

REMARKS	P7:	PROJECT HISTORY:
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TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$475,427		CAT 7	\$1,624,000		\$406,000		\$2,030,000
ROW PURCHASE:	\$2,030,000							
CONST COST:	\$10,223,823							
CONST ENG:	\$576,334	\$2,030,000						
CONTING:	\$574,178							
IND COSTS:	\$281,375							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$14,161,137		TOTALS	\$1,624,000	\$0	\$406,000	\$0	\$2,030,000

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	✓

PHARR	HIDALGO	0921-02-286	CS	R	COUNTY	HC 1	\$4,616,129
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LIMITS FROM:	On Mile 6 W., from SH 107	REVISION DATE:	5/1/2024
LIMITS TO:	MILE 11 N	MPO PROJ NUMBER:	HC-148bbr
PROJECT DESCRIPTION:	ROW ACQUISITION FOR RECONSTRUCTION AND WIDEN FROM 2 TO 4 LANES	FUNDING CAT(S):	7, 3LC
REMARKS P7:	Utilities: \$900,000 (CAT 7)	PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:							
ROW PURCHASE:	\$4,616,129	CAT 7	\$3,517,050		\$879,263		\$4,396,313
CONST COST:	\$14,050,000	CAT 3LC				\$219,816	\$219,816
CONST ENG:		\$4,616,129					
CONTING:							
IND COSTS:							
POT CHG ORD:							
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$18,666,129		\$3,517,050	\$0	\$879,263	\$219,816	\$4,616,129

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	✓

PHARR	HIDALGO	0921-02-328	CS	R	Mission	HC 3	\$2,011,852
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LIMITS FROM:	On Taylor Rd @ Mile 2 N.	REVISION DATE:	5/1/2024
LIMITS TO:	Business 83	MPO PROJ NUMBER:	HC-257r
PROJECT DESCRIPTION:	Widen from 2 Lanes to 4 Lane Divided Urban	FUNDING CAT(S):	7
REMARKS P7:	Utilities: \$365,000	PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$729,629						
ROW PURCHASE:	\$2,011,852	Cat 7	\$1,609,482		\$402,370		\$2,011,852
CONST COST:	\$15,129,936						
CONST ENG:	\$884,488	\$2,011,852					
CONTING:	\$881,179						
IND COSTS:	\$431,821						
BND FINANCING:							
PT CHG ORD							
TOTAL PROJECT COST:	\$20,068,905		\$1,609,482	\$0	\$402,370	\$0	\$2,011,852

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	✓

PHARR	HIDALGO	0921-02-403	ELDORA RD	R	PHARR	COUNTY	\$1,200,000
LIMITS FROM:			FM 3362 (JACKSON RD)	REVISION DATE:			5/14/2024
LIMITS TO:			VETERANS BLVD (I RD)	MPO PROJ NUMBER:			HC-322r
PROJECT DESCRIPTION:			DIVIDED URBAN SECTION	FUNDING CAT(S):			7
REMARKS P7:				PROJECT HISTORY:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$893,159		CAT 7	\$960,000		\$240,000		\$1,200,000
ROW PURCHASE:	\$1,200,000							
CONST COST:	\$12,204,142							
CONST ENG:	\$1,518,417	\$1,200,000						
CONTING:	\$0							
IND COSTS:	\$856,847							
BND FINANCING:	\$0							
PT CHG ORD								
TOTAL PROJECT COST:	\$16,672,565		TOTALS	\$960,000	\$0	\$240,000	\$0	\$1,200,000

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0921-02-405	CS	R	VARIOUS	HC 2	\$4,570,000
LIMITS FROM:			On Cesar Chavez, from Business 83	REVISION DATE:			5/1/2024
LIMITS TO:			Nolana Loop	MPO PROJ NUMBER:			HC-326r
PROJECT DESCRIPTION:			WIDEN FROM 2 TO 4 LANES	FUNDING CAT(S):			7
REMARKS P7:				PROJECT HISTORY:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$937,478		CAT 7	\$3,656,000		\$914,000		\$4,570,000
ROW PURCHASE:	\$4,570,000							
CONST COST:	\$20,160,000							
CONST ENG:	\$1,136,453	\$4,570,000						
CONTING:	\$1,132,200							
IND COSTS:	\$554,834							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$28,490,965		TOTALS	\$3,656,000	\$0	\$914,000	\$0	\$4,570,000

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	✓

PHARR	HIDALGO	0921-02-399	CS	R	VARIOUS	HC 2	\$1,000,000
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LIMITS FROM: On Cesar Chavez, from Business 83 REVISION DATE: 5/1/2024

LIMITS TO: Ridge Rd. MPO PROJ NUMBER: HC-344r

PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANES FUNDING CAT(S): 7

REMARKS P7: Utilities: \$457,675 PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$323,427	COST OF APPROVED PHASES:	CAT 7	\$800,000		\$200,000		\$1,000,000
ROW PURCHASE:	\$1,000,000							
CONST COST:	\$6,955,129							
CONST ENG:	\$392,072	\$1,000,000						
CONTING:	\$390,605							
IND COSTS:	\$191,416							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$9,252,649		TOTALS	\$800,000	\$0	\$200,000	\$0	\$1,000,000

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR CAMERON 2717-01-032 FM 3248 E BROWNSVILLE BROWNSVILLE \$191,821

LIMITS FROM: Morrison Rd **REVISION DATE:** 2_2024
LIMITS TO: Monte Bella Park Trail (193ft South of Paris St.) **MPO PROJ NUMBER:** BFM3248-2
PROJECT DESCRIPTION: Preliminary engineering and environmental assessment planning for a 10' multi-use path from Morrison Rd to Monte Bella Trail Park. (approximately 0.47 miles)
FUNDING CAT(S): CAT 9, 3LC
REMARKS P7: Grouped CAT 9 - TASA (FY 2026); \$153,457 Federal Portion of Award
PROJECT HISTORY: FY 2023-2024 Project Call

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$191,821						
ROW PURCHASE:			CAT 9 - TASA	\$153,457		\$38,364	\$191,821
CONST COST:			CAT 3 - LC				\$0
CONST ENG:		\$191,821					
CONTING:							
IND COSTS:							
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$191,821		TOTALS	\$153,457	\$0	\$38,364	\$0
							\$191,821

PHARR CAMERON 0921-06-377 Arroyo Colorado Trail Improvements C HARLINGEN HARLINGEN \$1,113,545


LIMITS FROM: Dixieland Road **REVISION DATE:** 2_2024
LIMITS TO: McKelvey Park **MPO PROJ NUMBER:** ARROYO-2
PROJECT DESCRIPTION: Design and installation of solar lighting and solar emergency call stations on the 3.9-mile Arroyo Colorado Hike and Bike Trail
FUNDING CAT(S): CAT 9, 3LC
REMARKS P7: Grouped CAT 9 - TASA (FY 2026); \$890,836 Federal Portion of Award
PROJECT HISTORY: FY 2023-2024 Project Call

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:							
ROW PURCHASE:			CAT 9 - TASA	\$890,836		\$222,709	\$1,113,545
CONST COST:	\$1,113,545		CAT 3 - LC				\$0
CONST ENG:		\$1,113,545					
CONTING:							
IND COSTS:							
BND FINANCING:							
PT CHG ORD							
TOTAL PROJECT COST:	\$1,113,545		TOTALS	\$890,836	\$0	\$222,709	\$0
							\$1,113,545

PHARR CAMERON 0921-06-289 VA C, CE BROWNSVILLE BROWNSVILLE \$1,000,000

LIMITS FROM: SOUTHMOST NATURE TRAIL, From La Posada Dr. **REVISION DATE:** 6_2024
LIMITS TO: Alamada Dr./Monsees Rd. **MPO PROJ NUMBER:** BMPO-ST2
PROJECT DESCRIPTION: Construct Bike Lane/Sharrow with Improved Sidewalks
FUNDING CAT(S): CAT 10 CRP, 3LC
REMARKS P7: SOUTHMOST NATURE TRAIL PHASE IV
PROJECT HISTORY: ADMIN - Moved from FY 2025 - Revised Cost & LC to reflect swap amount from SNT III

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$46,888						
ROW PURCHASE:			CAT 10 - CRP	\$800,000		\$200,000	\$1,000,000
CONST COST:	\$1,000,000						
CONST ENG:	\$84,302	\$1,000,000					
CONTING:	\$18,763						
IND COSTS:	\$27,750						
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$1,177,703		TOTALS	\$800,000	\$0	\$200,000	\$0
							\$1,000,000

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	CAMERON	0921-06-334	Los Fresnos Hike N Bike Trail	C	Los Fresnos	Los Fresnos	\$3,612,115
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LIMITS FROM:	220 Ft N. of Alvarez St., along canal	REVISION DATE:	3_2024
LIMITS TO:	56 ft S. of Huisache St	MPO PROJ NUMBER:	BMPO-LF2
PROJECT DESCRIPTION:	"Construct Hike and Bike (Los Fresnos Hike and Bike Trail)	FUNDING CAT(S):	CAT 10 CRP, 3LC

REMARKS P7: PROJECT HISTORY: as per HWY TIP revision.

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$154,320		CAT 10 CRP	\$2,400,000		\$600,000		\$3,000,000
ROW PURCHASE:			CAT 3 LC				\$612,115	\$612,115
CONST COST:	\$3,334,653	\$3,612,115						
CONST ENG:	\$277,462							
CONTING:	\$61,753							
IND COSTS:	\$91,332							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$3,919,520		TOTALS	\$2,400,000	\$0	\$600,000	\$612,115	\$3,612,115

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	CAMERON	0921-06-360	VA	C	BROWNSVILLE	BROWNSVILLE	\$2,528,700
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LIMITS FROM:	Southmost NT Ph. III, from Southmost Blvd	REVISION DATE:	2_2024
LIMITS TO:	Manzano St.	MPO PROJ NUMBER:	BMPO-ST3
PROJECT DESCRIPTION:	CONSTRUCT 10' CONCRETE HIKE AND BIKE TRAIL	FUNDING CAT(S):	CAT 10 CRP, 3LC

REMARKS P7: SNT PH III PROJECT HISTORY: Original CAT 10 CRP Total = 1,000,000 (\$800,000 Federal 80% + \$200,000 Local 20%) Revised swap with SNT PH IV CRP Total to = \$2,500,000

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$112,843		CAT 10 - CRP	\$2,000,000		\$500,000		\$2,500,000
ROW PURCHASE:			CAT 3 LC				\$28,700	\$28,700
CONST COST:	\$2,528,700	\$2,528,700						
CONST ENG:	\$202,888							
CONTING:	\$45,155							
IND COSTS:	\$66,785							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$2,956,371		TOTALS	\$2,000,000	\$0	\$500,000	\$28,700	\$2,528,700

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0921-02-395	CS	R	MISSION	MISSION	\$3,500,000
LIMITS FROM:		ON INSPIRATION RD/MILITARY PARKWAY LOOP, FROM IH-2			REVISION DATE:		6/1/2024
LIMITS TO:		FM 1016			MPO PROJ NUMBER:		HC-341r
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANE DIVIDED			FUNDING CAT(S):		7
REMARKS		P7: Utilities: \$800,000			PROJECT HISTORY:		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,714,582	COST OF APPROVED PHASES: \$3,500,000	CAT 7	\$2,800,000		\$700,000		\$3,500,000
ROW PURCHASE:	\$3,500,000							
CONST COST:	\$36,871,234							
CONST ENG:	\$2,078,493							
CONTING:	\$2,070,715							
IND COSTS:	\$1,014,752							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$47,249,776		TOTALS	\$2,800,000	\$0	\$700,000	\$0	\$3,500,000

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0921-02-360	CS	R	WESLACO	HC 1	\$3,200,000
LIMITS FROM:		ON MILE 10 N., FROM MILE 6 (WESTGATE)			REVISION DATE:		6/1/2024
LIMITS TO:		FM 1015			MPO PROJ NUMBER:		HC-264r
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANES			FUNDING CAT(S):		7
REMARKS		P7: Utilities: \$325,000			PROJECT HISTORY:		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,135,235	COST OF APPROVED PHASES: \$3,200,000	CAT 7	\$2,560,000		\$640,000		\$3,200,000
ROW PURCHASE:	\$3,200,000							
CONST COST:	\$24,412,666							
CONST ENG:	\$1,376,183							
CONTING:	\$1,371,033							
IND COSTS:	\$671,874							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$32,166,991		TOTALS	\$2,560,000	\$0	\$640,000	\$0	\$3,200,000

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

FY 2027

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-532	I Road H&B Ph-I	C	PHARR	PHARR	\$1,190,280

LIMITS FROM:	Regional Linear Park	REVISION DATE:	11_2023
LIMITS TO:	Rancho Blanco Rd.	MPO PROJ NUMBER:	IRDHB-2
PROJECT DESCRIPTION:	10' wide shared-use path. (approximately 1.2 mile-long)	FUNDING CAT(S):	CAT 9, 3LC
DESCRIPTION:		PROJECT HISTORY:	
Grouped CAT 9 - TASA (FY 2027); \$952,224 Federal Portion of Award		FY 2023-2024 Project Call	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:							
ROW PURCHASE:			CAT 9 - TASA	\$952,224		\$238,056	\$1,190,280
CONST COST:	\$1,190,280		CAT 3 - LC				\$0
CONST ENG:		\$1,190,280					
CONTING:							
IND COSTS:							
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$1,190,280	TOTALS	\$952,224	\$0	\$238,056	\$0	\$1,190,280

