

Project Readiness Workshop

LRGVDC Ken Jones Executive Boardroom
June 4, 2024
11:00am – 1:00pm

***Increase Utilization
& Decrease Carryover***

- I. Purpose
 - a. TAC Rule Change – 200% threshold
 - b. Ensure projects are developing to meet letting schedules
- II. Wrapping up FY2024
 - a. Project letting success
 - b. Utilization & Carryover updates
- III. NEW Transportation Improvement Program (TIP)s
 - a. FY2025 Project Reporting
 - b. FY2026 Project Reporting
 - c. FY2027 Project Reporting
 - d. FY2028 Project Reporting
- IV. Metropolitan Transportation Plan (MTP) Projects
 - a. FY2029 Summary
 - b. FY2030 Summary
 - c. Outside years Summary
- V. Next Steps
 - a. Quarterly Project Reporting
 - b. Meet with TxDOT FIN

FEDERAL FUNDING PROCESS RECAP
with related documents and potential outcomes at different phases.



Per the BIL, FHWA apportions funds to the State.

Apportionment = BIL & CFR
(Feds commit funds to States)

Allocation = TAC & UTP
(States commit funds to MPOs)

Apportioned funds are **suballocated** to the MPO for programming.

Programming = MTP & TIP
(MPOs commit funds to LGs)

Funding for the MPO-selected/ programmed/LG-awarded projects is available to be obligated for four fiscal years (the year funds were apportioned plus three additional fiscal years).

Obligation = FPAA & SLOA
(Feds & State commit funds to LGs)

Unobligated amounts will lapse after the fourth fiscal year, starting with the oldest program funds first. The region will lose that portion of funds.

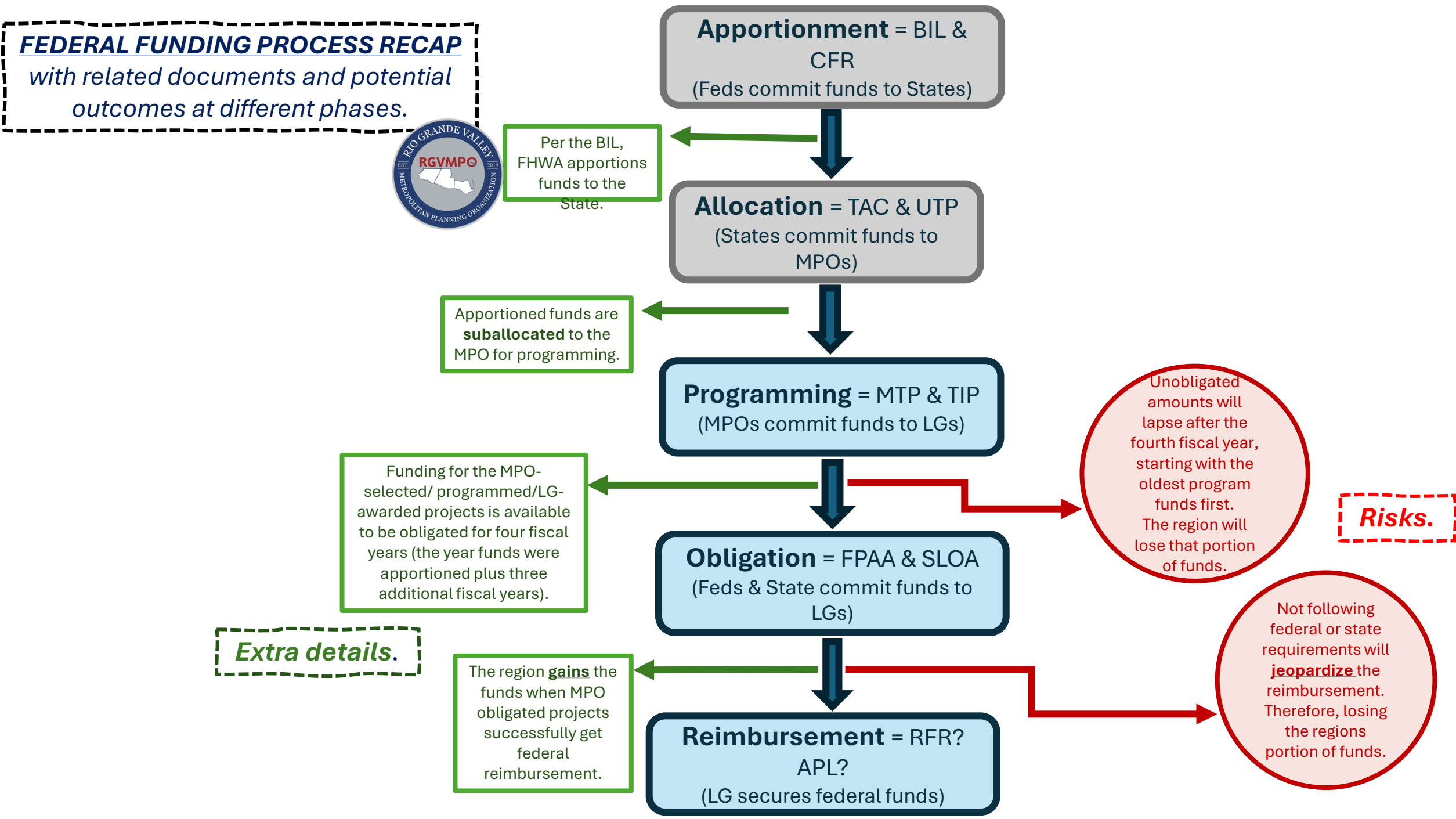
Risks.

Extra details.

The region **gains** the funds when MPO obligated projects successfully get federal reimbursement.

Reimbursement = RFR? APL?
(LG secures federal funds)

Not following federal or state requirements will **jeopardize** the reimbursement. Therefore, losing the regions portion of funds.



■ §16.154 – Transportation Allocation Funding Formulas

Category Allocations

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

Carryover Adjustments

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

Federal funds lapse within 4 years of allocation.

■ §16.105 – Unified Transportation Program

Major Changes

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

Increase Utilization & Decrease Carryover!



- Fall:

- FIN finalize carryover
- FIN/TPP run report of carryover
- Assess programming / planned use for funds
- Provide and discuss report to districts/MPOs

- Winter:

- FIN/TPP rerun report and assess programming / planned use for funds
- Present UTP Distribution to Commission
- TxDOT leadership consider implementing TAC 200% threshold
- Report provided to Commission and notification to impacted MPOs prior to redistribution of carryover

Project Reporting

FY2024

Transportation Improvement Program (TIP; 4-YR) Projects

FY2025

FY2026

FY2027

FY2028

Metropolitan Transportation Plan (MTP; 10-YR) Projects

FY2029

FY2030

Outer Years

23 U.S. Code § 134

(h) SCOPE OF PLANNING PROCESS.—

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

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

(2) PERFORMANCE-BASED APPROACH.—

(A) In general.—

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

(B) Performance targets.—

(i) Surface transportation performance targets.—

(I) In general.—

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

(II) Coordination.—

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

(ii) Public transportation performance targets.—

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

(C) Timing.—

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

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

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

(j) METROPOLITAN TIP.—

(1) DEVELOPMENT.—

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

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

(B) Opportunity for comment.—

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

(C) Funding estimates.—

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

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

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

(2) CONTENTS.—

(A) Priority list.—

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

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

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

(C) Descriptions.—

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

(D) Performance target achievement.—

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

RGVMPO's 2023 Performance Management Framework

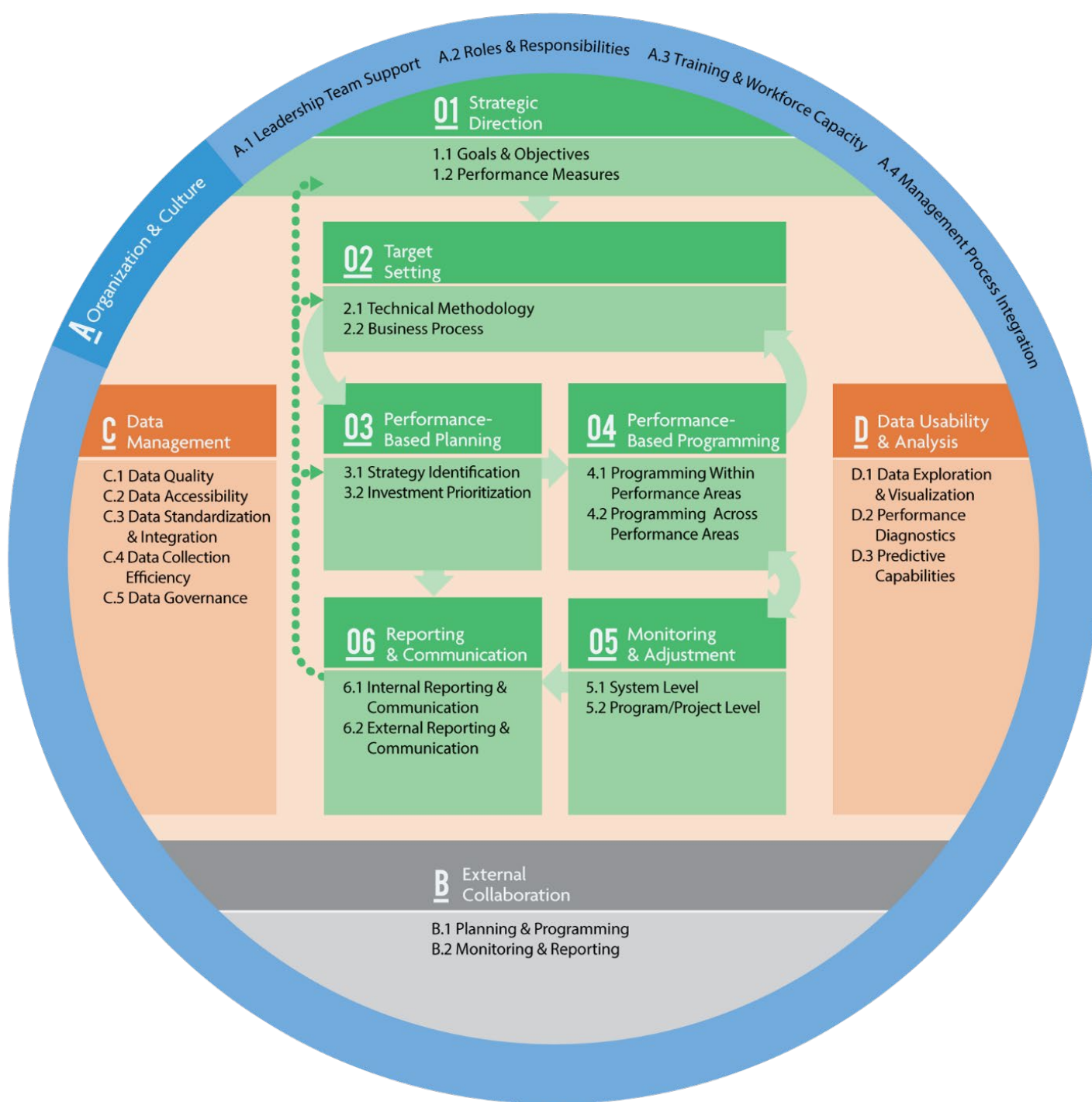
- Performance management is a business strategy designed to use key metrics to inform decision making and gauge the effectiveness of said decisions.
- It is a method for assessing a process or set of processes in order to ascertain if these processes are moving you towards a desired outcome.
- The Performance Management Framework developed for the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) is intended to guide the management of a performance-based planning process to meet federal, state, and local requirements.
- This Framework will also serve to inform how a competitive unified data-driven project scoring process is developed and maintained for capital investment strategies for the Rio Grande Valley Metropolitan Planning Organization (RGVMPO).
- This business strategy also allows for easier accountability and reporting to investors and stakeholders.
- For the business of regional transportation, the primary investors in this case are the Federal government, TxDOT, and local governments.
- These investments are being made in both transportation infrastructure like sidewalks, bike lanes, roads, and bridges, as well as transportation systems, like public transportation and intelligent transportation systems (ITS) architecture.
- Ideally, investments like these impact the community in a positive way by providing the infrastructure and services necessary for mobility.