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-533	Cano Trail Safety Improvements	C	EDINBURG	EDINBURG	\$1,107,531

LIMITS FROM:	On Cano St, from 13th Ave to Veterans	REVISION DATE:	11_2023
LIMITS TO:	On Veterans Blvd to .4 mi N of Canton Rd.	MPO PROJ NUMBER:	EDCTS-2
PROJECT DESCRIPTION:	8' wide concrete sidewalk trail with ADA ramps. (approximately 1.75 miles)	FUNDING CAT(S):	CAT 9, 3LC
DESCRIPTION:		PROJECT HISTORY:	
Grouped CAT 9 - TASA (FY 2027); \$886,025 Federal Portion of Award		FY 2023-2024 Project Call	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:							
ROW PURCHASE:			CAT 9 - TASA	\$886,025		\$221,506	\$1,107,531
CONST COST:	\$1,107,531		CAT 3 - LC				\$0
CONST ENG:		\$1,107,531					
CONTING:							
IND COSTS:							
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$1,107,531	TOTALS	\$886,025	\$0	\$221,506	\$0	\$1,107,531

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	2094-01-074	FM2220 Underground Trail Passing	C	MCALLEN	MCALLEN	\$2,797,139

LIMITS FROM:	Houston Ave and Ware Rd	REVISION DATE:	11_2023
LIMITS TO:	Westside Park and Field	MPO PROJ NUMBER:	FMUTP-2
PROJECT DESCRIPTION:	FM2220 Underground Trail Passing at Houston Ave & Ware Rd.	FUNDING CAT(S):	CAT 9, 3LC
DESCRIPTION:		PROJECT HISTORY:	
(approximateley 700 ft)		FY 2023-2024 Project Call	
Grouped CAT 9 - TASA (FY 2027); \$2,237,711 Federal Portion of Award			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:							
ROW PURCHASE:			CAT 9 - TASA	\$2,237,711		\$559,428	\$2,797,139
CONST COST:	\$2,797,139		CAT 3 - LC				\$0
CONST ENG:		\$2,797,139					
CONTING:							
IND COSTS:							
BND FINANCING:							
PT CHG ORD							
TOTAL PROJECT COST:	\$2,797,139	TOTALS	\$2,237,711	\$0	\$559,428	\$0	\$2,797,139

PHARR	CAMERON	0921-06-379	DT Bike & Ped Safety	C, E	PORT ISABEL	PORT ISABEL	\$1,405,785	
LIMITS FROM: Loop around Downtown Historic District & Garriga Elementary School from the Queen Isabella Memorial Causeway.					REVISION DATE: 3_2024			
LIMITS TO: the Queen Isabella Memorial Causeway.					MPO PROJ NUMBER: PIDTSAFE-2			
PROJECT DESCRIPTION: Construction of sidewalks and ADA ramps. (approximately 1.58 miles)					FUNDING CAT(S): CAT 9, 3LC			
REMARKS P7: Grouped CAT 9 - TASA (FY 2027); \$1,124,628 Federal Portion of Award					PROJECT HISTORY: FY 2023-2024 Project Call			
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$110,000	COST OF APPROVED PHASES: \$1,405,785	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$0		CAT 9 - TASA	\$1,124,628		\$281,157		\$1,405,785
CONST COST:	\$995,785		CAT 3 - LC					\$0
CONST ENG:	\$120,000							
CONTING:	\$180,000							
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$1,405,785		TOTALS	\$1,124,628	\$0	\$281,157	\$0	\$1,405,785

PHARR	CAMERON	0921-06-361	VA	C, CE	BROWNSVILLE	BROWNSVILLE	\$4,000,000	
LIMITS FROM: SOUTHMOST NATURE TRAIL, From La Posada Dr.					REVISION DATE: 2_2024			
LIMITS TO: Alamada Dr./Monsees Rd.					MPO PROJ NUMBER: BMPO-ST5			
PROJECT DESCRIPTION: CONSTRUCT 10' CONCRETE HIKE AND BIKE TRAIL					FUNDING CAT(S): CAT 10 CRP, 3LC			
REMARKS P7: SOUTHMOST NATURE TRAIL PHASE V					PROJECT HISTORY:			
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:		COST OF APPROVED PHASES: \$4,000,000	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:			CAT 10 CRP	\$3,200,000		\$800,000		\$4,000,000
CONST COST:	\$4,224,754		CAT 3 LC					\$0
CONST ENG:	\$188,605							
CONTING:	\$377,210							
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$4,790,569		TOTALS	\$3,200,000	\$0	\$800,000	\$0	\$4,000,000

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	CAMERON	0921-06-372	VA	C	BROWNSVILLE	BROWNSVILLE	\$1,030,400	
LIMITS FROM: Various locations throughout the City of Brownsville					REVISION DATE: .			
LIMITS TO:					MPO PROJ NUMBER: BUSPASS-1			
PROJECT DESCRIPTION: Construction of bus passenger loading areas and facility improvements.					FUNDING CAT(S): CAT 10 CRP, 3LC			
REMARKS P7:					PROJECT HISTORY:			
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$45,977	COST OF APPROVED PHASES: \$1,030,400	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:			CAT 10 CRP	\$736,000		\$184,000		\$920,000
CONST COST:	\$1,030,400		CAT 3 LC				\$110,400	\$110,400
CONST ENG:	\$82,665							
CONTING:	\$18,308							
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$1,177,350		TOTALS	\$736,000	\$0	\$184,000	\$110,400	\$1,030,400

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

FY 2028

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-TBD	VA	C	WESLACO	HIDALGO COUNTY PCT1	\$1,179,724

LIMITS FROM:	Mile 10 N. Road	REVISION DATE:	5_2024
LIMITS TO:	Weslaco City North Park	MPO PROJ NUMBER:	WESHB-1
PROJECT DESCRIPTION:	Construct a new hike & bike trail	FUNDING CAT(S):	CAT 10 CRP, 3LC

REMARKS P7: PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:								
ROW PURCHASE:			CAT 10 CRP	\$943,779		\$235,945	\$1,179,724	
CONST COST:	\$1,179,724		CAT 3 LC				\$0	
CONST ENG:		\$1,179,724						
CONTING:								
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$1,179,724		TOTALS	\$943,779	\$0	\$235,945	\$0	\$1,179,724

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

FY 2020-2045 Metropolitan Transportation Plan (MTP) - Rio Grande Valley MPO

Project Phase	MFA Execution Year	Highway	From	To	MTP#	CSI #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction Cost Estimate	ROW Cost	Preliminary Engineering Cost	Construction Engineering Cost	Contingencies	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMF	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 BarC/DP/NEVI	Cat 11	Rider 11	Cat 12	Other Funds (Local, State, etc)	TRENDS - Innovative Financing	TOTAL	
										FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	
BROWNSVILLE																																	
C	2020	South Port Connector	On South Port Connector, From Ostos Road	S.H. 4	BMPO-P1	0921-06-288	2.1	Construct a direct connector at Port of Brownsville	BND	\$ 18,840,283	\$ 18,840,283	\$ 513,700	\$ 923,174	\$ 600,000	\$ 650,000	\$ 20,363,457	\$ 18,032,868			\$ 1.53		\$ 11.20			\$ 5.30							\$ 18.03	
C	2019	CS	B Metro Eastside Transfer Station	At Jose Calunga Jr & Billy Mitchell	BMPO-TE14	0921-06-304		Construct Bus Facility	City of Brownsville	\$ 812,862	\$ 812,862	\$ -	\$ 39,830	\$ 51,861	\$ 10,486	\$ 915,039	\$ 1,010,000							\$ 0.51						\$ 0.50	\$ 1.01		
C		FM 802	F.M. 1847	Old Port Isabel Rd.	BMPO-TT1	1140-02-038	1.3	Proposed 6 lanes with raised center median	TxDOT	\$ 7,500,000	\$ 7,500,000	\$ -	\$ 256,487	\$ 259,628	\$ 104,165	\$ 6,050,478	\$ 6,354,499	\$ 14.00													\$ 14.00		
E	2020	Veterans International Bridge at Los Tomates	Port of Entry		BMPO-CCR2	0921-06-313		Expansion of primary lanes for passenger vehicles.	CCRMA	\$ 13,134,449	\$ 13,134,449	\$ -	\$ 500,000	\$ 1,444,396	\$ 898,345	\$ 15,977,190	\$ 500,000													\$ 0.50	\$ 0.50		
																	\$ 25,897,367	\$ 11,198,000															
HARLINGEN/SAN BENITO																																	
HIDALGO																																	
E	2020	Mile 10 North	Westgate (Mile 6 W)	FM 1015	HC-264	0921-02-360	3	Widen to 4 lanes - Urban	Weslaco / HC 1	\$ 21,516,000	\$ 24,097,920	\$ 3,200,000	\$ 1,240,022	\$ 2,366,760	\$ -	\$ 30,904,702	\$ 1,240,022														\$ 1.24	\$ 1.24	
R		Donna Int'l Bridge Commercial Approach	Donna BSIF	Future IBTC / FM 493 intersection	HC-275r	0921-02-382	3.02	Construct 4 lane controlled access tolled facility	Donna	\$ 51,821,636	\$ 51,821,636	\$ 3,300,000	\$ -	\$ -	\$ -	\$ 55,121,636	\$ 3,300,000													\$ 3.30	\$ 3.30		
C	2019	Signal Improvements	Within Hidalgo County		HC-363	0921-02-155		Traffic signal hardware improvements	Various	\$ 1,000,000	\$ 1,000,000	\$ -	\$ 49,000	\$ 75,000	\$ 70,000	\$ 1,256,000	\$ 1,000,000					\$ 1.00									\$ 1.00		
TAP	2020	Pharr Comprehensive Pedestrian Safety Wellness Plan	City limits	City limits	HC-357	0921-02-389	12	Planning study for new construction pedestrian safety improvements	Pharr	\$ -	\$ -	\$ -	\$ 254,000	\$ -	\$ -	\$ 254,000	\$ 254,000							\$ 0.17						\$ 0.09	\$ 0.25		
R		SH 68	US 83	FM 1925	HC-295b	3629-01-001	10	Construct new 4 lane divided rural highway facility	TxDOT	\$ 187,272,000	\$ 187,272,000	\$ 21,996,250	\$ 9,763,613	\$ 7,751,113	\$ 11,985,408	\$ 244,546,849	\$ 21,996,250													22.00	\$ 22.00		
																	\$ 27,790,272	\$ 1,000,000															
		FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	
BROWNSVILLE																																	
HARLINGEN/SAN BENITO																																	
HIDALGO																																	
C		CS	On 365 Tollway, FM 396 (Anzalduas Highway) Phase II	US 281 Military Highway	RMA-1aa	0921-02-368	12.5	Construct 4-lane controlled access tolled facility	HCRMA	\$ 258,618,363	\$ 258,618,363	\$ 23,475,000	\$ 13,738,040	\$ 10,906,321	\$ 3,303,155	\$ 310,040,879	\$ 258,618,363								\$ 22.54		\$ 4.46	\$ 14.39	\$ 217.23		\$ 258.62		
R	2018	CS	On Taylor Rd. from IH-2	BUS 83	HC-256r	0921-02-327	1	Widen from 2 to 4 lanes Roadway	HC 3	\$ 4,494,380	\$ 4,494,380	\$ 1,192,488	\$ 1,989,553	\$ 500,000	\$ -	\$ 8,176,421	\$ 1,192,488					\$ 1.19									\$ 1.19		
E		SH 495 Ext. (Section 1)	FM 1423	FM 493		0921-02-470		Proposed construction of 4 lane divided urban section within 100ft of ROW	PCT 1	\$ 18,534,600	\$ 18,534,600	\$ 8,753,600	\$ 4,494,851	\$ 2,038,806	\$ -	\$ 33,821,857	\$ 2,244,851												\$ 2.24	\$ 2.24			
E		SH 495 Ext. (Section 2)	FM 493	Mile 6 Rd		0921-02-471		Proposed construction of 4 lane divided urban section within 100ft of ROW.	PCT 1	\$ 11,756,400	\$ 11,756,400	\$ 4,413,440	\$ 3,121,285	\$ 1,293,204	\$ -	\$ 20,584,329	\$ 1,560,643												\$ 1.56	\$ 1.56			
E		FM 1925 (Section 1)	FM 2221	3.1 Miles N		0921-02-472		Proposed 2-lane rural highway with 10 ft. shoulders in 120 ft. of ROW	PCT 3	\$ 9,511,200	\$ 9,511,200	\$ 772,727	\$ 2,620,315	\$ 1,046,232	\$ -	\$ 13,950,474	\$ 1,320,315												\$ 1.32	\$ 1.32			
E		FM 1925 (Section 2)	Jarachina Rd	8.6 Miles East (New Location)		0921-02-473		Proposed 2-lane rural highway with 10 ft. shoulders in 120 ft. of ROW	PCT 3	\$ 26,222,400	\$ 26,222,400	\$ 4,371,939	\$ 5,764,113	\$ 2,884,464	\$ -	\$ 39,242,916	\$ 2,764,113													\$ 2.76	\$ 2.76		
E	2019	CS	On Cesar Chavez from Business 83	Ridge	HC-344	0921-02-399	1	Widen from 2 to 4 lanes	San Juan / Alamo / HC 1-2	\$ 6,193,200	\$ 6,440,928	\$ 1,000,000	\$ 249,994	\$ 655,000	\$ -	\$ 9,225,356	\$ 249,994												\$ 0.25	\$ 0.25			
E		FM 676	Taylor Rd	FM 2220	HC-144	1064-01-043	1	Widen from 2 to 4 Lane Divided	TxDOT / HC 4	\$ 8,263,107	\$ 8,263,107	\$ 1,000,000	\$ 1,839,870	\$ -	\$ 11,102,977	\$ 1,839,870													\$ 1.83	\$ 1.83			
C		FM 1926 (23rd st)	SH 1926 (23rd st) & Kandlewood Ave		HC-311	1804-01-069	1	Addition of North and South bound center turn lanes	McAllen	\$ 94,785	\$ 94,785	\$ 16,000	\$ 4,361	\$ 4,450	\$ -	\$ 125,114	\$ 94,785													\$ 0.09	\$ 0.09		
																	\$ 269,885,422	\$ 1,287,271															
		FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	
BROWNSVILLE																																	
C,E	2020	VA	Southmost Nature Trail Ph. II, from Manzano St	La Posada Dr.	BMPO-ST1	0921-06-280	0.8	Construct 10' concrete trail	City of Brownsville	\$ 356,250	\$ 356,250	\$ -	\$ -	\$ 18,750	\$ 26,250	\$ 401,250	\$ 375,000													\$ 0.02	\$ 0.38		
E	2020	CS	On West Rail Trail, From Palm Blvd @ Former Rail Line	I-69E SB Frontage Road, W. of Old Alice Road	BMPO-E7	0921-06-293	6.5	Construct Multimodal Facility	CCRMA	\$ 6,000,000	\$ 6,000,000	\$ 90,000	\$ 1,000,000	\$ 660,000	\$ 200,672	\$ 7,950,672	\$ 1,000,000														\$ 1.00		
C,E	2020	West Rail Trail, Ph. I	West Rail Trail on Palm Blvd @ Former Rail Line	I-69E SB Frontage Road, W. of Old Alice Road	BMPO-E7	0921-06-293	6.5	Construct Multimodal Facility	Brownsville	\$ 6,000,000	\$ 6,000,000	\$ 90,000	\$ 1,000,000	\$ 660,000	\$ 200,672	\$ 7,950,672	\$ 6,660,000												\$ 6.60	\$ 6.60			
C,E	2020	Veterans International Bridge at Los Tomates	CBP Primary Inspection Lanes		BMPO-AA1	0921-06-313		Expansion of primary lanes for passenger vehicles.	CCRMA	\$ 13,134,449	\$ 13,134,449	\$ -	\$ 500,000	\$ 1,444,396	\$ 898,345	\$ 15,977,190	\$ 14,578,845													\$ 14.60	\$ 14.60		
																	\$ 22,613,845	\$ 15,956,250															
HARLINGEN/SAN BENITO																																	
C		SH 107	Louisiana St.	Hooks E. Hodges Rd.	HSB-118	0342-03-037		Reconstruct to 4 lanes C&G and add ADA sidewalk	TxDOT	\$ 10,185,300	\$ 10,185,300	\$ -	\$ 499,080	\$ 649,822	\$ 131,390	\$ 12,115,414	\$ 10,185,301		\$ 8.80										\$ 1.39		\$ 10.19		
C,E	2019	CS	On Stuart PL Rd, 0.18 MI N of Primera Rd	FM 2994/Wilson Rd	HSB-128	0921-06-311		Construction of 1.2mi of ADA-accessible 5 to 6 foot wide sidewalk	City of Primera	\$ 482,010	\$ 482,010	\$ -	\$ 21,690	\$ 50,611	\$ -	\$ 578,412	\$ 578,412												\$ 0.58		\$ 0.58		
C	2017	CS	S.Parallel Corridor, FM 509	FM 2520	HSB-133	0921-06-252	2.4	Construct 2 lane rural	Cameron County	\$ 7,500,000	\$ 7,500,000	\$ -	\$ -	\$ 825,000	\$ -	\$ 8,749,496	\$ 7,500,000											\$ 1.68	\$ 1.33	\$ 4.50	\$ 7.50		
C,E	2018	Loop 499	Rio Hondo Road	FM 106 (Harrison Ave)	HSB-127	0921-06-312	1.48	Construction of 1.48 mi of ADA accessible 6 ft wide sidewalks	City of Harlingen	\$ 428,489	\$ 428,489	\$ 1,946	\$ 9,732	\$ 53,200	\$ 25,653	\$ 571,490	\$ 544,711											\$ 0.52		\$ 0.026	\$ 0.54		
																	\$ 18,808,424																
HIDALGO																																	
C	2018	TL2	Anzalduas Land Port of Entry NB Empties		HC-352	0921-02-379		Inbound commercial inspection pre-primary inspection pre-cleared cargo traffic	McAllen	\$ 43,700,000	\$ 43,700,000	\$ -	\$ 3,496,000	\$ 4,370,000	\$ -	\$ 53,308,091	\$ 43,700,000												\$ 12.10	\$ 31.60	\$ 43.70		
TAP	2019	VA	Cano St.	Freddy Gonzalez	HC-359	0921-02-392	1	Installation of solar powered lighting along the Cano walking trail	Edinburg	\$ 534,400	\$ 534,400	\$ -	\$ -	\$ -	\$ 34,736	\$ 600,879	\$ 600,879												\$ 0.53	\$ 0.07	\$ 0.60		

FY 2020-2045 Metropolitan Transportation Plan (MTP) - Rio Grande Valley MPO

Project Phase	MFA Execution Year	Highway	From	To	MTP#	CS#	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction Cost Estimate	ROW Cost	Preliminary Engineering Cost	Construction Engineering Cost	Contingencies	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMF	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 EAC/CP/NEVI	Cat 11	Rider 11	Cat 12	Other Funds (Local, State, etc)	TRENDS - Innovative Financing	TOTAL
E,R		CS	On S. Parallel Corridor, from FM 2520	FM 1577	HSB-110	0921-06-257	2.2			\$ 11,720,000	\$ 1,200,000	\$ 466,049	\$ 621,081	\$ 405,000	\$ 14,687,955	\$ 1,666,049														\$ 1.67	\$ 1.67	
C		VA	GSA Facility	Los Indios Free Trade Int'l Bridge	HSB-L11	0921-06-359		Construction of Border Safety Inspection Facility (BSIF)	TXDOT	\$ 4,402,297	\$ 4,402,297		\$ 220,609	\$ 198,098	\$ 99,932	\$ 4,702,647	\$ 4,402,297							\$ 4.05				\$ 0.35		\$ 4.40		
E,C,CE		VA	Robertson Rd from Roberto Garza(Nopales)	Ebony St.	State TA	0921-06-348	2.17	Construct sidewalks, bike lanes, & shared use path	TXDOT	\$ 1,016,598	\$ 1,016,598	\$ 4,954	\$ 224,772		\$ 1,344,602	\$ 1,344,602							\$ 1.30						\$ 0.04	\$ 1.34		
																	\$ 9,567,280															
HIDALGO																																
C,CE	2020	Pharr Bridge	At Pharr:Reynosa Int'l Bridge		HC-372	0921-02-424		Dock Expansion Phase I	Pharr	\$ 12,539,778	\$ 12,539,778	\$ -	\$ 632,760	\$ 845,832	\$ 373,685	\$ 14,766,545	\$ 13,385,610												\$ 7.00	\$ 6.39	\$ 13.39	
C,CE	2020	Pharr Bridge	At Pharr:Reynosa Int'l Bridge		HC-373	0921-02-425		Dock Expansion Phase II	Pharr	\$ 13,335,190	\$ 13,335,190	\$ -	\$ 672,896	\$ 899,484	\$ 397,389	\$ 15,703,204	\$ 14,234,674												\$ 5.96	\$ 8.27	\$ 14.23	
C,CE	2020	Pharr Bridge	900 ft. N. of Military Rd. and Juniper St.	1860 ft. N. of Military Rd. and Juniper St. Intersection	HC-374	0921-02-423		Pharr Bridge Commercial Vehicle Parking Site	Pharr	\$ 12,910,854	\$ 12,910,854	\$ -	\$ 651,484	\$ 870,862	\$ 384,743	\$ 15,203,515	\$ 13,415,598								\$ 11.44				\$ 1.98	\$ 13.42		
C,CE		CS	On I Rd., from Dicker Rd.	Military Hwy (US 281)	HC-499	0921-02-499	2	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	Pharr	\$ 8,253,730	\$ 8,253,730	\$ -	\$ 421,015	\$ 405,549	\$ 338,403	\$ 9,667,869	\$ 8,659,279					\$ 8.62							\$ 0.04	\$ 8.66		
C&CE	2020	CS	On Nolana Loop, from FM 1426	FM 907	HC-152a	0921-02-361	2.25	Widen from 2 to 4 Lane Divided	HC 2	\$ 16,727,101	\$ 18,065,269	\$ 1,838,752	\$ 871,183	\$ 1,056,087	\$ 1,052,135	\$ 23,399,024	\$ 19,121,356					\$ 17.47							\$ 1.65	\$ 19.12		
R	2020	CS	On Nolana Loop (S1), from FM 1426 (Raul Longoria)	FM 907	HC-152ar	0921-02-361	2.25	Widen from 2 to 4 Lane Divided	HC 2 / McAllen	\$ 16,727,101	\$ 18,065,269	\$ 2,000,000	\$ 871,183	\$ 1,056,087	\$ 1,052,135	\$ 23,560,272	\$ 2,000,000								\$ 2.00				\$ 2.00			
R		CS	On Freddy Gonzalez, from US BUS 281 (Clowner Blvd.)	I-69C (US 281)	HC-120	0921-02-440	1.13	Widen and reconstruct to 4 lanes divided urban	Edinburg	\$ 5,196,846	\$ 6,080,656	\$ 560,000	\$ 370,663	\$ 428,109	\$ 386,882	\$ 8,826,510	\$ 560,000					\$ 0.56								\$ 0.56		
C		FM 676	Taylor Rd	FM 2220	HC-144	1064-01-043	1	Widen from 2 to 4 Lane Divided	TXDOT / HC 4	\$ 10,140,008	\$ 10,140,008	\$ 8,719,184	\$ 528,113	\$ 528,113	\$ 637,806	\$ 20,865,781	\$ 10,140,008		\$ 4.37							\$ 0.77				\$ 10.14		
C,CE		CS	On Taylor Rd from Bus 83	I-2 (US 83)	HC-256	0921-02-327	1	Widen from 2 to 4 lanes with left turn lane	Mission	\$ 4,674,155	\$ 4,674,155	\$ 1,192,488	\$ 1,989,553	\$ 500,000	\$ 8,356,196	\$ 5,174,155						\$ 5.00							\$ 0.18	\$ 5.18		
C		FM 494	SH 107	FM 676 (Mile 5)	HC-292a	0864-01-068	2	Widen from 2 to 4 lanes	TXDOT	\$ 18,512,330	\$ 21,928,704	\$ 10,967,156	\$ 1,140,296	\$ 1,382,318	\$ 1,925,645	\$ 38,018,988	\$ 21,928,704		\$ 18.51		\$ 3.42									\$ 21.93		
C		FM 1925	FM 907 (Alamo Rd)	Sharp Rd	HC-12aa	1803-02-035	1.57	Widen from 2 to 4 Lane Divided	TXDOT/HC 4	\$ 10,738,966	\$ 10,738,966	\$ 1,539,363	\$ 535,656	\$ 649,346	\$ 646,916	\$ 14,427,267	\$ 10,738,966		\$ 10.74											\$ 10.74		
C		Pharr Bridge	At Pharr:Reynosa Int'l Bridge		HC-12bb	0921-02-479		Construct Twin Span Bridge	Pharr	\$54,172,540	\$54,172,540	\$ -	\$ 2,714,711	\$ 2,437,699	\$ 1,229,717	\$ 62,161,332	\$ 54,172,540					\$ 2.00							\$ 52.17	\$ 54.17		
C,CE	2021	Pharr Bridge Agricultural Lab	at Pharr:Reynosa Int'l Bridge		HC-376	0921-02-433		Agricultural Lab and Training Center	Pharr	\$ 16,195,642	\$ 16,195,642	\$ -	\$ 817,235	\$ 1,092,427	\$ 482,630	\$ 19,071,604	\$ 17,288,069											\$ 10.46	\$ 6.83	\$ 17.29		
E,R,C	2018	CS	On Liberty Blvd from Mile 3	US 83	HC-284a	0921-02-194	2.4	Widening and new location, from 2 to 4 lanes with dedicated left turn lane	HC 3	\$ 14,351,272	\$ 14,351,272	\$ 1,101,032	\$ 1,141,874	\$ 1,086,619	\$ 821,711	\$ 18,905,187	\$ 16,538,924					\$ 15.44 (\$4.9 CRRSAA)				\$ 0.70		\$ 0.40		\$ 16.54		
C		IH-2	800 Convention Center Blvd, McAllen, TX			5000-00-198		Install 5 Direct Current Fast Charge ports along the Electric Alternative Fuel Corridors (IH 2)	Tesla, Inc.	\$ 542,983	\$ 542,983				\$ 542,983	\$ 542,983														\$ 0.54	\$ 0.54	
C		IH-69C	8420 N Expressway 281 Edinburg, TX			5000-00-193		Install 6 Direct Current Fast Charge ports along the Electric Alternative Fuel Corridors (IH 69C)	Love's Travel Stops	\$ 1,613,262	\$ 1,613,262				\$ 1,613,262	\$ 1,613,262														\$ 1.61	\$ 1.61	
C,CE		CS	On I Rd. from 4 Mi. South of Rancho Blanco Rd.	Dicker Rd.	HC-12ac	0921-02-363	2.5	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	Pharr	\$ 11,902,282	\$ 11,902,282	\$ -	\$ 607,124	\$ 584,821	\$ 487,994	\$ 13,941,539	\$ 12,487,103					\$ 10.82							\$ 1.66	\$ 12.49		
E		CS	On Moore Rd. from Jackson Rd	Cage Blvd	HC-379	0921-02-436	1.25	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	Pharr	\$ 6,388,200	\$ 6,899,256	\$ 605,000	\$ 332,711	\$ 403,327	\$ 401,818	\$ 8,839,023	\$ 332,711												\$ 0.33	\$ 0.33		
E		CS	On Moore Rd. from Cage Blvd	I Rd	HC-380	0921-02-437	1.25	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	Pharr	\$ 7,472,387	\$ 8,369,073	\$ 605,000	\$ 389,178	\$ 471,779	\$ 470,013	\$ 10,535,373	\$ 389,178												\$ 0.39	\$ 0.39		
R		CS	On International Bridge Trade Corridor, from 365 Tollway at FM 493	IH-2	RMA-3	0921-02-142		Construct non-tolled 4 lane divided (at grade) highway (interim)	TXDOT	\$ 219,475,313	\$ 237,845,395	\$ 44,584,210	\$ 11,365,134	\$ 15,145,781	\$ 12,466,198	\$ 328,133,022	\$ 44,584,210												\$ 44.58	\$ 44.58		
																	\$ 267,307,330												\$ 59,910,000			
STARR																																
C		US 83	.31 Mi S of Margarito Rd	.09 Mi N of Loma Blanca Rd	ST-02	0038-06-047		WIDEN FROM 2 LANE RURAL TO 4 LANE DIVIDED	TXDOT	\$ 39,392,577	\$ 39,392,577	\$ 1,843,821	\$ 2,038,292	\$ 2,470,909	\$ 2,461,662	\$ 49,413,597	\$ 39,392,577		\$ 17.34			\$ 13.10						\$ 8.95		\$ 39.39		
																	\$ 39,392,577															
BROWNSVILLE																																
C		VA	Various Locations within Cameron County		SIG-1	0921-06-371		Signal Improvements	City of Brownsville	\$ 945,000	\$ 1,020,600		\$ 46,643	\$ 59,779	\$ 6,899	\$ 1,161,526	\$ 1,020,600										\$ 0.95	\$ 0.07	\$ 1.02			
C,E	2020	SH 550	0.203mi S of FM 1847	1.13mi SE of UPRR Overpass @ FM 3248	BMPO-CCR1	0684-01-068	3.9	Construct Contolled Access Tolled Facility	CCRMA	\$ 29,234,422	\$ 30,403,799	\$ -	\$ 1,000,000	\$ 2,192,582	\$ 1,511,627	\$ 36,619,635	\$ 32,596,381					\$ 27.39							\$ 5.20	\$ 32.59		
C & E		VA	Interior Roads at Las Palmas Mobile Estates	FM 802	BMPO-CY2	0921-06-327		Construct 5' concrete sidewalks	Cameron County	\$ 334,598	\$ 334,598	\$ -	\$ 16,710	\$ 48,516	\$ 4,678	\$ 423,131	\$ 423,131							\$ 0.30				\$ 0.12	\$ 0.42			
C & E		CS	On Mesquite St., Interior Roads at Olmito		BMPO-CY1	0921-06-326		Sidewalks along T. Corter & Parker Ave.	Cameron County	\$ 400,858	\$ 400,858	\$ -	\$ 19,537	\$ 59,806	\$ 31,586	\$ 535,357	\$ 535,357							\$ 0.40				\$ 0.14	\$ 0.54			
C & CE	2021	CS	On Old Alice Road, Sports Park Blvd.	SH 100	BMPO-E2a	0921-06-290	4.9	Widen from 2 lane to 4 lane Urban Roadway	Cameron County	\$ 30,844,892	\$ 32,078,688	\$ 139,339	\$ 1,100,000	\$ 2,313,366	\$ 1,667,560	\$ 38,966,513	\$ 34,392,054					\$ 31.35						\$ 3.04	\$ 34.39			
C,CE		Old Alice Rd. Sidewalks	SH 100	Sports Park Blvd.	CCOAS-2	0921-06-378	4.9	8'-wide sidewalks + signage/signal improvements + median/safety refuge/island at SH550 underpass.	Cameron County	\$ 4,075,473	\$ 4,238,492	\$ 139,339	\$ 1,100,000	\$ 305,660	\$ 203,774	\$ 6,028,020	\$ 4,544,152					\$ 1.63		\$ 2.44				\$ 0.47	\$ 4.54			