RGVMPO's 2023 Performance Management Framework

- It is important to understand how these investments can impact regional mobility in different ways.
- For example, someone less familiar with federal requirements or performance measures can still understand how a roadway resurfacing project would improve the state of good repair for the regional transportation system.
- It is both possible to forecast the expected impact of that project on pavement condition and validate the results once a project is completed.
- The balance of trying to both predict expected performance and report on ongoing performance is a critical challenge to and organizing factor at the root of the Transportation Performance Management (TPM) process.
- This document organizes a framework for the RGVMPO to assess, develop, and maintain a TPM process that meets current statutory requirements and allows for adaptation and update in the event of updated requirements.
- By federal mandate, the RGVMPO is required to facilitate a continuous, cooperative, and comprehensive ("3-C") planning process in order to receive existing and future funding for transportation projects and programs.
- Federal transportation bills Moving Ahead for Progress-21st Century (MAP-21) and Fixing America's Surface Transportation (FAST Act) establish requirements for Metropolitan Planning Organizations (MPOs) to conduct performance-based planning and focus on achieving performance outcomes.

- The legislation requires the U.S. Department of Transportation, in consultation with states, MPOs, and other stakeholders, to establish performance measures in these areas:
 - Safety
 - Infrastructure condition
 - Congestion reduction
 - System reliability
 - Freight movement and economic vitality
 - Environmental sustainability
 - Reduced project delivery delays
- To monitor the performance of the 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 [490](#) and 49 USC [625](#).
- 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. In short, TPM:
 - 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.

Chapter 11: Implementation Recommendations



- Through each MTP update cycle, it is recommended that the overall framework built upon as processes evolve and the TPM program continues to mature. To support this growth, it is recommended that RGVMPO staff complete the [FHWA TPM Capability Maturity Self-Assessment](#) provided by FHWA online.

Category 7: Implementing Cat 2 Carryover Provisions



Cat 7 (STP MM)

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

% Remaining 200%

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

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

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

= \$65.48M

Data as of 1/3/2024

FY 2024 MPO Allocation Utilization



Category 5 Allocation

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

Category 7 Allocation

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

= Carryover

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

Data as of 1/3/2024

III.A. FY2024 Projects

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

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



Revised FY2024 Scheduled Projects

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

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



Revised FY2024 Scheduled Projects

	Project Sponsor	CSJ #	Project Name	ROW	UTILITY	CONST	CE
1	Pharr	0921-02-479	Twin Span Bridge (Pharr Bridge Exp)	\$0	\$0	\$2,000,000	\$0
2	Pharr	0921-02-363	I Road (Rancho Blanco – Dicker Rd.)	\$0	\$0	\$10,100,000	\$724,926
3	TXDOT/ HC 4	1064-01-043	FM 676	\$0	\$0	\$5,000,000	\$0
4	Pharr	0921-02-499	I Road (Dicker to Military Hwy)	\$0	\$0	\$9,016,000	\$578,500
5	HC PCT 2	0921-02-361	Nolana Loop (S1)	\$0	\$0	\$17,473,719	\$0
6	HC PCT 3	0921-02-194	Liberty Blvd	\$153,945	\$246,055	\$13,951,272	\$1,086,619
FY 2024 Utilization			\$60,331,036	\$153,945	\$246,055	\$57,540,991	\$2,390,045

Revised FY2024 Scheduled Projects

	Project Sponsor	CSJ #	Project Name	ROW	UTILITY	CONST	CE	PM & Scoring
1	Pharr	0921-02-479	Twin Span Bridge (Pharr Bridge Exp)	\$0	\$0	\$2,000,000	\$0	PM 1 55
2	Pharr	0921-02-363	I Road (Rancho Blanco – Dicker Rd.)	\$0	\$0	\$10,100,000	\$724,926	PM1 53
3	TXDOT/ HC 4	1064-01-043	FM 676	\$0	\$0	\$5,000,000	\$0	PM1 52
4	Pharr	0921-02-499	I Road (Dicker to Military Hwy)	\$0	\$0	\$9,016,000	\$578,500	PM1 52
5	HC PCT 2	0921-02-361	Nolana Loop (S1)	\$0	\$0	\$17,473,719	\$0	PM: N/A 51
6	HC PCT 3	0921-02-194	Liberty Blvd	\$153,945	\$246,055	\$13,951,272	\$1,086,619	PM 1&3 40
FY 2024 Utilization			\$60,331,036	\$153,945	\$246,055	\$57,540,991	\$2,390,045	

	Project Sponsor	CSJ #	Project Name	ROW	UTILITY	CONST	CE
1	Pharr	0921-02-479	Twin Span Bridge (Pharr Bridge Exp)	\$0	\$0	\$2,000,000	\$0

- Est. Let Date: **4/18/2024**
- PM: **Maria Rangel**
- RPIC: **Ruben Alfaro**
- Limit From: **@ Pharr/Reynosa**
- Limit To: **International Bridge**
- Performance Measure(s): **PM1.Safety**
- Functional Classification:
- RGVMPO Comments: **FPAA received**

1. AFA or ILA(s): **Executed 12/13/2021**
2. Env. Status: **Received USACOE Permit 2/05/2024**
3. Preliminary Engineering: **100% PS&E**
4. ROW Status: **Acquisition anticipated by 4/2024**
5. Utility Status: **CLEARED**
6. Other Notes: **EXECUTED IBWC license agreement & US Coast Guard permit (was in legal review with El Paso).**
7. Total Project Cost Estimate: \$47.6M

- **Old Scores: 55**
- **Discussion on Criteria:**

- PM/RPIC Comments:**
- **LET**

PHARR	HIDALGO	0921-02-479	Pharr Bridge	C	PHARR	PHARR	\$54,172,540
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LIMITS FROM: At Pharr/Reynosa International Bridge
 REVISION DATE: 5/1/2024

LIMITS TO:
 MPO PROJ NUMBER: HC-12bb

PROJECT DESCRIPTION: Construct Twin Span Bridge
 FUNDING CAT(S): 7, 3LC

REMARKS P7:
 PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
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			FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$2,714,711	COST OF APPROVED PHASES: \$54,172,540	CAT 7	\$1,600,000	\$260,000	\$140,000	\$2,000,000
ROW PURCHASE:			3LC			\$52,172,540	\$52,172,540
CONST COST:	\$54,172,540						
CONST ENG:	\$2,437,699						
CONTING:	\$1,229,717						
IND COSTS:	\$1,606,665						
POT CHG ORD:							
BND FINANCING:	\$0						

TOTAL PROJECT COST:	\$62,161,332	TOTALS	\$1,600,000	\$260,000	\$140,000	\$52,172,540	\$54,172,540
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Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	

Rio Grande Valley Metropolitan Planning Organization 2020 - 2045 Metropolitan Transportation Plan Off System Project Evaluation Form

Entity Name

City of Pharr

Roadway / Facility Name

Pharr - Reynosa Intl. Bridge

CSJ#

0921-02-479

MPO MTP#

TBD

New Roadway

No

Project Limits

From

Pharr - Reynosa Intl. Bridge

To

Pharr - Reynosa Intl. Bridge

Length

n/a

Planned Letting Date

2024

ROW Use*

Complete 10 Points

Environmental Status

Pending

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Pending

Local Match Amount

\$22,000,000

Local Match Available [U ! [c a ^ A O [& { ^ } c a e] D

Yes 10 Points

Complete = ROW Allocation Done*

Federally Functionally Classified Yes No

Access to Transit Facility in Miles

- Greater than .75, 0 Points
- .5 to .75, 2 Points
- .25 to .5, 5 Points
- 0 to .25, 10 Points

Access to to Pedestrian Facility in Miles (Bicycle / Trail)

- Greater than .75, 0 Points
- .5 to .75, 2 Points
- .25 to .5, 5 Points
- 0 to .25, 10 Points

Adds Sidewalks

- None, 0 Points
- One Side, 5 Points
- Both Sides, 10 Points

Rel [c b U ` m G [b] z W U n h

- Within Local Government, 0 Points
- Connects 2 Local Governments, 5 Points
- Connects 3 or more Local Governments, 10 Points

Most Recent ADT count:

- 1000 - 5000, 5 Points
- 5000 - 10000, 10 Points
- 10000 - 15000, 15 Points
- 15000 - 40000, 20 Points
- Not Available

For Internal Use (Based on TDM)

Congestion Reduction

- 0-25%, 1 Points
- 25-50%, 5 Points
- 50-75%, 10 Points
- 75-100%, 20 Points

Improves Travel Time

- Less than 10%, 0 Points
- 10-20%, 5 Points
- Greater than 20%, 10 Points

- Increased Safety 10 Points

Please provide explanation of Safety improvements and attach available supportive documentation

International Bridge Expansion Project Doubling Capacity increasing trade and reducing border wait times thereby increasing safety. Additionally a second span can be used if the other span is closed for an emergency.

- Fills gaps in current roadway network 10 points

Please provide explanation of Roadway Network Gaps Filled and attach available supportive documentation.

International Bridge Expansion Project Doubling Capacity increasing trade and reducing border wait times.

- Increases economic development opportunities 10 points

Please provide explanation of Economic Development Opportunities and attach available supportive documentation.

International Bridge Expansion Project Doubling Capacity increasing trade and reducing border wait times.