FY 2020-2045 Metropolitan Transportation Plan (MTP) - Rio Grande Valley MPO

Project Phase	MFA Execution Year	Highway	From	To	MTP#	CS#	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction Cost Estimate	ROW Cost	Preliminary Engineering Cost	Construction Engineering Cost	Contingencies	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMF	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 EAC/CP/NEVI	Cat 11	Rider 11	Cat 12	Other Funds (Local, State, etc)	TRENDS - Innovative Financing	TOTAL	
C		SH 4	FM 1419	Remedios Ave.	CCSH-4	0039-10-091		Super 2 & Reconstruct Roadway	TXDOT	\$ 60,185,185	\$ 67,599,999		\$ 3,433,112	\$ 2,788,527	\$ 5,063,500	\$ 80,916,980	\$ 67,599,999		\$ 27.60			\$ 40.00										\$ 67.60	
C		Dana Ave.	Dana Ave. @ Main Drain Ditch #1	NB# 210310C00305001		0921-06-344		Bridge Replacement	CCRMA	\$ 697,006	\$ 780,647		\$ 35,161	\$ 67,810	\$ 20,562	\$ 924,989	\$ 780,647					\$ 0.40								\$ 0.38	\$ 0.78		
C		VA	Vicinity of GSA Facility at Brownsville	Veterans Intl Bridge at los Tomates	BMPO-LS17	0921-06-207		Construction of Border Safety Inspection Facility	TxDOT	\$ 32,005,225	\$ 34,565,643	\$ 4,458,725	\$ 1,603,855	\$ 1,440,197	\$ 726,519	\$ 43,744,160	\$ 34,565,643								\$ 6.70		\$ 27.87					\$ 34.57	
C		VA	Southmost Nature Trail, from La Posada Dr.	Alamada Dr./Monsees Rd	BMPO-ST2	0921-06-289	3.43	Construct Bike Lane/Sharrows with improved Sidewalks	City of Brownsville	\$936,994	\$ 1,000,000	\$ -	\$ 46,888	\$ 84,302	\$ 18,763	\$ 1,177,703	\$ 1,000,000									\$ 1.00					\$ 1.00		
C		VA	Southmost NT Ph. III, from Calle Milpa Verde	Manzano St	BMPO-ST3	0921-06-360	0.79	Construct 10' concrete hike and bike trail	City of Brownsville	\$ 2,257,768	\$ 2,528,700		\$ 112,843	\$ 202,888	\$ 45,155	\$ 2,956,711	\$ 2,528,700									\$ 2.50				\$ 0.03	\$ 2.53		
PE		FM 3248	Morrison Rd.	193 ft. S. of Paris St.	BFM3248-2	2717-01-032	0.47	Preliminary engineering and environmental assessment planning for a 10' multi-use path from Morrison Rd to Monte Bella Trail Park	City of Brownsville				\$ 191,821			\$ 191,821	\$ 191,821														\$ 0.19	\$ 0.19	
PE		WRT to BRN Sports Park	On Sports Park, from Sports Park Blvd	West Rail Trail on Railroad St.	BSPWRT-2	0921-06-375	0.95	Preliminary engineering, environmental assessment, utilities relocation planning for a 10' multi-use path from WRT existing terminus to Brownsville Sports Park	City of Brownsville				\$ 407,275			\$ 407,275	\$ 407,275														\$ 0.41	\$ 0.41	
C		US 281	0.5 Mi W of FM 1577	FM 1421	BMPO-D3	0220-04-049	3.2	Widen from 2 lanes to 4 lanes rural	TxDOT	\$ 14,000,000	\$ 34,378,833	\$ 2,618,405	\$ 729,149	\$ 883,908	\$ 880,600	\$ 39,922,432	\$ 34,378,833		\$ 34.38													\$ 34.38	
																	\$ 155,808,595										\$ 150,000						
HARLINGEN/SAN BENITO																																	
C		Arroyo Colorado Trail Improvements	Dixieland Rd.	McKelvey Park	ARROYO-2	0921-06-377	3.9	Design and installation of solar lighting and solar emergency call stations on the 3.9-mile Arroyo Colorado Hike and Bike Trail	Harlingen		\$ 1,113,545					\$ 1,113,545	\$ 1,113,545															\$ 1.11	\$ 1.11
PE		Dixieland Reservoir Park	Arroyo Colorado Trail	Dixieland Park	DIXIE-2	0921-06-374	1.5	Preliminary engineering and design planning to extend the Arroyo Colorado trail to Dixieland Park corridor.	Harlingen				\$ 345,000			\$ 345,000	\$ 345,000															\$ 0.35	\$ 0.35
C.E.R	2019	FM 509	FM 508	FM 1599	HSB-509	0921-06-254	2.3	New Location - Construct 2 lane Rural Roadway	CCRMA	\$ 18,507,068	\$ 19,987,634	\$ 2,000,000	\$ 958,355	\$ 1,277,155	\$ 1,051,201	\$ 25,841,535	\$ 22,223,144		\$ 7.28							\$ 0.69				\$ 14.26	\$ 22.23		
C		US 281	FM 732	.5 Mi. W. of FM 1577	HSB-081	0220-04-050	2.2	Widen from 2 to 4 Lane Rural	TxDOT	\$ 13,440,000	\$ 24,396,118	\$ 1,213,000	\$ 699,983	\$ 848,551	\$ 845,376	\$ 28,417,304	\$ 24,396,118		\$ 24.40													\$ 24.40	
C		Bu 77X	SS 206	Commerce St	HSB-077	0327-08-098		Construct Raised Median	TxDOT	\$ 2,669,976	\$ 9,485,602	\$ -	\$ 130,920	\$ 120,767	\$ 1,869	\$ 9,816,642	\$ 9,485,602		\$ 9.49													\$ 9.49	
																	\$ 1,251,416,914																
HIDALGO																																	
PE.R		CS	On Trenton Rd., from I-69 C	FM 907	HC-177a	0921-02-442	3.32	Widen and Reconstruct Roadway from 2 to 4 lanes divided urban	HC 4	\$ 26,428,198	\$ 29,599,582	\$ 2,480,648	\$ 1,556,458	\$ 1,708,954		\$ 35,345,642	\$ 4,037,106													\$ 3.32	\$ 4.04		
R	2020	CS	On Mile 10 N from Mile 6 W. (Westgate)	FM 1015	HC-264r	0921-02-360	3	Widen from 2 to 4 lanes divide	HC 1	\$ 21,516,000	\$ 24,097,920	\$ 3,200,000	\$ 1,240,022	\$ 2,366,760	\$ -	\$ 30,904,702	\$ 3,200,000														\$ 3.20	\$ 3.20	
C	2020	CS	On Hi-Line East, From Cage Blvd	Veterans Rd	HC-336	0921-02-375	1	Widen to 2 lane with continuous left turn and shoulders	Pharr	\$ 14,498,057	\$ 15,657,901	\$ 350,000	\$ 755,089	\$ 915,353	\$ 911,928	\$ 19,037,161	\$ 15,657,901														\$ 8.99	\$ 15.66	
C	2018	SH 495	Veteran's Blvd, from IH-2	SH 364 (La Homa Rd)	HC-50	0865-01-108	2.3	Construct 4 lane divided urban section	TXDOT	\$ 15,452,627	\$ 22,208,355	\$ 2,526,860	\$ 804,805	\$ 975,621	\$ 971,970	\$ 27,963,924	\$ 22,208,355		\$ 22.21													\$ 22.21	
C.CE		CS	On Eldora Rd., from FM 3362 (Jackson Rd)	Veterans Blvd (I Rd)	HC-322	0921-02-403	2.3	Widen from 2 to 4 lanes divided	HC 2	\$ 12,204,142	\$ 13,180,473	\$ 1,361,886	\$ 545,056	\$ 1,518,417	\$ 765,164	\$ 17,745,964	\$ 14,698,890													\$ 0.98	\$ 14.70		
C.CE		CS	On Mile 6 W., from Mile 14 1/2	Mile 11 N	HC-148bbb	0921-02-447	3.5	Widen from 2 to 4 Lanes	HC 1	\$ 23,800,000	\$ 25,704,000	\$ 2,797,654	\$ 1,239,554	\$ 1,502,643	\$ 1,497,020	\$ 33,474,485	\$ 25,704,000														\$ 3.09	\$ 25.70	
C		FM 1925	Wallace Rd	10th St	HC-338	1803-01-094	3.5	Widen from 2 to 6 lanes with raised median	TxDOT	\$ 36,884,972	\$ 49,411,962	\$ 3,111,575	\$ 1,921,047	\$ 2,328,779	\$ 2,320,065	\$ 60,230,374	\$ 49,411,962		\$ 49.41													\$ 49.41	
C.E.R		CS	On Nolana Loop, from Mile 6 W.	FM 88	NL-688	0921-02-538		Proposed 4 lane divided	HC 1	\$ 7,626,667	\$ 8,236,800	\$ 1,697,500	\$ 3,118,437	\$ 915,200		\$ 13,967,937	\$ 13,967,937													\$ 13.97	\$ 13.97		
C.E.R		CS	On Nolana Loop, from Victoria Rd.	Mile 6 W.	NLV-6	0921-02-537		Proposed 4 lane divided	HC 1	\$ 8,341,667	\$ 9,009,000	\$ 972,500	\$ 3,430,281	\$ 1,001,000		\$ 14,412,781	\$ 14,412,781													\$ 14.41	\$ 14.41		
C		CS	On Los Ebanos Rd., from I 2	Military Parkway	HCLEB-1	0921-02-521	2.2	Construct 4-lane Urban Roadway	Mission/HC 3	\$ 14,654,418	\$ 15,826,771	\$ 1,255,000	\$ 763,233	\$ 925,225	\$ 921,763	\$ 20,143,701	\$ 15,826,771														\$ 15.83	\$ 15.83	
C		FM 2220 (Ware Rd)	FM 1925 (Monte Cristo)	SH 107	HC-20	2094-01-063	2.5	Widen from 2 lanes to 6 lanes with median	TXDOT	\$ 36,449,639	\$ 39,552,565	\$ 6,158,456	\$ 1,898,374	\$ 2,301,294	\$ 2,292,682	\$ 53,326,898	\$ 39,552,565		\$ 39.55													\$ 39.55	
C.R.E	2021	CS	On Hi Line West, from Jackson Rd	Cage Blvd	HC-339	0921-02-376	1	Widen to 2 lane with continuous left turn lane	Pharr	\$ 14,992,372	\$ 16,191,762	\$ 2,665,000	\$ 780,834	\$ 946,562	\$ 943,020	\$ 21,989,304	\$ 19,803,324													\$ 13.67	\$ 19.80		
C.E.R		CS	On Russell Rd., from FM 2220 (Ware Rd)	Rooth Rd	HC-RU1	0921-02-362		Realignment - Widening from 2 to 4 lane urban roadway	PCT 4	\$ 7,000,000	\$ 7,560,000	\$ 350,000	\$ 364,575	\$ 441,954	\$ 440,300	\$ 9,372,598	\$ 8,351,954													\$ 3.40	\$ 8.35		
C		CS	At Donna Int'l Bridge		HC-361	0921-02-394	1.2	Construction of roadway & commercial facilities for NB loaded/empty & SB loaded trucks	Donna	\$60,564,911	\$65,410,104	\$ -	\$3,035,047	\$2,725,348	\$1,374,823	\$74,341,574	\$ 65,410,104											\$ 8.90	\$ 56.51	\$ 65.41			
R	2019	CS	On Inspiration Rd/ Military Parkway Loop from IH-2	FM 1016	HC-341r	0921-02-395		Widen from 2 to 4 lane Divided	Mission	\$ 32,920,745	\$ 36,871,234	\$ 3,500,000	\$ 1,714,582	\$ 2,078,493	\$ 2,070,715	\$ 47,249,776	\$ 3,500,000														\$ 3.50	\$ 3.50	
PE		Mission TA Assessment	Within City Limits		MISSIONT A-2	0921-02-531		Comprehensive Assessment and Plan for Transportation Alternative Projects in the City of Mission.	Mission				\$ 250,000			\$ 250,000	\$ 250,000														\$ 0.25	\$ 0.25	
C		CS	On Moore Rd, from Jackson Rd	Cage Blvd.	HC-379	0921-02-436	1.25	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	Pharr	\$ 6,388,200	\$ 6,899,256	\$ 605,000	\$ 332,711	\$ 403,327	\$ 401,818	\$ 8,839,023	\$ 6,899,256														\$ 6.88	\$ 6.90	
																	\$ 322,892,906										\$ 67,580,000						

FY 2020-2045 Metropolitan Transportation Plan (MTP) - Rio Grande Valley MPO

Project Phase	MFA Execution Year	Highway	From	To	MTP#	CS#	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction Cost Estimate	ROW Cost	Preliminary Engineering Cost	Construction Engineering Cost	Contingencies	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMF	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 EAC/CP/NEVI	Cat 11	Rider 11	Cat 12	Other Funds (Local, State, etc)	TRENDS - Innovative Financing	TOTAL	
STARR																																	
C		SL 195	New Location, FM 649	FM 3167	ST-04	3632-01-002		Construct Rio Grande City/Roma Relief Route	TXDOT	\$ 46,400,000	\$ 64,013,752	\$ 3,467,851	\$ 2,419,110	\$ 1,920,477	\$ 2,969,600	\$ 76,222,508	\$ 64,013,752					\$ 64.01											\$ 64.01
C		CS	On International Dr. from Intersection of US 83/FM 755 S.	Starr-Camargo POE @ Bridge Rd.	ST-01	0921-26-113		Construct 4-lane rural roadway with shared use path	Rio Grande City	\$ 4,000,000	\$ 4,320,000		\$ 207,133	\$ 276,036	\$ 227,200	\$ 5,152,958	\$ 4,320,000												\$ 4.00	\$ 0.32		\$ 4.32	
																	\$ 68,333,752																
BROWNSVILLE																																	
C		VA	Various locations throughout the City of Brownsville	BUSPASS-1	0921-06-372			Construction of bus passenger loading areas and facility improvements	City of Brownsville	\$ 920,000	\$ 1,030,400		\$ 45,977	\$ 82,665	\$ 18,308	\$ 1,177,350	\$ 1,030,400														\$ 0.92	\$ 0.11	\$ 1.03
C,CE		VA	Southwest Nature Trail Ph. V, from International Blvd	Los Ebanos Blvd/Historic Battlefield TRAIL	BMPO-ST5	0921-06-361	5.33	Construct 10' concrete trail	City of Brownsville	\$ 3,772,102	\$ 4,224,754		\$ 188,605	\$ 377,210	\$ 4,790,569	\$ 4,790,569															\$ 4.00	\$ 0.79	\$ 4.79
C,CE		CS	On East Loop, from I-69E	SH 4	BMPO-E4	0921-06-315	9.9	Construction of 4 to 6 lane roadway partially on new location	CCRMA	\$ 157,678,219	\$ 176,599,605	\$ 5,600,000	\$ 8,165,083	\$ 10,881,223	\$ 8,956,123	\$ 208,727,301	\$ 187,480,828					\$ 0.88								\$ 0.91	\$ 7.47	\$ 178.22	\$ 187.48
C		DT Bike & Ped Safety	Loop around Downtown Historic District & Garriga Elementary School from the Queen Isabella Memorial Causeway		PIDTSAFE-2	0921-06-379	1.58	Construction of sidewalks and ADA ramps	Port Isabel		\$ 995,785		\$ 110,000	\$ 120,000	\$ 180,000	\$ 1,405,785	\$ 1,405,785												\$ 1.41			\$ 1.41	
C		FM 3248	IH-69E	FM 1847	BMPO-AG1	2717-01-027	2.12	Widen from 4 lanes to 6 lanes with raised median.	TXDOT	\$ 19,289,858	\$ 32,627,456	\$ -	\$ 1,004,656	\$ 1,217,889	\$ 1,213,332	\$ 36,657,926	\$ 32,627,456		\$ 32.63														\$ 32.63
																	\$ 227,335,038																
HARLINGEN/SAN BENITO																																	
HIDALGO																																	
C		FM 1426 (Raul Longoria)	Nolana Loop	I-2	HC-345	1429-02-036	2	Widen from 4 lanes to 6 lanes with raised median	TXDOT	\$ 19,583,717	\$ 28,640,322	\$ -	\$ 1,019,961	\$ 1,236,443	\$ 1,231,816	\$ 32,732,192	\$ 28,640,322		\$ 28.64														\$ 28.64
C & CE		CS	On Cesar Chavez Rd., from BUS 83	Ridge Rd.	HC-344	0921-02-399	1	Widen from 2 to 4 lanes	HC 2	\$ 6,193,200	\$ 6,936,384	\$ 1,000,000	\$ 249,994	\$ 655,000	\$ -	\$ 8,841,378	\$ 7,591,384					\$ 6.85								\$ 0.74	\$ 7.59		
C,CE	2019	CS	On Cesar Chavez Rd., from BUS 83	Nolana Loop	HC-326	0921-02-405	2.8	Widen from 2 to 4 lanes	HC 2	\$ 18,064,345	\$ 20,232,066	\$ 4,570,000	\$ 1,151,217	\$ 2,567,723	\$ 1,132,200	\$ 30,208,040	\$ 22,799,789					\$ 20.63								\$ 2.17	\$ 22.80		
C,CE	2019	CS	On Inspiration Rd/ Military Parkway Loop from IH-2	FM 1016	HC-341	0921-02-395		Widen from 2 to 4 Lane Divided	Mission	\$ 32,920,745	\$ 36,871,234	\$ 3,500,000	\$ 1,714,582	\$ 2,078,493	\$ 2,070,715	\$ 47,249,776	\$ 38,949,727					\$ 22.25								\$ 16.70	\$ 38.95		
C,E,R		CS	On Mile 1 East, from Bus 83	Mile 8 North	HC-269	0921-02-254	1	Reconstruct & widen to urban 2 lanes & shoulders	HC 1	\$ 10,008,333	\$ 11,209,333	\$ 1,159,550	\$ 3,130,867	\$ 1,100,917		\$ 16,600,667	\$ 13,469,800					\$ 7.38								\$ 6.09	\$ 13.47		
C		CS	On Nolana Loop (4C) from FM 493	Victoria Rd.	HC-152d	0921-02-475	2.55	Proposed 4 Lane Divided	HC 1	\$ 6,196,667	\$ 6,940,267	\$ 700,350	\$ 2,494,750	\$ 743,600		\$ 10,878,967	\$ 6,940,267					\$ 4.00							\$ 2.94	\$ 6.94			
R	2021	CS	On Nolana Loop (S 2-4) from FM 907	FM 88	HC-152r	0921-02-169	7.65	Proposed 4 Lane Divided	HC 1			\$ 3,500,000				\$ 3,500,000	\$ 3,500,000					\$ 3.50									\$ 3.50		
C		SH 107	IH-69C	FM 1426	TX-103	0342-01-103		Construct 6 lane divided urban	TXDOT	\$ 11,300,000	\$ 12,204,000		\$ 588,528	\$ 713,440	\$ 710,770	\$ 14,565,050	\$ 12,204,000		\$ 12.20													\$ 12.20	
C		SH 107	Bus 281-W	I-69C (US 281)	HC-337	0342-01-093	1.3	Operational Improvements and Rehabilitation	TXDOT	\$ 24,445,884	\$ 26,698,284	\$ 3,676,572	\$ 1,250,075	\$ 2,061,347	\$ 1,065,841	\$ 35,491,959	\$ 26,698,284		\$ 26.70														\$ 26.70
C		FM 1015	Mile 12 N.	SH 107	HC-2	1228-03-041	4.5	Proposed 4 lane divided urban	TXDOT	\$ 32,200,000	\$ 36,064,001		\$ 1,677,044	\$ 2,032,988	\$ 2,025,380	\$ 42,791,949	\$ 36,064,000		\$ 36.06														\$ 36.06
C		CS	On Beuten Rd., from FM 676 (Mile 5)	FM 1924 (Mile 3)	HC-900	0921-02-512		Widen from 2 to 4 lanes and continuous turn lane w/ curb and gutter	McAllen	\$ 10,644,480	\$ 15,665,928	\$ 1,100,000	\$ 554,387	\$ 672,053	\$ 669,538	\$ 18,661,906	\$ 15,665,928					\$ 4.06								\$ 11.61	\$ 15.67		
C		FM 2220 Underground Trail Passing	Houston Ave. and Ware Rd.	Westside Park and Field	FMUTP-2	2094-01-074	700 ft.	FM2220 Underground Trail Passing at Houston Ave & Ware Rd.	McAllen		\$ 2,797,139					\$ 2,797,139	\$ 2,797,139												\$ 2.80			\$ 2.80	
C		Cano Trail Safety Improvements	Cano St.	Veterans Blvd.	EDCTS-2	0921-02-533	1.75	8' wide concrete sidewalk trail with ADA ramps	City of Edinburg		\$ 1,107,531					\$ 1,107,531	\$ 1,107,531												\$ 1.11			\$ 1.11	
C		I Road H&B Ph-1	Regional Linear Park	Rancho Blanco Rd.	IRDHB-2	0921-02-532	1.2	10' wide shared-use path	City of Pharr		\$ 1,190,280					\$ 1,190,280	\$ 1,190,280												\$ 1.19			\$ 1.19	
C		FM 3362	SH 495	BUS 83 S	TX-021	3468-01-021		Widen & reconstruct roadway (4 to 6 lanes divided urban)	TXDOT	\$ 10,747,993	\$ 21,638,625		\$ 559,778	\$ 678,588	\$ 676,049	\$ 23,884,337	\$ 21,638,625		\$ 21.64													\$ 21.64	
																	\$ 239,257,076																
BROWNSVILLE																																	
C,CE	2020	CS	On Morrison Rd., from FM 1847	Dana Rd	BMPO-M1	0921-06-291	1.3	Construct 4 lane urban roadway (Seg. 1)	CCRMA	\$ 13,687,602	\$ 15,330,114	\$ -	\$ 712,879	\$ 864,184	\$ 860,950	\$ 18,190,035	\$ 16,194,298													\$ 16.19	\$ 16.19		
																	\$ 25,267,200																
HARLINGEN/SAN BENITO																																	
C		Bus 77X	Commerce St.	Arroyo Bridge	HSB-136	0039-12-254		Construct Raised Median	TXDOT	\$ 4,000,000	\$ 8,215,439	\$ -	\$ 208,328	\$ 252,545	\$ 251,600	\$ 9,051,208	\$ 8,215,439		\$ 8.22													\$ 8.22	
																	\$ 8,215,439																
HIDALGO																																	
C		US 281	7.4 Mi. N. of SH 186	3.9 Mi. N. of SH 186	TX-073	0255-06-073		Construct 4 lanes w/ overpasses and two 2-lane frontage roads	TXDOT	\$ 56,892,857	\$ 84,390,866		\$ 3,064,016	\$ 3,370,418	\$ 5,638,082	\$ 98,276,779	\$ 84,390,866					\$ 28.45								\$ 55.95	\$ 84.39		
C,E		CS	On Nolana Loop, from FM 2220 (Ware Rd)	FM 1926 (23rd st)	HC-155a	0921-02-396	1	Widen from 4 to 6 Lanes w/ median, curb, left turn lane, & bike lanes	McAllen	\$ 3,346,151	\$ 13,380,059	\$ 1,099,198	\$ 655,623	\$ 602,103	\$ 869,704	\$ 17,436,250	\$ 13,380,059					\$ 3.42								\$ 9.96	\$ 13.38		
C		Weslaco Hike & Bike Ph. I	Weslaco City Park N.	Mile 10 N. Rd.	WESHB-1	0921-02-539		Weslaco Hike & Bike Ph. I - 10' Shared Use Path	HC 1	\$ 4,447,661	\$ 4,981,380		\$ 222,272	\$ 399,637	\$ 88,508	\$ 6,803,157	\$ 4,981,380										\$ 1.18		\$ 3.80	\$ 4.98			
C,CE	2020	CS	On Mile 10 N. from Mile 6 W (Westgate Dr.)	FM 1015	HC-264	0921-02-360	3	Widen from 2 to 4 Lanes Divided	Weslaco / HC 1	\$ 21,516,000	\$ 24,097,920	\$ 3,200,000	\$ 1,240,022	\$ 2,366,760	\$ -	\$ 30,904,702	\$ 26,464,680					\$ 18.93								7.54	\$ 26.47		
C & CE	2021	CS	On Mile 6 W. from SH 107	Mile 14 1/2	HC-148ba	0921-02-448	2	Widen from 2 to 4 Lanes Divided	HC 1	\$ 12,788,550	\$ 14,323,176	\$ 1,283,630	\$ 800,000	\$ 1,406,741		\$ 17,813,547	\$ 15,729,917					\$ 12.00							\$ 3.73	\$ 15.73			
C		CS	On International Bridge Trade Corridor, from 365 Tollway at FM 493	IH-2	RMA-3	0921-02-142		Phase I, Construct non-tolled 4 lane divided (at grade) highway (interim)	TXDOT	\$ 219,475,313	\$ 245,812,351	\$ 44,584,210	\$ 11,365,134	\$ 15,145,781	\$ 12,466,198	\$ 336,099,978	\$ 237,845,395		\$ 20.00			\$ 10.28					\$ 20.00		\$ 167.57	\$ 237.85			
C		CS	On Freddy Gonzalez Dr., from US BUS 281 (Clossner Blvd.)	I-69C (US 281)	HC-120	0921-02-440	1.13	Widen and Reconstruct Roadway (2 to 4 Lanes) Divided Urban	Edinburg	\$ 5,196,846	\$ 6,080,656	\$ 560,000	\$ 370,663	\$ 428,109	\$ 386,882	\$ 8,826,310	\$ 6,080,656					\$ 5.52							\$ 0.56	\$ 6.08			
																	\$ 4,511,796,072																
																	\$ 59,870,000																