- Corridor completes or aides International Trade / Port Connectivity 10 points

Please provide explanation of corridor relation to international trade / port connectivity and attach available supportive documentation.

International Bridge Expansion Project Doubling Capacity

Total Points

Date Scored:

(Max 170):

	Project Sponsor	CSJ #	Project Name	ROW	UTILITY	CONST	CE
2	Pharr	0921-02-363	I Road (Rancho Blanco – Dicker Rd.)	\$0	\$0	\$10,100,000	\$724,926

- Est. Let Date: **3/27/2024**
- PM: Maria Rangel
- RPIC: Ruben Alfaro
- Limit From: I Rd., from 0.4 MI S of Rancho Blanco
- Limit To: Dicker Rd.
- Performance Measure(s): PM **1.Safety**
- **Functional Classification: Minor Arterial**
- RGVMPO Comments: Recommendation to award was submitted 4/26/24.

1. AFA or ILA(s): Executed 3/22/2021
2. Env. Status: Cleared 5/6/2022
3. Preliminary Engineering: 100% PS&E
4. ROW Status: 2 parcels closed; 1 HCRMA agreement; **THERE WERE 10 PARCELS; 3 CLOSED**
5. Utility Status: **Anticipated relocation 5/2024**
6. Other Notes: CMP submitted; **pending TDLR & USACE permit; FPAA requested 1/16/2024**
7. Total Project Cost Estimate: \$11.1M

- **Old Scores: 53**
- **Discussion on Criteria:**

PM/RPIC Comments:

- LET

PHARR	HIDALGO	0921-02-363	CS	C, CE	PHARR	PHARR	\$12,487,102
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LIMITS FROM:	On I Rd., from .4 Mi. South of Rancho Blanco Rd.	REVISION DATE:	5/1/2024
LIMITS TO:	Dicker Rd.	MPO PROJ NUMBER:	HC-12ac
PROJECT DESCRIPTION:	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	FUNDING CAT(S):	7,3LC, CRRSAA

PROJECT HISTORY:

REMARKS
P7:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$607,124		CAT 7	\$6,729,075	\$1,598,155	\$84,113		\$8,411,343
ROW PURCHASE:			CAT 7 STP Flex	\$2,413,582				\$2,413,582
CONST COST:	\$11,902,282	\$12,487,102	CAT 3 LC				\$1,662,177	\$1,662,177
CONST ENG:	\$584,821							
CONTING:	\$487,994							
IND COSTS:	\$359,318							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$13,941,539		TOTALS	\$9,142,657.00	\$1,598,155	\$84,113	\$1,662,177	\$12,487,102

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

Rio Grande Valley Metropolitan Planning Organization 2020 - 2045 Metropolitan Transportation Plan Off System Project Evaluation Form

Entity Name

City of Pharr

Roadway / Facility Name

I Rd.

CSJ#

0921-02-363

MPO MTP#

HC-127

New Roadway

No

Project Limits

From

Rancho Blanco

To

US 281 - Military Highway

Length

4.5

Planned Letting Date

2023

ROW Use*

Started 5 Points

Environmental Status

Pending

PI [b & U & @ { a & B U & e •

Submitted 5 Points

Local Match Amount

\$4,000,000

Local Match Available [U ! ç a ^ Ö [& { ^ } c a] D

Yes 10 Points

Complete = ROW Allocation Done*

Federally Functionally Classified Yes No

Access to Transit Facility in Miles

- Greater than .75, 0 Points
- .5 to .75, 2 Points
- .25 to .5, 5 Points
- 0 to .25, 10 Points

Access to to Pedestrian Facility in Miles (Bicycle / Trail)

- Greater than .75, 0 Points
- .5 to .75, 2 Points
- .25 to .5, 5 Points
- 0 to .25, 10 Points

Adds Sidewalks

- None, 0 Points
- One Side, 5 Points
- Both Sides, 10 Points

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- Within Local Government, 0 Points
- Connects 2 Local Governments, 5 Points
- Connects 3 or more Local Governments, 10 Points

Most Recent ADT count:

- 1000 - 5000, 5 Points
- 5000 - 10000, 10 Points
- 10000 - 15000, 15 Points
- 15000 - 40000, 20 Points
- Not Available

For Internal Use (Based on TDM)

Congestion Reduction

- 0-25%, 1 Points
- 25-50%, 5 Points
- 50-75%, 10 Points
- 75-100%, 20 Points

Improves Travel Time

- Less than 10%, 0 Points
- 10% - 20%, 5 Points
- Greater than 20%, 10 Points

Please provide explanation of Safety improvements and attach available supportive documentation

Shoulders and a turning lane will provide an improvement over the current typical section.

- Fills gaps in current roadway network 10 points

Please provide explanation of Roadway Network Gaps Filled and attach available supportive documentation.

Will provide a more suitable corridor between the I-2 Interstate and Military Highway for local trucks to avoid truck traffic. This does not currently exist.

- Increases economic development opportunities 10 points

Please provide explanation of Economic Development Opportunities and attach available supportive documentation.

Will provide improved access and capacity to an area with multiple businesses that conduct trade at the international bridge on a daily basis.

- Corridor completes or aides International Trade / Port Connectivity 10 points

Please provide explanation of corridor relation to international trade / port connectivity and and attach available supportive documentation.

Will Connect traffic from the I-2 Interstate directly to the Pharr - Reynosa International Bridge

Total Points

Date Scored:

(Max 170):

	Project Sponsor	CSJ #	Project Name	ROW	UTILITY	CONST	CE
3	TXDOT/ HC 4	1064-01-043	FM 676	\$0	\$0	\$5,000,000	\$0

- Est. Let Date: **3/5/2024**
- PM:
- RPIC: **Velinda**
- Limit From: **Taylor Rd.**
- Limit To: **FM 2220**
- Performance Measure(s): PM **1.Safety**
- Functional Classification:
- RGVMPO Comments: **FPAA request?**

1. AFA or ILA(s): **Executed 5/14/2020**
2. Env. Status: **Re-evaluated & cleared.**
3. Preliminary Engineering: **100% PS&E submitted 1/5/2024 were revised & resubmitted 2/6/2024**
4. ROW Status: **46 parcels acquired 2/2023; outfall parcel in possession 8/25/2023**
5. Utility Status: **Anticipated 8/2024 completion; TxDOT to add**
6. Other Notes: **PBLR approved by Bridge Division**
7. Total Project Cost Estimate: **\$11.8M (TX CORDIA)**

- Old Scores: **52**
- Discussion on Criteria:

- PM/RPIC Comments:**
- **LET**

Pharr	Hidalgo	1064-01-043	FM 676	C	McAllen	TXDOT/HC 4	\$10,140,008
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LIMITS FROM: Taylor Rd

REVISION DATE: 5/1/2024

LIMITS TO: FM 2220

MPO PROJ NUMBER: HC-144

PROJECT DESCRIPTION: Widen From 2 to 4 Lane Divided

FUNDING CAT(S): 7, 2, 11

REMARKS
P7:

PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$528,113		CAT 7	\$4,000,000	\$1,000,000			\$5,000,000
ROW PURCHASE:	\$8,719,184		CAT 2	\$3,499,855	\$874,964			\$4,374,819
CONST COST:	\$10,140,008	\$10,140,008	CAT 11	\$612,151	\$153,038			\$765,189
CONST ENG:	\$528,113							
CONTING:	\$637,806							
IND COSTS:	\$312,557							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$20,865,781		TOTALS	\$8,112,006	\$2,028,002	\$0	\$0	\$10,140,008

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

	Project Sponsor	CSJ #	Project Name	ROW	UTILITY	CONST	CE
4	Pharr	0921-02-499	I Road (Dicker to Military Hwy)	\$0	\$0	\$9,016,000	\$578,500

- Est. Let Date: **3/1/2024**
- PM: Maria Rangel
- RPIC: Ruben Alfaro
- Limit From: On I Rd., from FM 3072 (Dicker Rd.)
- Limit To: US 281 (Military Hwy)
- Performance Measure(s): PM **1.Safety**
- **Functional Classification:**
- RGVMPO Comments:

1. AFA or ILA(s): Executed 8/12/2023
2. Env. Status: Cleared 5/6/2022
3. Preliminary Engineering: 100% PS&E
4. ROW Status: Acquisition anticipated by 4/2024
5. Utility Status: 2 Conflicts, anticipated 4/2024 completion
6. Other Notes: TDLR & USACE permit COMPLETED , anticipated by letting; FPAA requested 1/16/2024
7. Total Project Cost Estimate: \$8.5M

- **Old Scores: 52**
- **Discussion on Criteria:**

- PM/RPIC Comments:**
- subordinate CSJ

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-499	CS	C,CE	Pharr	Pharr	\$8,659,276	
LIMITS FROM:	On I Rd., from FM 3072 (Dicker Rd.)				REVISION DATE:	5/1/2024		
LIMITS TO:	US 281 (Military HWY)				MPO PROJ NUMBER:	HC-499		
PROJECT DESCRIPTION:	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders				FUNDING CAT(S):	7, 3LC, 7-STP Flex		
REMARKS P7:	CE: \$578,500 (CAT 7)				PROJECT HISTORY:			
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$421,015	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:			CAT 7	\$6,635,135	\$1,575,845	\$82,939		\$8,293,919
CONST COST:	\$8,253,730		CAT 3 LC				\$38,193	\$38,193
CONST ENG:	\$405,549	\$8,659,276	CAT 7-STP Flex	\$327,164				\$327,164
CONTING:	\$338,403							
IND COSTS:	\$249,172							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$9,667,869		TOTALS	\$6,962,299	\$1,575,845	\$82,939	\$38,193	\$8,659,276
Performance Measures								
PM 1: Safety		✓						
PM 2: Pavement Conditions								
PM 3: System Performance								

	Project Sponsor	CSJ #	Project Name	ROW	UTILITY	CONST	CE
5	HC PCT 2	0921-02-361	Nolana Loop (S1)	\$0	\$0	\$17,473,719	\$0

- Est. Let Date: **8/1/2025**
- PM: David Saenz
- RPIC: Armando
- Limit From: On Nolana, from FM 1426
- Limit To: FM 907
- Performance Measure(s): N/A
- Functional Classification: Minor Arterial
- RGVMPO Comments: FPAA Received?

1. AFA or ILA(s): Executed 12/20/2019
2. Env. Status: Cleared 7/20/2020 & Re-evaluated 08/2022
3. Preliminary Engineering: 95% PS&E on 12/20/2023
4. ROW Status: 23 of 23 parcels in possession; 2 of 8 outfall parcels in possession (\$2M worth of const.)
5. Utility Status: Other Notes: TxDOT Anticipated 9/2024 completion
6. reviewing 95% PS&E, pending 100% PS&E submittal in May.
7. Total Project Cost Estimate: \$20.3M (TX CORDIA)

- Old Scores: 51
- Discussion on Criteria:

PM/RPIC Comments:
LET (BIDS RECEIVED MAY 29)
OUTFALL
2 mile section part of 10-mile corridor

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
PHARR	HIDALGO	0921-02-361	CS	R	MCALLEN	HC 2	\$2,000,000		
LIMITS FROM:		On Nolana Loop (S1), from FM 1426 (Raul Longoria)				REVISION DATE:		5/1/2024	
LIMITS TO:		FM 907				MPO PROJ NUMBER:		HC-152ar	
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANE DIVIDED				FUNDING CAT(S):		10	
REMARKS P7:		Utilities: \$600,000				PROJECT HISTORY:			
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$871,183	COST OF APPROVED PHASES:	\$2,000,000						
ROW PURCHASE:	\$2,000,000								
CONST COST:	\$18,065,269								
CONST ENG:	\$1,056,087								
CONTING:	\$1,052,135								
IND COSTS:	\$515,598								
BND FINANCING:									
PT CHG ORD									
TOTAL PROJECT COST:	\$23,560,272			TOTALS	\$1,600,000	\$0	\$400,000	\$0	\$2,000,000
Performance Measures									
PM 1: Safety									
PM 2: Pavement Conditions									
PM 3: System Performance									

Rio Grande Valley Metropolitan Planning Organization 2020 - 2045 Metropolitan Transportation Plan Off System Project Evaluation Form

Entity Name

Hidalgo County Precinct #2

Roadway / Facility Name

Nolana Loop (S1)

CSJ#

0921-02-361

MPO MTP#

HC-152a

New Roadway

No

Project Limits

From

FM 1426 (Raul Longoria)

To

FM 907

Length

2.25 miles

Planned Letting Date

2025

ROW Use

Started 5 Points

Environmental Status

Approved 10 Points

PIE & ROW Use

Approved 10 Points

Local Match Amount

\$3,134,197.96

Local Match Available

Yes 10 Points

Complete = ROW Allocation Done*

Federally Functionally Classified Yes No

Access to Transit Facility in Miles

- Greater than .75, 0 Points
- .5 to .75, 2 Points
- .25 to .5, 5 Points
- 0 to .25, 10 Points

Access to to Pedestrian Facility in Miles (Bicycle / Trail)

- Greater than .75, 0 Points
- .5 to .75, 2 Points
- .25 to .5, 5 Points
- 0 to .25, 10 Points

Adds Sidewalks

- None, 0 Points
- One Side, 5 Points
- Both Sides, 10 Points

Relates to Other Local Governments

- Within Local Government, 0 Points
- Connects 2 Local Governments, 5 Points
- Connects 3 or more Local Governments, 10 Points

Most Recent ADT count:

- 1000 - 5000, 5 Points
- 5000 - 10000, 10 Points
- 10000 - 15000, 15 Points
- 15000 - 40000, 20 Points
- Not Available

For Internal Use (Based on TDM)

Congestion Reduction

- 0-25%, 1 Points
- 25-50%, 5 Points
- 50-75%, 10 Points
- 75-100%, 20 Points

Improves Travel Time

- Less than 10%, 0 Points
- 10-20%, 5 Points
- Greater than 20%, 10 Points

- Increased Safety 10 Points

Please provide explanation of Safety improvements and attach available supportive documentation

The project would widen the existing two lane roadway to four lanes. Additional travel lanes provided by the project would allow for improved traffic flow and safer traffic movement. The inclusion of a continuous left turn lane would move traffic halted for turning movements out of the main lanes; thereby improving safety. The inclusion of shoulders and sidewalks would provide safer routes for

- Fills gaps in current roadway network 10 points

Please provide explanation of Roadway Network Gaps Filled and attach available supportive documentation.

There are only two roadways (SH 107 and I-2) within a seven mile radius that provide continuous east-west connectivity from I-69 to FM 88. Currently, Nolana Loop is not a continuous roadway between Victoria Road and FM 88. The existing roadway west of FM 1426 is a four lane, urban roadway. The proposed project would provide a continuous four lane urban route from McAllen east to

- Increases economic development opportunities 10 points

Please provide explanation of Economic Development Opportunities and attach available supportive documentation.

Nolana Loop is a major commuter roadway between the cities of McAllen and Donna. The historic pattern of development and population increases indicate that development is likely to continue along Nolana Loop. The project area is mainly suburban and agricultural, with land available for development. Improved mobility and safety of the transportation system would make the area more

- Corridor completes or aides International Trade / Port Connectivity 10 points

Please provide explanation of corridor relation to international trade / port connectivity and attach available supportive documentation.

There are only two roadways (SH 107 and I-2) within a seven mile radius that provide continuous east-west connectivity from I-69 to FM 88. I-2 and I-69C are major transportation routes in the Rio Grande Valley for international trade. Nolana Loop provides a connection to I-69C and would provide an alternate route for local traffic, alleviating congestion on the interstates and providing improved mobility for international trade traffic.

Total Points

Date Scored:

(Max 170):

	Project Sponsor	CSJ #	Project Name	ROW	UTILITY	CONST	CE
6	HC PCT 3	0921-02-194	Liberty Blvd	\$153,945	\$246,055	\$13,951,272	\$1,086,619
<ul style="list-style-type: none"> • Est. Let Date: 8/2/2026 • PM: Norma Cabellos • RPIC: Norma Cabellos • Limit From: LIBERTY BLVD, FROM MILE 3 • Limit To: US 83 • Performance Measure(s): PM1 & PM3 • Functional Classification: • RGVMPO Comments: 				<ol style="list-style-type: none"> 1. AFA or ILA(s): Executed 2/26/24 2. Env. Status: Cleared; Re-Evaluation Approved - 5/8/2022 3. Preliminary Engineering: 100% PS&E 4. ROW Status: ROW completed 8/1/22 5. Utility Status: CMP Finalized 6. Other Notes: FPAA Received 7. Total Project Cost Estimate: \$11.9M 			
<ul style="list-style-type: none"> • Old Scores: <u>40</u> • Discussion on Criteria: 				<p style="text-align: center;">PM/RPIC Comments:</p> <ul style="list-style-type: none"> • LET <ul style="list-style-type: none"> • BIDS RECEIVED 5/29TH; CURRENTLY ANALYZING <ul style="list-style-type: none"> • UNDER THE TOTAL COST • ADDITIONAL EARMARK THAT MAY NOT BE NEEDED IMPORTANT FOR THE CITY OF PENITAS (\$4M of earmark) 			

PHARR	HIDALGO	0921-02-194	CS	E,R,C	PENITAS	HC 3	\$16,538,923
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LIMITS FROM: On Liberty Blvd., from Mile 3 REVISION DATE: 5/1/2024

LIMITS TO: US 83 MPO PROJ NUMBER: HC-284a

PROJECT DESCRIPTION: Widening and new location, from 2 to 4 lanes with dedicated left turn lane FUNDING CAT(S): 7, 12, 10, CRRSAA

REMARKS: CE: \$1,086,619 (CAT 7) ROW Acq: \$153,945 (CAT 7) Utilities: P7: \$246,055 (CAT 7)

PROJECT HISTORY:

Moved to FY 2024

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,141,874	COST OF APPROVED PHASES: \$16,538,923	CAT 7	\$8,428,382	\$1,917,457	\$189,639	\$10,535,478
ROW PURCHASE:	\$1,101,032		CAT 12	\$320,000	\$72,800	\$7,200	\$400,000
CONST COST:	\$14,351,272		CAT 10 Earmark	\$560,826		\$140,206	\$701,032
CONST ENG:	\$1,086,619		CAT 7 CRRSAA	\$4,902,414			\$4,902,414
CONTING:	\$821,711						
IND COSTS:	\$402,679						
POT CHG ORD:							
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$18,905,187	TOTALS	\$14,211,622	\$1,990,257	\$337,045	\$0	\$16,538,924

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

- Increased Safety 10 Points

Please provide explanation of Safety improvements and attach available supportive documentation

The project will widen the existing two lane roadway to four lanes. Additional travel lanes provided by the project will allow for improved traffic flow and safer traffic movement. The inclusion of a continuous left turn lane will move traffic halted for turning movements out of the main lanes; thereby improving safety. The inclusion of shared use lanes and a sidewalk will provide safer routes for bicycle and

- Fills gaps in current roadway network 10 points

Please provide explanation of Roadway Network Gaps Filled and attach available supportive documentation.

Currently the only north-south corridors between US 83 and FM 2221 within the vicinity of Penitas and La Joya are Tom Gill Road and FM 2221. The widening of the existing roadway and the planned extension of Liberty Boulevard from Mile 3 north to FM 2221 would alleviate congestion on both roadways, especially Tom Gill Road, and complement the existing roadway network.

- Increases economic development opportunities 10 points

Please provide explanation of Economic Development Opportunities and attach available supportive documentation.

The historic pattern of development and population increases indicate that development is likely to continue along Liberty Boulevard. The project area is mainly suburban and agricultural, with some commercial along US 83. Land is available for development in the area. Improved mobility and safety of the transportation system would make the area more desirable for economic development.

- Corridor completes or aides International Trade / Port Connectivity 10 points

Please provide explanation of corridor relation to international trade / port connectivity and attach available supportive documentation.

Liberty Boulevard connects to US 83, a major east-west corridor and part of TxDOT's freight network in the Rio Grande Valley. Traffic traveling east from the two western international bridges (Rio Grande City-Camargo and Roma-Ciudad Miguel Aleman) could use Liberty Boulevard as an alternate route to bypass the heavy traffic on the I-69C/I-2 interchange.

Total Points

Date Scored:

(Max 170):

FY2024 Utilization & Carryover Estimates

	FY24 Revised Allocation	FY24 Scheduled to Obligate	Allocation Remaining (= FY24 Carryover)	% Est. Obligation to Allocation	Allocation Remaining as % of FY24 Allocation	Amount Subject to TAC Rule
Original Estimate	\$115M (FY23 Carryover) + \$32.74M (FY24 Allocation) = \$147.74M	(\$25.14M)	\$122.59M	17.00%	$\frac{\$122.59 \text{M (FY24 Carryover)}}{\$32.74 \text{M (FY24 Allocation)}} = 374\%$	\$57.12M
April Estimate		(\$50.43M)	\$97.31M	34.13%	$\frac{\$97.31 \text{M (FY24 Carryover)}}{\$32.74 \text{M (FY24 Allocation)}} = 297\%$	\$31.83M
May Estimate		(\$60.33M)	\$87.41M	59.16%	$\frac{\$87.41 \text{M (FY24 Carryover)}}{\$32.74 \text{M (FY24 Allocation)}} = 267\%$	\$21.93M
Measurement of Change		\$35.19M Increase in Utilization	\$35.18M Decrease in Carryover	42.16% Increase in Utilization	107% Decrease in Carryover	\$35.19M Difference

Increase Utilization & Decrease Carryover!