FY 2020-2045 Metropolitan Transportation Plan (MTP) - Rio Grande Valley MPO

Project Phase	MFA Execution Year	Highway	From	To	MTP#	CSI #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction Cost Estimate	ROW Cost	Preliminary Engineering Cost	Construction Engineering Cost	Contingencies	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMF	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 EareCPNEVI	Cat 11	Rider 11	Cat 12	Other Funds (Local, State, etc)	TRENDS - Innovative Financing	TOTAL																				
STARR																	\$	-																																		
BROWNSVILLE																																																				
C		FM 1732	US 281	IH-69E	BMPO-BB1	0684-03-019	5	Widen from 2 lanes to 4 lanes Urban	TxDOT	\$ 22,560,000	\$ 25,267,200	\$ -	\$ 1,174,972	\$ 1,424,354	\$ 1,419,024	\$ 29,980,942	\$ 25,267,200		\$ 25.27															\$ 25.27																		
C, CE	2020	Whipple Rd	On Whipple Rd, FM 1847	FM 1575	BMPO-P2	0921-06-292	1.3	Proposed 2 lane roadway with continuous left turn lane	CCRMA	\$ 9,481,741	\$ 10,619,550	\$ 139,339	\$ 483,654	\$ 805,948	\$ 388,751	\$ 12,723,486	\$ 11,425,498					\$ 4.54									\$ 6.9			\$ 11.43																		
HARLINGEN/SAN BENITO																	\$	11,425,498																																		
HIDALGO																																																				
C		Bus 77X	Jefferson Ave	0.035 Mi S of SS 206	HSB-135	0327-08-102		Install Raised Median	TxDOT	\$ 5,257,303	\$ 5,888,179	\$ -	\$ 259,488	\$ 332,569	\$ 38,378	\$ 6,041,313	\$ 2,745,525														\$ 2.75			\$ 2.75																		
HIDALGO																	\$	2,745,525																																		
C		FM 1925	FM 681	Wallace Rd	HC-348	1803-01-095	4.75	Proposed 4 lane curb & gutter w/ shoulders	TxDOT	\$ 28,152,000	\$ 31,530,240	\$ -	\$ 1,466,215	\$ 1,777,412	\$ 1,770,761	\$ 34,034,148	\$ 31,530,240		\$ 31.53																\$ 31.53																	
C		SH 107	Hidalgo/Cameron Co. Line	Louisiana St		0342-03-040		Widen from 2 to 4 lane roadway	TxDOT	\$ 13,767,575	\$ 15,419,684		\$ 717,044	\$ 869,233	\$ 865,980	\$ 16,644,206	\$ 15,419,684		\$ 15.42																\$ 15.42																	
C		FM 88	FM 1925	5th Ave.		0698-02-060		Widen from 2 to 4 lanes	TxDOT	\$ 10,000,000	\$ 10,800,000		\$ 520,821	\$ 631,363	\$ 629,000	\$ 12,889,425	\$ 10,800,000		\$ 10.80																\$ 10.80																	
C		SH 68	US 83	FM 1925	HC-295C	3629-01-001	10	Construct new 4 lane divided rural highway facility	TxDOT	\$ 215,559,722	\$ 232,804,500	\$ 21,996,250	\$ 11,238,422	\$ 8,921,931	\$ 13,795,822	\$ 295,408,236	\$ 232,804,500				\$ 76.22										\$ 156.58				\$ 232.80																	
C		FM 2220 (Ware Rd)	SH 107	Mile 5 N (Auburn Ave)	HC-19a	2094-01-062	2.5	Widen from 2 to 6 lane w/ median	TxDOT	\$ 29,849,170	\$ 33,431,070	\$ 15,691,803	\$ 1,554,607	\$ 1,884,565	\$ 1,877,513	\$ 51,777,732	\$ 33,431,070		\$ 33.43																\$ 33.43																	
STARR																	\$	5,193,872,899																																		
C		SL 195	New Location, US 83 @ Loma Blanca	Fm 649	ST-05	3632-01-003		Construct Rio Grande City/Roma Relief Route	TxDOT	\$ 90,352,435	\$ 101,194,727	\$ 3,823,042	\$ 4,678,738	\$ 6,235,135	\$ 5,132,018	\$ 112,990,418	\$ 101,194,727					\$ 64.32									\$ 36.87				\$ 101.19																	
BROWNSVILLE																	\$	101,194,727																																		
C, CE		Dana Ave.	FM 3248	FM 802	BMPO-DR1	0921-06-330	2.4	Widen roadway and add sidewalks	CCRMA	\$ 16,189,826	\$ 17,485,012		\$ 843,200	\$ 1,022,165	\$ 1,018,340	\$ 20,418,654	\$ 18,507,177				\$ 0.40	\$ 16.18								\$ 1.93				\$ 18.51																		
HARLINGEN/SAN BENITO																	\$	18,507,177																																		
HIDALGO																																																				
C, CE		Trenton Rd	I-69 C/US 281	FM 907	HC-177a	0921-02-442	1.3	Construct 4 Lane	Edinburg / HC 4	\$ 26,428,198	\$ 29,599,582	\$ 2,480,648	\$ 1,556,458	\$ 1,708,954	\$ 35,345,642	\$ 31,308,536						\$ 14.44								\$ 16.87				\$ 31.31																		
C		US 281	3.9 Mi. N. of SH 186	SH 186	HC-281	0255-06-069		Construct 4 Lanes with overpasses and two-2 lane frontage roads	TxDOT	\$ 63,346,154	\$ 65,880,000	\$ 1,662,875	\$ 3,411,564	\$ 3,752,721	\$ 6,277,604	\$ 83,003,853	\$ 65,880,000													\$ 65.88					\$ 65.88																	
C		US 281	4.4 Mi. S. of Hidalgo/Brooks CL	7.4 Mi. N. of SH 186	TX-074	0255-06-074		Construct 4 Lanes with Overpasses and Two 2-Lane Frontage Roads	TxDOT	\$ 67,000,000	\$ 75,040,001		\$ 3,608,345	\$ 3,969,180	\$ 6,639,700	\$ 91,392,777	\$ 75,040,001				\$ 1.54								\$ 73.50					\$ 75.04																		
C		US 281	Hidalgo/Brooks CL	4.4 Mi. S. of Hidalgo/Brooks CL	TX-075	0255-06-075		Construct 4 Lanes with Overpasses and Two 2-Lane Frontage Roads	TxDOT	\$ 63,739,540	\$ 71,388,285		\$ 3,432,750	\$ 3,776,025	\$ 6,316,588	\$ 86,945,276	\$ 71,388,285				\$ 71.39														\$ 71.39																	
C		CS	I-69 Connector, from IH-69C/US 281	IH-69E/US 77		0921-02-353	6.5	Construct 4 Lane Divided Rural Roadway on New Location	TxDOT	\$ 133,900,000	\$ 149,968,000		\$ 6,981,010	\$ 5,542,067	\$ 8,569,600	\$ 159,124,296	\$ 149,968,000		\$ 149.97																\$ 149.97																	
C		Sprague Ave	Sugar Rd	SH 336 (N 10th St)	HC-170	0921-02-466	2.13	Widen to 4 Lane	Edinburg	\$ 4,460,000	\$ 4,995,200	\$ 951,200	\$ 244,765	\$ 249,760	\$ 324,688	\$ 7,075,315	\$ 4,995,200					\$ 4.50												\$ 4.50																		
C		SH 107 (Conway)	FM 1924 N (Mile 3 N)	FM 676 (Mile 5 N)	HC-224	0528-01-113	1.954	Widen from 4 to 6 lane divided rural	TxDOT/HC 3	\$ 16,200,000	\$ 20,442,240	\$ -	\$ 843,730	\$ 1,022,807	\$ 1,018,980	\$ 23,327,757	\$ 20,442,240		\$ 20.44															\$ 20.44																		
STARR																	\$	419,022,262																																		
BROWNSVILLE																																																				
C		SH 48	SH 4	FM 511	BMPO-G2	0220-05-076	3.7	Proposed 6 lanes with raised median	TxDOT	\$ 28,043,000	\$ 31,408,160		\$ 1,460,538	\$ 1,770,530	\$ 1,763,905	\$ 33,902,373	\$ 31,408,160		\$ 31.41																	\$ 31.41																
HIDALGO																	\$	31,408,160																																		
BROWNSVILLE																																																				
C, CE		Henderson Rd.	FM 1847	FM 1575		0921-06-309		Widen from 2 to 4 lanes	CCRMA	\$ 6,733,807	\$ 7,300,000		\$ 785,000	\$ 552,500	\$ 455,000	\$ 9,547,500	\$ 7,852,500														\$ 7.85				\$ 7.85																	
C, CE		SPI 2nd Access	SH 100, across Laguna Madre	PR 100	BMPO-SPI2	0921-06-163		Construct 4-lane Roadway with Elevated Bridge	CCRMA	\$ 689,474,240	\$ 772,211,148.32	\$ 5,600,000	\$ 15,000,000	\$ 36,456,199	\$ 35,301,081	\$ 864,568,428	\$ 808,667,347													\$ 808.67					\$ 808.67																	
C		FM 1846	BUS 77	San Jose Ranch Rd.		1065-02-042		Widen to 4 Lane Divided Rural with Left Turn Lane	TxDOT	\$ 6,000,000	\$ 6,720,000.00		\$ 312,493	\$ 378,818	\$ 377,400	\$ 7,788,710	\$ 6,720,000		\$ 0.50											\$ 6.22					\$ 6.22																	
STARR																	\$	823,239,847																																		
HARLINGEN/SAN BENITO																																																				
C		Outer Parkway	IH 69E	FM 106/General Brant Rd	HSB-126	0921-06-283	21.5	New Location - Controlled Access 4 lane Toll Facility	CCRMA	\$ 120,000,000	\$ 134,400,000	\$ 5,000,000	\$ 2,800,000		\$ 156,600,000	\$ 139,400,000														\$ 139.40					\$ 139.40																	
PE.C		FM 509	BUS 77	FM 508	HSB-509	2369-01-033		Widen to 4 Lane Divided Rural with Left Turn Lane	CCRMA	\$ 24,000,000	\$ 26,800,000		\$ 1,550,000	2284000	1515000	\$ 33,744,000	\$ 28,350,000		\$ 0.50											\$ 27.85					\$ 28.35																	
PE.C		FM 509	BUS 77	FM 508	HAR-04	2369-01-033	6.85	Widen to 4 Lane Divided Rural with Left Turn Lane	Harlingen	\$ 24,000,000	\$ 26,880,000		\$ 1,249,970	\$ 1,515,270	\$ 1,509,600	\$ 31,154,841	\$ 26,880,000		\$ 0.50										\$ 26.38					\$ 26.88																		