III.B. FY2025 Projects

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

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

FY24 ←

→ *FY27*

Revised FY2025 Scheduled Projects

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

Project Sponsor	CSJ #	Project Name	Federal + State/Local Const. Amount
HC PCT 1	0921-02-254	Mile 1 East	\$6,000,000
HC PCT 3	0921-02-332	Mile 3 N – Phase II	\$5,750,000
CCRMA	0684-01-068	SH 550 Gap II	\$19,131,922
Cameron Co.	0921-06-257	South Parallel Corridor III	\$6,720,000
Mission/McAllen	0921-02-328	Taylor Rd	\$12,600,000
REVISED Total STP MM/Flex Scheduled to be Utilized for Construction:			\$50,201,922

Revised FY2025 Scheduled Projects

	Project Sponsor	CSJ #	Project Name	ROW	UTILITY	CONST	CE
1	HC PCT 1	0921-02-254	Mile 1 East	\$190,000	\$312,000	\$6,000,000	\$878,000 <i>FY27</i>
2	HC PCT 3	0921-02-332	Mile 3 N – Phase II	\$371,520	\$378,480	\$5,750,000	\$690,000
3	CCRMA	0684-01-068	SH 550 Gap II	\$0	\$0	\$19,131,503	\$1,631,503
4	Cameron Co.	0921-06-257	South Parallel Corridor III	\$0	\$0	\$6,720,000	\$45,000
5	Mission/McAllen	0921-02-328	Taylor Rd	\$1,646,852	\$365,000	\$12,600,000	\$887,802
FY 2025 Utilization			\$57,597,660	\$2,208,372	\$1,055,480	\$50,201,503	\$4,132,305

Pending Executed AFA

Revised FY2025 Scheduled Projects

	Project Sponsor	CSJ #	Project Name	ROW	UTILITY	CONST	CE	PM & Scoring
1	HC PCT 1	0921-02-254	Mile 1 East	\$190,000	\$312,000	\$6,000,000	\$878,000	PM: N/A 34
2	HC PCT 3	0921-02-332	Mile 3 N – Phase II	\$371,520	\$378,480	\$5,750,000	\$690,000	PM: N/A 27
3	CCRMA	0684-01-068	SH 550 Gap II	\$0	\$0	\$19,131,503	\$1,631,503	PM: N/A 66
4	Cameron Co.	0921-06-257	South Parallel Corridor III	\$0	\$0	\$6,720,000	\$45,000	PM: N/A 63
5	Mission/McAllen	0921-02-328	Taylor Rd	\$1,646,852	\$365,000	\$12,600,000	\$887,802	PM 1 & 3 42
FY 2025 Utilization			\$57,597,660	\$2,208,372	\$1,055,480	\$50,201,503	\$4,132,305	

	Project Sponsor	CSJ #	Project Name	ROW	UTILITY	CONST	CE
1	HC PCT 1	0921-02-254	Mile 1 East	\$190,000	\$312,000	\$6,000,000	\$878,000
<ul style="list-style-type: none"> • Est. Let Date: 1/2/2027 • PM: Jordan Sinclair • RPIC: George Pena • Limit From: On Mile 1 East from BUS 83 • Limit To: Mile 8 North • Performance Measure(s): N/A • Functional Classification: • RGVMPO Comments: AFA executed with HC PCT 1 on 4/2/2024 (formerly AFA was with Mercedes) 				<ol style="list-style-type: none"> 1. AFA or ILA(s): Executed 08/23/2011 (Terminated) 2. Env. Status: Cleared 9/16/2015 & Re-evaluated 8/18/2022 3. Preliminary Engineering: 100% 4. ROW Status: 28 parcels pending (44 PARCELS) 5. Utility Status: SUE complete; relocation cannot begin until ROW is acquired 6. Other Notes: AFA with Mercedes as project sponsor terminated, new AFA with HC as project sponsor being drafted. 7. Total Project Cost Estimate: 			
<ul style="list-style-type: none"> • Old Scores: 34 • Discussion on Criteria: 				<p>PM/RPIC Comments:</p> <ul style="list-style-type: none"> • 			

PHARR CAMERON 0921-06-254 FM 509 C,E,R HARLINGEN CCRMA \$22,223,144

LIMITS FROM: FM 508 REVISION DATE: 5/1/2024

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 PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	\$958,355	COST OF APPROVED PHASES:	\$22,223,144
ROW PURCHASE:	\$2,000,000		
CONST COST:	\$19,987,634		
CONST ENG:	\$1,277,155		
CONTING:	\$1,051,201		
IND COSTS:	\$567,190		
POT CHG ORDER:			
BND FINANCING:			
TOTAL PROJECT COST:	\$25,841,535		

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	\$5,824,000	\$1,456,000	\$0	\$0	\$7,280,000
CAT 10	\$686,000	\$0	\$0	\$0	\$686,000
3LC			\$14,257,144		\$14,257,144
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	

	Project Sponsor	CSJ #	Project Name	ROW	UTILITY	CONST	CE
2	HC PCT 3	0921-02-332	Mile 3 N – Phase II	\$371,520	\$378,480	\$5,750,000	\$690,000

- Est. Let Date: **1/2/2025**
- PM: Armando Sandoval
- RPIC: * I believe this is Norma Ceballos, Pct 3
- Limit From: On Mile 3N, from FM 2221
- Limit To: Tom Gill Rd.
- Performance Measure(s): **N/A**
- **Functional Classification:**
- RGVMPO Comments: 1ST SECTION UNDER CONSTRUCTION

1. AFA or ILA(s): Executed 11/09/2015
2. Env. Status: Cleared 4/07/2017 & Re-evaluated **10/2020**
3. Preliminary Engineering: 60% PS&E on 3/3/2023
95% PS&E anticipated 10/2024
4. ROW Status: **Acquisition anticipated 5/31/2024, pending 3 parcels. LG estimates ROW completion by 3/2024**
5. Utility Status: **At 80%; anticipated 7/1/2025 completion**
6. Other Notes: Potential acceleration of letting date
7. Total Project Cost Estimate:

- **Old Scores:** 27
- **Discussion on Criteria:**

- PM/RPIC Comments:**
- SEVERAL \$M SHORT
 - 3 PARCELS IN ACTIVE MINING AREA
 - JANUARY 2025 > JUNE 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-332	CS	R,E,C		HC 3	\$10,796,358

LIMITS FROM: On Mile 3 N. (Phase II), from FM 2221
 LIMITS TO: Tom Gill Rd.
 PROJECT DESCRIPTION: New Location - 2 Lane Rural Roadway

REVISION DATE: 5/1/2024
 MPO PROJ NUMBER: HC-286b
 FUNDING CAT(S): 3LC, 7

PROJECT HISTORY:

REMARKS
 P7:

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$486,582	COST OF APPROVED PHASES:						
ROW PURCHASE:	\$375,520		CAT 7	\$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	

Rio Grande Valley Metropolitan Planning Organization 2020 - 2045 Metropolitan Transportation Plan Off System Project Evaluation Form

Entity Name

Hidalgo County Precinct #3

Roadway / Facility Name

Mile 3 N (Phase 1)

CSJ#

0921-02-332

MPO MTP#

HC-286b

New Roadway

Yes

Project Limits

From

Tom Gill Road

To

FM 2221

Length

2.5 miles

Planned Letting Date

2025

ROW Use

Pending

Environmental Status

Approved 10 Point

PIU

Approved 10 Point

Local Match Amount

\$2,166,112.50

Local Match Available

Yes 10 Points

Complete = ROW Allocation Done*

Federally Functionally Classified Yes No

Access to Transit Facility in Miles

- Greater than .75, 0 Points
- .5 to .75, 2 Points
- .25 to .5, 5 Points
- 0 to .25, 10 Points

Access to to Pedestrian Facility in Miles (Bicycle / Trail)

- Greater than .75, 0 Points
- .5 to .75, 2 Points
- .25 to .5, 5 Points
- 0 to .25, 10 Points

Adds Sidewalks

- None, 0 Points
- One Side, 5 Points
- Both Sides, 10 Points

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- Within Local Government, 0 Points
- Connects 2 Local Governments, 5 Points
- Connects 3 or more Local Governments, 10 Points

Most Recent ADT count:

- 1000 - 5000, 5 Points
- 5000 - 10000, 10 Points
- 10000 - 15000, 15 Points
- 15000 - 40000, 20 Points
- Not Available

For Internal Use (Based on TDM)

Congestion Reduction

- 0-25%, 1 Points
- 25-50%, 5 Points
- 50-75%, 10 Points
- 75-100%, 20 Points

Improves Travel Time

- Less than 10%, 0 Points
- 10% - 20%, 5 Points
- Greater than 20%, 10 Points

- Increased Safety 10 Points

Please provide explanation of Safety improvements and attach available supportive documentation

The project would provide a new location two lane rural roadway with shoulders. Additional turning movements at the intersection of Mile 3 and Tom Gill Road would be reduced, as traffic would have a direct route to FM 2221. The inclusion of shoulders would provide

- Fills gaps in current roadway network 10 points

Please provide explanation of Roadway Network Gaps Filled and attach available supportive documentation.

Mile 3 North Road currently ends at Tom Gill Road. Traffic must use indirect routes through either Mile 7 Road or US 83, to access FM 2221. The project would provide a complete, continuous east-west route throughout the western portion of Hidalgo County. The section of Mile 3 from FM 492 to Tom Gill Road will be widened and reconstructed to a four lane roadway. The project would complement the

- Increases economic development opportunities 10 points

Please provide explanation of Economic Development Opportunities and attach available supportive documentation.

The historic pattern of development and population increases indicate that there is a potential for development to continue along Mile 3 North Road. Improvements to access and circulation in the area would be provided by a direct east-west connection. Greater connectivity and circulation would make the area more desirable for economic development.

- Corridor completes or aides International Trade / Port Connectivity 10 points

Please provide explanation of corridor relation to international trade / port connectivity and and attach available supportive documentation.

N/A

Total Points

Date Scored:

(Max 170):

	Project Sponsor	CSJ #	Project Name	ROW	UTILITY	CONST	CE
3	CCRMA	0684-01-068	SH 550 Gap II	\$0	\$0	\$19,131,503	\$1,631,503
<ul style="list-style-type: none"> Est. Let Date: 3/1/2025 PM: Eric Davila RPIC: Pete Sepulveda Limit From: .203 mi. S of FM 1847 Limit To: 1.13 mi. SE of UPRR OVRPSS @ FM 3248 Performance Measure(s): N/A Functional Classification: RGVMPO Comments: Notify MPO about grant from Rep. Vicente Gonzalez for STIP Revision 				<ol style="list-style-type: none"> AFA or ILA(s): Executed 11/7/2019 Env. Status: Rec. 9/2/2016; pending USFWS Coordination Preliminary Engineering: 95% PS&E SUBMITTED IN MAY, 100% PS&E had a target date for 4/21/2023 ROW Status: N/A Utility Status: 0 conflicts, N/A Other Notes: structural approval REC. from UPRR; JUNE 2024 EXHIBIT C POENDING APPROVAL Total Project Cost Estimate: 			
<ul style="list-style-type: none"> Old Scores: 66 Discussion on Criteria: 				<p style="text-align: center;">PM/RPIC Comments:</p> <ul style="list-style-type: none"> PENDING USACE COORDINATION WERE PENDING GUIDANCE FROM FHWA ON HOW TO REFLECT THE GRANT FUNDING (MAY TRIGGER DELAY) 			

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0684-01-068	SH 550	PE	BROWNSVILLE	CCRMA	\$1,000,000

LIMITS FROM: 0.203 MI S OF FM 1847 REVISION DATE: 5/1/2024

LIMITS TO: 1.13 MI SE OF UPRR OVRPSS FM 3248 MPO PROJ NUMBER: BMPO-CCR1

PROJECT DESCRIPTION: CONSTRUCT CONTROLLED ACCESS TOLLED FACILITY FUNDING CAT(S): 7, 3LC

REMARKS: P7: PROJECT HISTORY: **Revised Cost & Funding**

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,000,000		CAT 7	\$800,000		\$200,000		\$1,000,000
ROW PURCHASE:	\$0							
CONST COST:	\$30,403,799							
CONST ENG:	\$2,192,582	\$1,000,000						
CONTING:	\$1,511,627							
IND COSTS:	\$1,511,627							
BND FINANCING:	\$0							
POT CHG ORDER:	\$0							
TOTAL PROJECT COST:	\$36,619,635		TOTALS	\$800,000	\$0	\$200,000	\$0	\$1,000,000

Pharr	Cameron	0921-06-292	CS	PE	Los Fresnos	CCRMA	\$483,654
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Rio Grande Valley Metropolitan Planning Organization 2020 - 2045 Metropolitan Transportation Plan Off System Project Evaluation Form

Entity Name

CCRMA

Roadway / Facility Name

SH 550

CSJ#

0684-01-068

MPO MTP#

BMPO-RM6

New Roadway

No

Project Limits

From

0.203 MI S OF FM 1847

To

1.13 MI SE OF UPRR OVRP

Length

3.9

Planned Letting Date

2022

ROW Use *

Complete 10 Points

Environmental Status

Submitted 5 Points

PIE & @ Use *

Approved 10 Points

Local Match Amount

\$5,000,000

Local Match Available []

Yes 10 Points

Complete = ROW Allocation Done

Federally Functionally Classified Yes No

Access to Transit Facility in Miles

- Greater than .75, 0 Points
- .5 to .75, 2 Points
- .25 to .5, 5 Points
- 0 to .25, 10 Points

Access to to Pedestrian Facility in Miles (Bicycle / Trail)

- Greater than .75, 0 Points
- .5 to .75, 2 Points
- .25 to .5, 5 Points
- 0 to .25, 10 Points

Adds Sidewalks

- None, 0 Points
- One Side, 5 Points
- Both Sides, 10 Points

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- Within Local Government, 0 Points
- Connects 2 Local Governments, 5 Points
- Connects 3 or more Local Governments, 10 Points

Most Recent ADT count:

- 1000 - 5000, 5 Points
- 5000 - 10000, 10 Points
- 10000 - 15000, 15 Points
- 15000 - 40000, 20 Points
- Not Available

For Internal Use (Based on TDM)

Congestion Reduction

- 0-25%, 1 Points
- 25-50%, 5 Points
- 50-75%, 10 Points
- 75-100%, 20 Points

Improves Travel Time

- Less than 10%, 0 Points
- 10% - 20%, 5 Points
- Greater than 20%, 10 Points

- Increased Safety 10 Points

Please provide explanation of Safety improvements and attach available supportive documentation

As per FHWA guidelines, full control of access along the Interstate mainline and ramps, along with control of access on the crossroad at interchanges, is critical to providing such service. The SH 550 GAP II project is the lone remaining gap that needs to be upgraded to interstate standards along the SH 550/I-169 project. Complete control of access is the single largest improvement to safety possible along the corridor.

- Fills gaps in current roadway network 10 points

Please provide explanation of Roadway Network Gaps Filled and attach available supportive documentation.

The SH550 Gap II project is the lone gap along the 10+ mile SH 550 / I-169 Corridor. All other phases of SH 550 including Westbound direct connectors to I-69E have been constructed and are in use.

- Increases economic development opportunities 10 points

Please provide explanation of Economic Development Opportunities and attach available supportive documentation.

The latest economic impact report shows that the Port of Brownsville generated \$3 billion in annual economic activity that produced \$201 million in tax revenues and supported more than 51,000 jobs across Texas. The completed SH 550 / I-169 Corridor would provide a continuous interstate route from the land ports of entry to the seaport and interstate system. The resulting increased connectivity, safety, capacity, and mobility will lead to an overall increase in economic development in the region.

- Corridor completes or aides International Trade / Port Connectivity 10 points

Please provide explanation of corridor relation to international trade / port connectivity and attach available supportive documentation.

When completed, Sh 550 / I-169 will serve as the single continuous interstate route from the deep water seaport in the region to the interstate highway system. It also serves to connect the deep water port to the regional international bridge system. This project is also included as a priority project in the 2020-2021 Texas Border Master Plan.

Total Points

Date Scored:

(Max 170):

	Project Sponsor	CSJ #	Project Name	ROW	UTILITY	CONST	CE
4	Cameron Co.	0921-06-257	South Parallel Corridor III	\$0	\$0	\$6,720,000	\$45,000

- Est. Let Date: **by May 2025?**
- PM: Eric Davila
- RPIC: Ben Worsham
- Limit From: FM 2520
- Limit To: FM 1577
- Performance Measure(s): **N/A**
- Functional Classification: Major Collector
- RGVMPO Comments: AFA in review; EDC approved in May

1. AFA or ILA(s): **Pending**
2. Env. Status: **cleared (FONSI)**
3. Preliminary Engineering: **30% PS&E**
4. ROW Status: **13 parcels acquired/in possession**
5. Utility Status: **one transmission line (July 2024)**
6. Other Notes: **Has \$5M in Rider 11B**
7. Total Project Cost Estimate:

- **Old Scores: 63**
- **Discussion on Criteria:**

PM/RPIC Comments:

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
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PHARR	CAMERON	0921-06-257	CS	PE, R	HARLINGEN	CAMERON COUNTY	\$1,666,049
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LIMITS FROM:	On S. Parallel Corridor, from FM 2520	REVISION DATE:	5/1/2024
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LIMITS TO:	FM 1577	MPO PROJ NUMBER:	HSB-110
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PROJECT DESCRIPTION:	New Location - 2 lane rural roadway in a proposed 120 ft. ROW	FUNDING CAT(S):	CAT 3 LC
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REMARKS	P7:	PROJECT HISTORY:
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TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
			FEDERAL	STATE	LOCAL	LC	TOTAL

PRELIM ENG:	\$466,049	COST OF APPROVED PHASES:					
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ROW PURCHASE:	\$1,200,000	\$1,666,049	3LC			\$1,666,049	\$1,666,049
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CONST COST:	\$9,720,000						
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CONST ENG:	\$621,081						
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CONTING:	\$405,000						
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IND COSTS:	\$275,825						
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POT CHG ORDER:							
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BND FINANCING:							
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TOTAL PROJECT COST:	\$12,687,955	TOTALS	\$0	\$0	\$0	\$1,666,049	\$1,666,049
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Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

	Project Sponsor	CSJ #	Project Name	ROW	UTILITY	CONST	CE
5	Mission/McAllen	0921-02-328	Taylor Rd	\$1,646,852	\$365,000	\$12,600,000	\$887,802
<ul style="list-style-type: none"> Est. Let Date: 8/2/2025 PM: x Cavazos? RPIC: x JP Terreza Limit From: ON TAYLOR RD., FROM MILE 2 N Limit To: BUS 83 Performance Measure(s): N/A Functional Classification: Major Collector RGVMPO Comments: x 			<ol style="list-style-type: none"> AFA or ILA(s): Executed 8/15/23 Env. Status: Cleared June 2018; Due to time lapse period, Re-evaluation completed as of June 2022 Preliminary Engineering: 100% PS&E ROW Status: 61 out of 69 parcels closed; 6 in ED, 2 closing; acquisition anticipated Feb-2024 Utility Status: anticipated 09/02/2024 completion Other Notes: RR estimate has been received and approved; agreement in process (July 2024) Total project cost: \$21M 				
<ul style="list-style-type: none"> Old Scores: 63 TxDOT PM Reporting: New Criteria: 			<p>PM/RPIC Comments:</p> <ul style="list-style-type: none"> ILA in place, 62 of 71 parcels acquired. Closing on 2 more in 30 days. Potential to accelerate fall 2026 (FY25) 				

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

PRELIM ENG:	\$729,629
ROW PURCHASE:	\$2,011,852
CONST COST:	\$15,129,936
CONST ENG:	\$884,488
CONTING:	\$881,179
IND COSTS:	\$431,821
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	\$20,068,905

COST OF APPROVED PHASES: \$2,011,852

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 7	\$1,609,482		\$402,370		\$2,011,852
TOTALS	\$1,609,482	\$0	\$402,370	\$0	\$2,011,852

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

Rio Grande Valley Metropolitan Planning Organization 2020 - 2045 Metropolitan Transportation Plan Off System Project Evaluation Form

Entity Name

City of Mission

Roadway / Facility Name

Taylor Road

CSJ#

0921-02-328

MPO MTP#

HC-257

New Roadway

No

Project Limits

From

Mile 2 N

To

Business 83

Length

2.0 miles

Planned Letting Date

2022

ROW Use

Started 5 Points

Environmental Status

Approved 10 Points

PIU

Approved 10 Points

Local Match Amount

\$4,664,808.46

Local Match Available

Yes 10 Points

Complete = ROW Allocation Done*

Federally Functionally Classified Yes No

Access to Transit Facility in Miles

- Greater than .75, 0 Points
- .5 to .75, 2 Points
- .25 to .5, 5 Points
- 0 to .25, 10 Points

Access to to Pedestrian Facility in Miles (Bicycle / Trail)

- Greater than .75, 0 Points
- .5 to .75, 2 Points
- .25 to .5, 5 Points
- 0 to .25, 10 Points

Adds Sidewalks

- None, 0 Points
- One Side, 5 Points
- Both Sides, 10 Points

Reconnects Local Governments

- Within Local Government, 0 Points
- Connects 2 Local Governments, 5 Points
- Connects 3 or more Local Governments, 10 Points

Most Recent ADT count:

- 1000 - 5000, 5 Points
- 5000 - 10000, 10 Points
- 10000 - 15000, 15 Points
- 15000 - 40000, 20 Points
- Not Available

For Internal Use (Based on TDM)

Congestion Reduction

- 0-25%, 1 Points
- 25-50%, 5 Points
- 50-75%, 10 Points
- 75-100%, 20 Points

Improves Travel Time

- Less than 10%, 0 Points
- 10% - 20%, 5 Points
- Greater than 20%, 10 Points

- Increased Safety 10 Points

Please provide explanation of Safety improvements and attach available supportive documentation

The project would widen the existing two lane roadway to four lanes. Additional travel lanes provided by the project would allow for improved traffic flow and safer traffic movement. The inclusion of a continuous left turn lane would move traffic halted for turning movements out of the main lanes; thereby improving safety. The inclusion of shared-use lanes and sidewalks would provide safer routes

- Fills gaps in current roadway network 10 points

Please provide explanation of Roadway Network Gaps Filled and attach available supportive documentation.