FY 2020-2045 Metropolitan Transportation Plan (MTP) - Rio Grande Valley MPO

Project Phase	M/F Execution Year	Highway	From	To	M/FW	CSM #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction Cost Estimate	ROW Cost	Preliminary Engineering Cost	Construction Engineering Cost	Contingencies	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMF	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 BARC/DMET	Cat 11	Rider 11	Cat 12	Other Funds (Local, State, etc)	TRENDS - Innovative Financing	TOTAL	
HIDALGO																																	
C		SH 107 (Conway)	FM 676	FM 681/ FM 2993.	HC-343	0528-01-112	2	Widen from 4 lanes to 6 lanes divided urban	TxDOT/ HC 3	\$ 23,397,795	\$ 26,205,530	\$ -	\$ 1,218,606	\$ 1,477,249	\$ 1,471,721	\$ 30,373,107	\$ 26,205,530		\$ 26.21													\$ 26.21	
C		SH 364 (La Homa)	FM 2221	FM 676	HC-182ab	2966-01-014	2	Widen from 2 lanes to 5 lane curb and gutter	TxDOT	\$ 5,500,000	\$ 6,160,000	\$ -	\$ 286,452	\$ 347,249	\$ 345,950	\$ 7,309,184	\$ 6,160,000		\$ 6.16												\$ 6.16		
R.E.C		Moore Rd East	Cage Blvd	I Rd	HC-380	0921-02-437	1.25	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	Pharr	\$ 6,744,537	\$ 8,777,781	\$ 605,000	\$ 330,482	\$ 597,125		\$ 10,310,388	\$ 7,946,662					\$ 7.95									\$ 7.95		
C.CE		Las Milpas Rd West	Jackson Rd	Cage Blvd	HC-377	0921-02-434	1.25	Widen to 4 lane curb and gutter rd	Pharr	\$ 5,625,000	\$ 6,300,000	\$ 792,000	\$ 275,625	\$ 618,750		\$ 7,986,375	\$ 6,243,750					\$ 6.24									\$ 6.24		
R.CE		FM 396	at FM 396/IH-2 Intersection			3097-02-020		Construct Direct Connectors (NB & SB)	TxDOT	\$ 108,000,000	\$ 120,960,000	\$ -	\$ 5,780,452	\$ 9,000,989	\$ 9,968,400	\$ 145,709,841	\$ 120,960,000												\$ 120.96		\$ 120.96		
C & CE		FM 1423	Minnesota Rd	IH-2		1427-01-037		Widen and reconstruct roadway (2 to 6 lanes) divided urban	TxDOT	\$ 28,008,607	\$ 31,369,640	\$ -	\$ 1,458,747	\$ 1,768,359	\$ 1,761,741	\$ 36,358,487	\$ 31,369,640		\$ 31.37												\$ 31.37		
																	\$ 198,885,582												\$ 14,190,000				
BROWNSVILLE																																	
HARLINGEN/SAN BENITO																																	
HIDALGO																																	
C, CE		Mile 2 W.	SH 107	I-2	MI-2W	Pending	9.7	Restore and reconstruct existing roadway to meet current design standards	HC 1	\$ 10,000,000	\$ 11,200,000	\$ -	\$ 1,000,000	\$ 1,200,000		\$ 13,400,000	\$ 12,400,000												\$ 12.40		\$ 12.40		
																	\$ 12,400,000																
BROWNSVILLE																																	
HARLINGEN/SAN BENITO																																	
HIDALGO																																	
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HARLINGEN/SAN BENITO																																	
HIDALGO																																	
BROWNSVILLE																																	
C, E		Coffee Port Road	FM 802	N. Central Ave.	BMPO-CP4	0921-06-329	4	Road Reconstruction and add shoulders	City of Brownsville	\$ 10,560,000	\$ 11,827,200	\$ -	\$ 517,440	\$ 523,776	\$ 210,144	\$ 13,078,560	\$ 12,350,976					\$ 10.56								\$ 1.79	\$ 12.35		
C, CE	2020	Morrison Rd Seg. 2	Dana Rd.	FM 511	BMPO-M1-2	0921-06-362	3	Construct 4 lane urban roadway	CCRMA	\$ 20,336,000	\$ 22,776,320	\$ -	\$ 348,837	\$ 1,708,224	\$ 738,000	\$ 25,571,381	\$ 24,484,544													\$ 24.48	\$ 24.48		
C		San Roman Rd.	FM 2480	SH 100	BMPO-SR3	0921-06-335	3	Full road reconstruction	CCMRA	\$ 2,472,216	\$ 2,768,882	\$ 271,944	\$ 121,139	\$ 122,622	\$ 49,197	\$ 3,333,784	\$ 2,768,882					\$ 2.47								\$ 0.30	\$ 2.77		
C		Old Port Isabel Rd	Morrison Road	240' NE of Randy Lee Rd.	BMPO-OP4	0921-06-332	1.4	Full road reconstruction	CCRMA	\$ 3,300,000	\$ 3,696,000	\$ 396,000	\$ 161,700	\$ 163,680	\$ 65,670	\$ 4,483,050	\$ 3,696,000					\$ 3.30								\$ 0.40	\$ 3.70		
C		14th Street	Security Dr.	Tyler Street	BMPO-CB3	0921-06-328	1.62	Reconstruction of Roadway	City of Brownsville	\$ 3,888,000	\$ 4,354,560	\$ -	\$ 190,512	\$ 192,845	\$ 77,371	\$ 4,815,288	\$ 4,354,560					\$ 3.89								\$ 0.46	\$ 4.35		
C		IH-69E Grade Separation	.5 MI N of University Blvd	.5 MI S of University Blvd	BMPO-UB1	0039-16-070		Construct a grade separation	TxDOT	\$ 11,000,000	\$ 12,320,000	\$ -	\$ 588,750	\$ 916,767	\$ 1,015,300	\$ 13,869,261	\$ 12,320,000													\$ 12.32	\$ 12.32		
C		FM 1847	FM 510	FM 2925	BMPO-PL3	1801-02-020	13.4	Widen from 2 to 4 lanes	TxDOT	\$ 27,500,000	\$ 30,800,000	\$ -	\$ 1,432,258	\$ 1,736,247	\$ 1,729,750	\$ 33,245,918	\$ 30,800,000													\$ 30.80	\$ 30.80		
C		International Blvd	IH-69E	Washington St.	BMPO-IB3	1504-01-038	0.8	Install raised median	TxDOT/ Brownsville	\$ 600,000	\$ 672,000	\$ -	\$ 29,615	\$ 37,955	\$ 4,380	\$ 761,476	\$ 600,000													\$ 0.60	\$ 0.60		
C		Billy Mitchell Blvd FM 2519	SH 4	Jose Colunga Street	BMPO-BM3	0487-01-015	1.4	Construct raised median, sidewalks, pavement overlay.	TxDOT/ Brownsville	\$ 1,500,000	\$ 1,680,000	\$ -	\$ 74,037	\$ 94,888	\$ 10,950	\$ 1,903,692	\$ 1,500,000													\$ 1.50	\$ 1.50		
C		SH 48	1/4 mile East of FM 511	1/4 mile East of entrance to the Fishing Harbor	BMPO-SH5	0220-07-065		Construct 2 lane frontage road and ramps (East bound)	TxDOT	\$ 9,500,000	\$ 10,640,000	\$ -	\$ 508,466	\$ 791,754	\$ 876,850	\$ 13,117,998	\$ 10,640,000													\$ 10.64	\$ 10.64		
C		SH 48	1/4 mile East of entrance to the Fishing Harbor	FM 511/SH 48 overpass	BMPO-SH6	0220-07-066		Construct 2 lane frontage road and ramps (West bound)	TxDOT	\$ 9,900,000	\$ 11,088,000	\$ -	\$ 529,874	\$ 825,091	\$ 913,770	\$ 13,670,335	\$ 11,088,000													\$ 11.09	\$ 11.09		
C		FM 3248 Extension to Flor de Mayo Intl Bridge	US 281	Flor de Mayo Bridge	BMPO-AG4	0921-06-331		Construct 4 divided highway to the Flor de Mayo Intl. Bridge	CCRMA	\$ 10,880,000	\$12,185,600	\$ -	\$ 545,222	\$ 489,587	\$ 246,976	\$ 13,790,067	\$ 12,185,600													\$ 12.19	\$ 12.19		
																	\$ 126,788,562												\$ 20,220,216				
HARLINGEN/SAN BENITO																																	
C		Loop 499	Business 77	SS 206	HSB-137	1137-02-038		Widen from 4 lanes to 6 lanes with Raised Median	TxDOT	\$ 12,566,684	\$ 14,048,162	\$ -	\$ 615,766	\$ 746,459	\$ 743,666	\$ 15,712,063	\$ 14,048,162													\$ 14.05	\$ 14.05		
C		Bus 77X	Arroyo Colorado Bridge	FM 510	HSB-122	0039-12-057	1.6	Widen from 4 lanes to 6 lanes with Raised Median	TxDOT	\$ 32,880,364	\$ 36,826,008	\$ -	\$ 1,712,478	\$ 2,075,943	\$ 2,068,175	\$ 43,696,112	\$ 36,826,008													\$ 36.83	\$ 36.83		
																	\$ 50,874,170																
HIDALGO																																	
C		Sioux Rd	On Sioux Rd from N I RD	Cesar Chavez Rd	HC-306	0921-02-464	2.1	Divided Urban Section	San Juan	\$ 12,600,000	\$ 14,112,000	\$ 3,000,000	\$ 691,488	\$ 635,040	\$ 917,280	\$ 20,230,752	\$ 14,112,000													\$ 14.11	\$ 14.11		
C		East Eldora Rd (Segment II)	FM 907 (Alamo Rd)	I Rd	HC-323	0921-02-454	2.6	Divided Urban Section	San Juan/ HC 2	\$ 5,400,000	\$ 6,048,000	\$ 1,300,000	\$ 296,352	\$ 492,273	\$ 393,120	\$ 8,904,721	\$ 6,048,000												\$ 6.05	\$ 6.05			
C		FM 88	SH 107	0.2mi N of FM 1925	HC-39cb	0698-02-043	1.65	Widen to 4 Lane Divided	Elsa/ HC 1	\$ 8,147,277	\$ 9,124,950	\$ -	\$ 193,275	\$ 719,229		\$ 10,037,454	\$ 9,124,950												\$ 9.12	\$ 9.12			
C, R, E		Minnesota Rd West	Jackson Rd	IH-69C	HC-381	0921-02-438	1.25	Widen to 2 lane curb and gutter road with shoulders and left turn lane	Pharr	\$ 7,792,544	\$ 8,727,649	\$ -	\$ 405,852	\$ 491,992	\$ 490,151	\$ 10,355,843	\$ 7,792,544					\$ 7.79								\$ 7.79			
C, R		SH 68 - Phase II	FM 1925	IH 69C / US 281	HC-327	3629-01-002	12.38	Divided Rural Highway	TxDOT	\$ 81,819,137	\$ 91,637,433	\$ 38,636,495	\$ 4,265,723	\$ 3,386,461	\$ 5,236,425	\$ 97,232,357	\$ 130,273,928												\$ 130.27	\$ 130.27			
C		SH 68 - Phase III	IH 2 / US 83	IH 69C / US 281	HC-328	3629-01-003	20	Main Lanes with Overpasses	TxDOT	\$ 319,032,483	\$ 357,316,381	\$ -	\$ 16,633,078	\$ 13,204,627	\$ 20,418,079	\$ 379,132,333	\$ 357,316,381												\$ 357.32	\$ 357.32			
C, CE		Las Milpas Rd East	Cage Blvd	I Rd	HC-378	0921-02-435	1.25	Widen to 4 lane curb and gutter rd	Pharr	\$ 7,020,000	\$ 7,862,400	\$ 455,000	\$ 330,482	\$ 597,125		\$ 9,245,007	\$ 8,459,525					\$ 8.46								\$ 8.46			
C		SH 107	West Levee	FM 1425		0342-02-052		Reconstruct and Widen to 4 lane rural	TxDOT	\$ 67,831,808	\$ 75,971,625	\$ -	\$ 3,532,823	\$ 4,282,647	\$ 4,266,621	\$ 60,486,423	\$ 75,971,625													\$ 75.97	\$ 75.97		