Taylor Road is a major north-south roadway in the cities of Mission and McAllen. Other major corridors in the area have been expanded to accommodate increases in population and traffic. The widening of Taylor Road would alleviate congestion on the surrounding roadways and complement the existing street network. The section from US 83 to BUS 83 will be widened in 2024; the project would

- Increases economic development opportunities 10 points

Please provide explanation of Economic Development Opportunities and attach available supportive documentation.

The historic pattern of development and population increases indicate that development is likely to continue along Taylor Road. The project area is mainly suburban, with some commercial and agricultural. Land is available for development in the area. Improved mobility and safety of the transportation system would make the area more desirable for economic development.

- Corridor completes or aides International Trade / Port Connectivity 10 points

Please provide explanation of corridor relation to international trade / port connectivity and and attach available supportive documentation.

N/A

Total Points

Date Scored:

(Max 170):

FY2025 Utilization & Carryover Estimates

	FY25 Revised Allocation	FY25 Scheduled to Obligate	Allocation Remaining (= FY25 Carryover)	% Est. Obligation to Allocation	Allocation Remaining as % of FY25 Allocation	Amount Subject to TAC Rule
Original Estimate	\$122.59M (FY24 Carryover) + \$33.39M (FY25 Allocation) = \$155.98M	(\$52.59M)	\$103.39M	33.72%	\$103.39 (FY25 Carryover) ÷ \$33.39M (FY25 Allocation) = 309%	\$36.61M
April Estimate	\$97.31M (FY24 Carryover) + \$33.39M (FY25 Allocation) = \$130.7M	(\$50.37M)	\$80.33M	38.54%	\$80.33M (FY25 Carryover) ÷ \$33.39M (FY25 Allocation) = 241%	\$13.55M
May Estimate	\$87.41M (FY24 Carryover) + \$33.39M (FY25 Allocation) = \$120.8M	(\$57.59M)	\$63.21M	52.32%	\$63.21M (FY25 Carryover) ÷ \$33.39M (FY25 Allocation) = 189%	\$0M
Measurement of Change	\$35.18M Difference	\$5M Increase in Utilization	\$40.18M Decrease in Carryover	18.6% Increase in Utilization	220% Decrease in Carryover	

Increase Utilization & Decrease Carryover!

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

Revised FY2026 Projects & Utilization

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

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

Revised FY2026 Projects & Utilization

	Project Sponsor	CSJ #	Project Name	ROW	UTILITIES	CONST	CE
1	HC PCT 1	0921-02-447	Mile 6 W	\$0	\$0	\$22,612,489	\$0
2	Pharr	0921-02-436	W. Moore Rd	\$0	\$0	\$6,084,000	\$0
3	Edinburg	0921-02-440	Freddy Gonzalez Dr	\$560,000	\$0	\$5,196,846	\$0
4	Mission/HC 3	0921-02-521	Los Ebanos Rd	-	-	\$4,000,000	-
5	McAllen/HC 4	0921-02-362	Russell Rd	\$0	\$0	\$4,950,000	\$0
6	Pharr	0921-02-376	Hi Line West Rd	\$100,000	\$0	\$6,031,860	\$0
7	Pharr	0921-02-375	Hi Line East Rd	\$0	\$0	\$6,665,273	\$0
8	CCRMA	0921-06-340	West Blvd.	-	-	\$150,000	-
9	Cameron Co.	0921-06-290	Old Alice Rd (BSP to SH100)	\$0	\$0	\$20,330,000	\$0
FY 2026 Utilization			\$72,680,468	\$660,000	\$0	\$72,020,468	\$0

Advancing to 2025?

Pending FC

Pending Executed AFA

Pending AFA Amendment

Revised FY2026 Scheduled Projects

	Project Sponsor	CSJ #	Project Name	ROW	UTILITIES	CONST	CE	
1	HC PCT 1	0921-02-447	Mile 6 W	\$0	\$0	\$22,612,489	\$0	
2	Pharr	0921-02-436	W. Moore Rd	\$0	\$0	\$6,084,000	\$0	
3	Edinburg	0921-02-440	Freddy Gonzatez Dr	\$560,000	\$0	\$5,196,846	\$0	
4	Mission/HC 3	0921-02-521	Los Ebanos Rd	-	-	\$4,000,000	-	
5	McAllen/HC 4	0921-02-362	Russell Rd	\$0	\$0	\$4,950,000	\$0	
6	Pharr	0921-02-376	Hi Line West Rd	\$100,000	\$0	\$6,031,860	\$0	
7	Pharr	0921-02-375	Hi Line East Rd	\$0	\$0	\$6,665,273	\$0	
8	CCRMA	0921-06-340	West Blvd.	-	-	\$150,000	-	
9	Cameron Co.	0921-06-290	Old Alice Rd (BSP to SH100)	\$0	\$0	\$20,330,000	\$0	
FY 2026 Utilization			\$72,680,468	\$660,000	\$0	\$72,020,468	\$0	

Pending FC

Pending Executed AFA

Pending AFA Amendment

Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
HC PCT 1	0921-02-447	Mile 6 W	\$22,612,489
<ul style="list-style-type: none"> • Est. Let Date: 1/2/2026 (potential 5/2026) • PM: Jordan Sinclair • RPIC: Jorge • Limit From: On Mile 6, Mile 14 1/2 • Limit To: Mile 11 • Performance Measure(s): • Functional Classification: • RGVMPO Comments: x 		<ol style="list-style-type: none"> 1. AFA or ILA(s): Executed 8/22/23 2. Env. Status: Re-evaluation substantially complete @ 100% 3. Preliminary Engineering: 60% PS&E Submitted May 1 4. ROW Status: Acquisition anticipated 12/30/2025; 87 PARCELS (58 APPRAISAL; 5. Utility Status: Utility owner informed of conflict, anticipated 6/30/2026 completion 6. Other Notes: Pending development schedule from LG. Arc survey to be completed after ROW acquired due to ROE issues. 	
<ul style="list-style-type: none"> • Old Scores: 		<p style="text-align: center;"><u>PM/RPIC Comments:</u></p>	

Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
Pharr	0921-02-436	W Moore Rd	\$6,084,000
<ul style="list-style-type: none"> • Est. Let Date: 1/31/2026 • PM: Maria Rangel • RPIC: Ruben • Limit From: ON MOORE RD, FROM JACKSON RD • Limit To: CAGE BLVD • Performance Measure(s): • Functional Classification: • RGVMPO Comments: W & E (FY 2032) will be let together; 		<ol style="list-style-type: none"> 1. AFA or ILA(s): Executed 1/12/23 2. Env. Status: Environmental scoping meeting held on 2/16/23; 3. Preliminary Engineering: 30% PS&E 4. ROW Status: The additional ROW needed is primarily for the SUP.; working with Irrigation Dist. #2 5. Utility Status: anticipated 3/1/26 completion 6. Other Notes: Kickoff meeting held on 1/23/23 	
<ul style="list-style-type: none"> • Old Scores: 		<p>PM/RPIC Comments:</p>	

Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
Edinburg	0921-02-440	Freddy Gonzalez Dr	\$5,196,846
<ul style="list-style-type: none"> • Est. Let Date: 1/2/2026 • PM: Mardoqueo Hinojosa • RPIC: xTom Reyna • Limit From: ON FREDDY GONZALES, FROM SH 336 (10th) • Limit To: FM 2061 (McColl Rd) • Performance Measure(s): • Functional Classification: • RGVMPO Comments: moving to FY2028; LIMITS HAVE CHANGED (CLOSER TO I69) 		<ol style="list-style-type: none"> 1. AFA or ILA(s): (AFA requested by MPO) 2. Env. Status: ReQUESTED RFP FOR CONSULTANT 3. Preliminary Engineering: x PS&E 4. ROW Status: No issues 5. Utility Status: Already completed 6. Other Notes: Pending AFA 	
<ul style="list-style-type: none"> • Old Scores: • TxDOT PM Reporting: • New Criteria: 		<p>PM/RPIC Comments:</p>	

Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
Mission/ HC 3	0921-02-521	Los Ebanos Rd	
<ul style="list-style-type: none"> • Est. Let Date: 8/2/2026 • PM: Norma Cabellos • RPIC: Norma Cabellos • Limit From: On Los Ebanos Rd, from I-2 • Limit To: Military Parkway • Performance Measure(s): • Functional Classification: • RGVMPO Comments: Seeking an accurate "Open to Traffic" date for FC Request. 		<ol style="list-style-type: none"> 1. AFA or ILA(s): ILA IN PLACE 2. Env. Status: x 3. Preliminary Engineering: x 4. ROW Status: x 5. Utility Status: x 6. Other Notes: Pending x 	
<ul style="list-style-type: none"> • Old Scores: 		<p>PM/RPIC Comments: FC WITH TPP; SHOULD BE GOING TO FHWA SOON ANTICIPATED TO BE PUSHED BACK TO FY2028</p> <p>\$4M FOR CONST; \$1M FOR ROW (RIGHT NOW IN FY2032)</p>	

Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
TxDOT	0921-02-142	IBTC	\$20,000,000
<ul style="list-style-type: none"> • Est. Let Date: January 2028 (hopefully sooner) • PM: TxDOT Kisai Salinas • RPIC: Martin? • Limit From: x • Limit To: x • Performance Measure(s): • Functional Classification: • RGVMPO Comments: Pending FC. 		<ol style="list-style-type: none"> 1. AFA or ILA(s): Executed x 2. Env. Status: Received 9/2023 3. Preliminary Engineering: SCOPING FOR PS&E 4. ROW Status: There is a lot of parcels 5. Utility Status: x conflicts, anticipated x completion 6. Other Notes: Pending x 	
<ul style="list-style-type: none"> • Old Scores: • TxDOT PM Reporting: • New Criteria: 		<p>PM/RPIC Comments:</p>	

Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
CCRMA	0921-06-291	Morrison Rd	
<ul style="list-style-type: none"> • Est. Let Date: 2028 • PM: Eric Davila • RPIC: Pete Sepulveda • Limit From: On Morrison Rd., from FM 1847 • Limit To: Dana Rd. • Performance Measure(s): • Functional Classification: MAJOR COLLECTOR • RGVMPO Comments: 		<ol style="list-style-type: none"> 1. AFA or ILA(s): Executed x 2. Env. Status: Received x 3. Preliminary Engineering: HAVE A TRAFFIC METHODOLOGY UPDATE PS&E 4. ROW Status: Not started; no ROW map 5. Utility Status: Not Started; pending ROW acquisition 6. Other Notes: FC Packet submitted to TPP on 10/17/23 for review 	
<ul style="list-style-type: none"> • Old Scores: • TxDOT PM Reporting: • New Criteria: 		<p>PM/RPIC Comments:</p>	

Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
McAllen/ HC 4	0921-02-362	Russell Rd	\$4,950,000
<ul style="list-style-type: none"> • Est. Let Date: 3/3/2026 • PM: Cris Rodriguez, GDJ Eng. • RPIC: Velinda Reyes • Limit From: ON RUSSELL RD., FM 2220 • Limit To: ROOTH RD. • Performance Measure(s): • Functional Classification: MINOR COLLECTOR • RGVMPO Comments: FC is out of scope but it is proposed. 		<ol style="list-style-type: none"> 1. AFA or ILA(s): received SPA; ILA is in place; AFA in review 2. Env. Status: Require ENV re-eval; COMPLETE 3. Preliminary Engineering: 100% PS&E; 4. ROW Status: IN PROGRESS; 2 OR 3 PARCELS 5. Utility Status: COORDINATION INITATED 6. Other Notes: FC Request Change for Russell Road Pharr District submitted by TxDOT to FHWA. Approval received 07/14/2023 	
<ul style="list-style-type: none"> • Old Scores: 		<p>PM/RPIC Comments: <u>WORKING ON ROOTH RD TO MON MACK (WORKING ON ROW ACQUISITION)</u></p>	

Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
Pharr	0921-02-376	Hi Line West Rd	\$5,200,000
<ul style="list-style-type: none"> • Est. Let Date: 1/2/2026 • PM: Maria Rangel • RPIC: Ruben • Limit From: ON WEST HI-LINE RD., FROM JACKSON RD. • Limit To: CAGE BLVD. • Performance Measure(s): • Functional Classification: • RGVMPO Comments: W & E LETTING TOGETHER 		<ol style="list-style-type: none"> 1. AFA or ILA(s): Executed 1/6/21 2. Env. Status: Env. clearance anticipated 3/1/2024 3. Preliminary Engineering: 30% PS&E 4. ROW Status: 2 DRAINAGE DIST PARCELS (W OR E) 5. Utility Status: 6. Other Notes: The LG mentioned on 1/15/24 they will be following an exemption to not implement bicycle accommodations. ALTERNATIVE ROUTE WITH H&B ANTICIPATED. 	
<ul style="list-style-type: none"> • Old Scores: 		<p>PM/RPIC Comments:</p>	

Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
Pharr	0921-02-375	Hi Line East Rd	\$6,665,273
<ul style="list-style-type: none"> • Est. Let Date: 1/2/2026 • PM: <i>x</i> • RPIC: <i>x</i> • Limit From: ON EAST HI-LINE RD., FROM CAGE BLVD. • Limit To: VETERANS RD. • Performance Measure(s): • Functional Classification: • RGVMPO Comments: <i>x</i> 		<ol style="list-style-type: none"> 1. AFA or ILA(s): Executed 5/19/22 2. Env. Status: Received clearance 6/23/2021 3. Preliminary Engineering: 100% PS&E 4. ROW Status: City acquiring ROW with their own funds. Pending 2 parcels from HCDD#1 (ROE process) 5. Utility Status: Coordination In progress 6. Other Notes: Pending xROW 6 Parcels. Issues with existing TxDOT Trunkline in existing City of Pharr ROW and underneath Rd. City will fund trunkline adjustment. 	
<ul style="list-style-type: none"> • Old Scores: 		<p>PM/RPIC Comments:</p>	

Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
CCRMA	0921-06-315	East Loop	\$20,000,000
<ul style="list-style-type: none"> • Est. Let Date: 8/2/2027 • PM: Eric Davila • RPIC: Pete Sepulveda • Limit From: EAST LOOP, FROM IH-69E • Limit To: SH 4 • Performance Measure(s): • Functional Classification: • RGVMPO Comments: Pending FC 		<ol style="list-style-type: none"> 1. AFA or ILA(s): Executed x 2. Env. Status: Anticipated clearance 12/2024 3. Preliminary Engineering: 95% PS&E 4. ROW Status: ROW mapping process has begun (approx. 94 Parcels); ongoing mapping; 0 acquired 5. Utility Status: Pending ROW acquisition 6. Other Notes: As of June 2021, Project is not functional classified; Schematic not approved H&H Report approval; Geotech has started. 90% Submitted under review. 	
<ul style="list-style-type: none"> • Old Scores: • TxDOT PM Reporting: • New Criteria: 		<p>PM/RPIC Comments: FC PENDING; NO OTHER UPDATES</p>	

Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
CCRMA	0921-06-340	West Blvd.	\$150,000 (C, CE)
<ul style="list-style-type: none"> • Est. Let Date: 1/2/2026 • PM: Eric Davila • RPIC: Pete Sepulveda • Limit From: ON WEST BLVD, FROM FM 3248 (ALTON GLOOR) • Limit To: FM 802 (RUBEN TORRES BLVD) • Performance Measure(s): • Functional Classification: MINOR COLLECTOR • RGVMPO Comments: FC approved in June 2023. 		<ol style="list-style-type: none"> 1. AFA or ILA(s): RESOLUTION FOR AFA APPROVED WITH CCRMA; 2. Env. Status: PENDING AFA 3. Preliminary Engineering: 95% COMPLETE 4. ROW Status: COMPLETE 5. Utility Status: CLEARED 6. Other Notes: Pending 	
<ul style="list-style-type: none"> • Old Scores: 		<p><u>PM/RPIC Comments:</u></p> <ul style="list-style-type: none"> • 	

Project Sponsor	CSJ #	Project Name	Federal + State/Local Amount
Cameron Co.	0921-06-290	Old Alice Rd (BSP to SH100)	\$20,330,000 (C, CE)
<ul style="list-style-type: none"> • Est. Let Date: 2025 • PM: Eric Davila • RPIC: Ben Worsham • Limit From: Brownsville Sports Park blvd • Limit To: SH100 • Performance Measure(s): • Functional Classification: MARJOR COLLECTOR • RGVMPO Comments: x 		<ol style="list-style-type: none"> 1. AFA or ILA(s): AFA EXECUTED (AMENDMENT #5 WITH BIKE/PED FACILITIES – APRIL 12, 2024) 2. Env. Status: DEC. 2024 3. Preliminary Engineering: 95% 4. ROW Status: IN POSSESSION 5. Utility Status: CLEAR 6. Other Notes: Pending x 	
<ul style="list-style-type: none"> • Old Scores: 		<p><u>PM/RPIC Comments: WILL LET WITH FY25 TASA PROJECT</u></p>	

FY2026 Utilization & Carryover Estimates

	FY26 Revised Allocation	FY26 Scheduled to Obligate	Allocation Remaining (= FY26 Carryover)	% Est. Obligation to Allocation	Remaining Allocation as % of FY26 Allocation	Amount Subject to TAC Rule
Original Estimate	\$103.39M (FY25 Carryover) + \$34.06M (FY26 Allocation) = \$137.45M	(\$144.46M)	(\$7.01M)	105.1%	-\$7.01M (FY26 Carryover) ÷ \$34.06M (FY26 Allocation) = -20.58%	\$0M
April Estimate	\$80.33M (FY25 Carryover) + \$34.06M (FY26 Allocation) = \$114.39M	(\$71.19M)	\$43.2M	62.23%	\$43.2M (FY26 Carryover) ÷ \$34.06M (FY26 Allocation) = 127%	\$0M
May Estimate	\$63.21M (FY25 Carryover) + \$34.06M (FY26 Allocation) = \$97.27M	(\$72.68M)	\$24.59M	74.72%	\$24.59M (FY26 Carryover) ÷ \$34.06M (FY26 Allocation) = 72.19%	\$0M
Measurement of Change	\$40.18M Difference	\$71.78M Decrease in Utilization	\$31.6M Increase in Carryover	30.38% Decrease in Utilization		

Increase Utilization & Decrease Carryover!

IV.A. FY2027 Projects

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

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

Project Sponsor	CSJ #	Project Name	Federal + State/Local Const. Amount
McAllen	0921-02-512	Bensten Rd.	\$4,060,840
<ul style="list-style-type: none"> • Est. Let Date: 8/2/2025 • PM: Eduardo? (or same as RPIC Rene Gonzalez) • RPIC: Rene Gonzalez • Limit From: On Bensten Rd, from FM 676 (Mile 5) • Limit To: FM 1924 (Mile 3) • Performance Measure(s): • Functional Classification: • RGVMPO Comments: x 		<ol style="list-style-type: none"> 1. AFA or ILA(s): Executed 10/12/2023 2. Env. Status: Pending 3. Preliminary Engineering: 30% PS&E anticipated 7/1/2025 4. ROW Status: Acquisition anticipated 7/26/2026 5. Utility Status: Kick off meeting 6. Other Notes: Pending development schedule from LG 	
<ul style="list-style-type: none"> • Old Scores: • TxDOT PM Reporting: • New Criteria: 		<p>PM/RPIC Comments:</p>	

IV.B. FY2028 Projects

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

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

FY25



IV.C. Outer Years

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

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

IV.C. Outer Years Cont.’

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

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

II. Workshop Goal & Objectives

A. Strategize to help optimize the use of federal funds.

- = Maintain consistent project development.

- = Advance projects from the MTP into TIP.

- = Address projects in the TIP that are delayed or unlikely to obligate.

B. Project Reporting

- = Prioritizing Category 7 (STP MM/Flex) projects due to TAC rule.

- = Focus on projects with funds for **construction**.

Increase Utilization & Decrease Carryover!

V. Next Steps

- Monthly Project Meetings with TxDOT
- Reconvene Project Readiness Workshop **Monthly** until a strategy is fully developed to reduce the Remaining Allocation to under 200% and prevent the transfer of funds to CAT 2 & 11.