FY 2020-2045 Metropolitan Transportation Plan (MTP) - Rio Grande Valley MPO

Project Phase	MFA Execution Year	Highway	From	To	MTP#	CS# #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction Cost Estimate	ROW Cost	Preliminary Engineering Cost	Construction Engineering Cost	Contingencies	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - T&E	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Ear/CRP/NEVI	Cat 11	Rider 11	Cat 12	Other Funds (Local, Trans, etc)	TRENDS - Innovative Financing	TOTAL						
C.R.E		Minnesota Rd East	IH-69C	1 Rd	HC-382	0921-02-439	1.25	Widen to 3 lane curb and gutter road with shoulders and left turn lane	Pharr	\$ 7,792,544	\$ 8,727,649		\$ 405,852	\$ 491,992	\$ 490,151	\$ 10,355,843	\$ 7,792,544					\$ 7.79									\$ 7.79							
C		Alberta Rd	McColl Rd	US 281	HC-87	0921-02-452	2.07	Widen to 4 Lane	Edinburg	\$ 4,626,450	\$ 5,181,624	\$ 759,794	\$ 253,900	\$ 259,081	\$ 336,806	\$ 7,112,465	\$ 5,181,624													\$ 5.18	\$ 5.18							
C		Abram Rd	Bus 83	US Expressway 83	HC-84a	0921-02-450	1	4 Lane Divided Urban Section	Palmview / HC 3	\$ 4,500,000	\$ 5,040,000	\$ 1,060,000	\$ 246,960	\$ 252,000	\$ 327,600	\$ 7,239,040	\$ 5,040,000													\$ 5.04	\$ 5.04							
C		FM 3072 (Dicker Rd)	S Cage Blvd	FM 907 (Alamo Rd)	HC-26	3098-01-018	4	Widen to 4 Lane Divided	San Juan / Pharr	\$ 8,940,000	\$ 10,012,800	\$ 1,072,800	\$ 490,627	\$ 450,576	\$ 650,832	\$ 13,298,429	\$ 10,012,800													\$ 10.01	\$ 10.01							
C		FM 1015	SH 107	FM 1925	HC-3	1228-02-031	1.5	Widen to 4 Lane Divided	Edcouch / HC 1	\$ 3,116,500	\$ 3,490,480	\$ 373,980	\$ 152,709	\$ 155,825	\$ 202,573	\$ 4,568,789	\$ 3,490,480													\$ 3.49	\$ 3.49							
C		International Bridge Trade Corridor (IBTC) - Phase II ultimate	365 Tollway at FM 493	IH-2	RMA-3	0921-02-202		6 lane non-tolled controlled access facility with 4 lane access roads	HCRMA	\$ 158,805,648	\$ 177,862,326	\$ 35,688,406	\$ 9,654,264	\$ -	\$ -	\$ 223,204,996	\$ 177,862,326													\$ 177.86	\$ 177.86							
																	\$ 818,478,727										\$ 24,045,088											
																	FY 2024 - 2033 Totals (\$Millions)										\$ -	\$ 966.61	\$ 526.59	\$ 127,050,605.98	\$ 16.13	\$ 10.75	\$ 44.72	\$ 57.94	\$ 41.32	\$ 495.05		
																	Categories										1	2	3	4,5,6	7	8	9	10 CBI	10 Ear/CRP/NEVI	11	Rider 11	12

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BROWNSVILLE																															
	SH 48							Build a SH 48 overpass (with ramps) at the entrance to the Next Decade LNG facility.	TxDOT	\$ 15,000,000			\$ 735,000	\$ 744,000	\$ 298,500	\$ 16,777,500															
	SH 550 Connector	IH-69E	IH-169E					Construct direct connector	CCRMA	\$ 40,000,000		\$ 3,000,000	\$ 1,960,000	\$ 1,984,000	\$ 796,000	\$ 47,740,000															
	Flor de Mayo Bridge	FM 3248	US 281					Construct International Bridge	CCRMA	\$ 20,000,000			\$ 980,000	\$ 992,000	\$ 398,000	\$ 22,370,000															
	Old Port Isabel Rd	SH 550	SH 100			7.3		Construct two lane rural	CCRMA	\$ 20,000,000		\$ 500,000	\$ 980,000	\$ 992,000	\$ 398,000	\$ 22,870,000															
	N. Vermillion Ave.	SH 4	FM 802			1.5		Reconstruct roadway and add shoulders	Cameron County	\$ 5,625,000		\$ 600,000	\$ 275,625	\$ 279,000	\$ 111,938	\$ 6,891,563															
	IH-69E	13th Street	14th Street					Construct a Park and Ride facility under IH-69E	City of Brownsville	\$ 3,000,000			\$ 147,000	\$ 148,800	\$ 59,700	\$ 3,355,500															
	FM 3248	On FM 3248, .2 miles west of IH-69E						Construct a North-West side transit transfer station	City of Brownsville	\$ 1,250,000		\$ 250,000	\$ 61,250	\$ 62,000	\$ 24,875	\$ 1,648,125															
	Palo Alto Hike and Bike Trail	Palo Alto Battlefield National Historical Park	Eco Tourism at Laguna Vista			15		Construct Hike and Bike trail	CCRMA	\$ 8,000,000			\$ 392,000	\$ 396,800	\$ 159,200	\$ 8,948,000															
	West Blvd.	US 281/ Boca Chica Blvd.	IH-69E SB Frontage Road, W. of Old Alice Rd.			7		Construct Multimodal Facility	CCRMA	\$ 12,000,000			\$ 588,000	\$ 595,200	\$ 238,800	\$ 13,422,000															
	ITS changeable message signs	IH-69E various locations				15		Install ITS changeable message signs	TxDOT	\$ 1,500,000			\$ 73,500	\$ 74,400	\$ 29,850	\$ 1,677,750															

HIDALGO

	Pharr Intl Bridge	At Pharr/Reynosa Intl bridge			HC-231c	0921-02-255		Improvements (cold storage) at Pharr/Reynosa Intl bridge	County	\$ 352,000		\$ 42,240	\$ 17,248	\$ 26,400	\$ 24,640	\$ 484,352																\$	
R	Holland Rd.	SH 495	2 Mile Line		New Project	1		Construct 4 lane urban roadway	Mission	\$ 6,661,099	\$ 6,661,099	\$ 620,400		\$ 732,721	\$ 8,014,220																	\$	
C.CE	Glasscock Rd.	FM 1016 (Military HWY)	FM 494		New Project	1.44		Construct 4 lane urban roadway	Mission	\$ 9,591,983	\$ 9,591,983	\$ 1,400,000		\$ 1,055,118	\$ 12,047,101																		
C.CE	Los Ebanos Rd.	SH 495	Mile 2 Rd.		New Project	1		Construct 4 lane urban roadway	Mission	\$ 6,661,099	\$ 6,661,099	\$ 816,000		\$ 732,721	\$ 8,209,820																		
C	Freddy Gonzalez	Shary Rd	Ware Rd		New Project			Construct & widen from 2 to 4 lanes w/ continuous trunk lane, curb & gutter	McAllen	\$ 4,900,000	\$ 4,900,000	\$ 1,800,000	\$ 196,000	\$ 588,000	\$ 7,484,000																		
C	Freddy Gonzalez	Ware Rd	26th St		New Project			Construct & widen from 2 to 4 lanes w/ continuous trunk lane, curb & gutter	McAllen	\$ 7,253,500	\$ 7,253,500	\$ 967,750	\$ 290,140	\$ 870,420	\$ 9,381,810																		
C	Kennedy Ave	Taylor Rd	Bentzen Rd.		New Project			Construct & widen from 2 to 4 lanes w/ continuous trunk lane, curb & gutter, w/ bike	McAllen	\$ 4,100,000	\$ 4,100,000	\$ 630,000	\$ 164,000	\$ 492,000	\$ 5,386,000																		
C	Chapin	FM 1926 (23rd)	34th lane		New Project			Construct 4 lane roadway w/ curb & gutter	McAllen	\$ 5,215,000	\$ 5,215,000.00	\$ 644,000	\$ 195,500	\$ 625,000	\$ 6,679,500																		
E.R	Freddy Gonzalez	Shary Rd	Ware Rd		New Project			Construct & widen from 2 to 4 lanes w/ continuous trunk lane, curb & gutter	McAllen	\$ 4,900,000	\$ 5,488,000	\$ 1,800,000	\$ 196,000	\$ 588,000	\$ 8,072,000	\$ 2,584,000														\$ 2.58	\$ 2.58		
E.R	CS	On Freddy Gonzalez, from 26th St.	10th St		New Project			Construct & widen from 2 to 4 lanes w/ cont. turn ln, curb & gutter	McAllen	\$ 6,521,750	\$ 6,521,750	\$ 1,201,375	\$ 260,870	\$ 782,610	\$ 8,766,605	\$ 2,244,855													\$ 2.24	\$ 2.24			
C.E	SH 365 (Phase III)	FM 396 (Anzakdas Highway)	FM 1016 (Conway Rd)		RMA-1b	3627-01-002		Toll improvement being a 4 lane controlled access facility	HCRMA	\$ 37,620,524	\$ 42,134,987	\$ 5,406,143	\$ 3,215,286	\$ 1,380,765	\$ -	\$ 52,907,943	\$ 43,515,752												\$ 43.52	\$ 43.52			
C.CE	SH 365 (Ultimate Construction Phase IV)	US 281 Military Highway	FM 1016 (Conway Rd)		RMA-1c	0921-02-477		Expansion from a 4-lane to 6-lane controlled access toll facility (constructing an additional 2-lanes)	HCRMA	\$ 75,371,557	\$ 84,416,144	\$ -	\$ 3,841,693	\$ 4,899,151	\$ -	\$ 94,287,561	\$ 90,445,868											\$ 90.45	\$ 90.45				
C	SH 336 (10th st)	Trenton Rd	SH 107		HC-249b	0621-01-112	2.8	Widen to 6 Lanes	Edinburg / McAllen	\$ 7,290,000	\$ 8,164,800	\$ 874,800	\$ 400,075	\$ 408,240	\$ 530,712	\$ 10,884,845	\$ 8,164,800													\$ 8.16	\$ 8.16		
C	FM 3461 (Nolana)	FM 2061 (McColl Rd)	US 281		HC-113	1802-02-014	1.746	Widen to 6 Lanes	McAllen / Pharr	\$ 7,250,000	\$ 8,120,000	\$ 870,000	\$ 397,880	\$ 406,000	\$ 527,800	\$ 10,825,120	\$ 8,120,000												\$ 8.12	\$ 8.12			
C	SH 495	2nd St (McAllen)	US 281		HC-62a	0865-01-115	3.9	Widen to 6 lane divided	McAllen / Pharr	\$ 9,535,500	\$ 10,679,760	\$ 1,144,260	\$ 523,308	\$ 480,589	\$ 694,184	\$ 14,184,247	\$ 10,679,760												\$ 10.68	\$ 10.68			
C	FM 493 (La Blanca)	SH 107	Mile 14 N Rd		HC-34b	0863-01-051	2.3	Widen to 4 Lane Divided	HC 1-4	\$ 6,670,000	\$ 7,470,400	\$ 800,400	\$ 366,050	\$ 373,520	\$ 485,576	\$ 9,959,110	\$ 7,470,400											\$ 7.47	\$ 7.47				
E.R	CS	On Chapin, from FM 1926 (23rd)	34th lane		New Project			Construct 4 lane roadway w/ curb & gutter	McAllen	\$ 5,215,000	\$ 5,215,000.00	\$ 644,000	\$ 195,500	\$ 625,000	\$ 6,679,500	\$ 1,464,500												\$ 1.46	\$ 1.46				

