

Technical Advisory Committee Meeting Thursday October 10, 2024

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION (RGVMPO) <u>TECHNICAL ADVISORY COMMITTEE MEETING AGENDA</u>

Thursday October 10, 2024 – 10:00 AM

The RGVMPO Technical Advisory Committee Meeting will be held <u>IN-PERSON</u> at the LRGVDC Main Campus, 301 W. Railroad Street, Building B, Ken Jones Executive Board Room in Weslaco, TX

- I. Call to Order
- II. Roll Call
- **III. Public Comments –** May be submitted online or may be submitted on a paper form specifying the matter you wish to address.

IV. Action & Discussion Items

- A. Approval of Minute(s) for September 12, 2024 Page 6
 - ☑ Action □ Information
- Presenter: Benjamin Worsham, TAC Chairman
- **Summary:** Approval of the September 12, 2024
 - B. Approval of the 2024 RGVMPO Congestion Management Process Page 12
 - ☑ Action □ Information
 - Presenter: Klarissa Gonzalez, RGVMPO Transportation Planner
 - **Summary:** The update to the 2024 RGVMPO Congestion Management Process (CMP) is complete. Staff will present the final report and identify changes that were recommended by federal planning partners after the report was last shared in July. RESOLUTION 2024-18 will be presented to the Transportation Policy Board on October 30th, 2024, for the final approval of the CMP.
- **Background:** July of 2024, the RGVMPO presented the first draft of the 2024 update to the CMP. This is federally mandated activity for Transportation Management Areas (TMA), and the report will be considered during the certification of the RGVMPO in December. The purpose of a CMP is to identify, analyze, and monitor traffic congestion in urban areas to provide data-driven implementation strategies and evaluate their effectiveness over time.
 - C. Discussion and Action on the November 2024 Statewide Transportation Improvement Page 68 Program (STIP) Revision Cycle
 - ☑ Action □ Information

Presenter: Rudy Zamora Jr., RGVMPO Transportation Planner II

Summary: RGVMPO staff are amending our short-range and long-range planning & programming tables: TIP & MTP. A 30-day Public Involvement period concludes on October 9th, 2024, and all revisions/modifications will require TAC & TPB members' approval.

Background: The Statewide TIP is updated quarterly and RGVMPO staff is revising the shortrange Transportation Improvement Program, and long-range Metropolitan Transportation Plan (TIP & MTP). Public Involvement, both virtual and in-person, was scheduled from September 9th, 2024, to October 9th, 2024. All revisions and modifications will require approval from our TAC & TPB members during the scheduled October meetings. Modifications are identified on both TIP & MTP tables, and a summary sheet has been provided.

V. Presentations & Reports

- A. Presentation and Discussion regarding the Transportation Alternatives Set-Aside (TASA; also known as Category 9) Program Page 95
 - □ Action ☑ Information

Presenter: Eva Garcia, RGVMPO Planner III

- **Summary:** RGVMPO Staff will report the status of FY2019-2020 projects (working to reimburse funds), FY2021-2022 projects (working to obligate funds) and FY2023-2024 projects (working to execute AFAs) to ensure transparency with the RGVMPO's policymakers and transportation officials. Additionally, Members will receive an update to the upcoming FY2025-2027 RGVMPO TASA Call for Projects. This Call for Projects is anticipated to Open on Friday, November 1, 2024, with an accompanying TASA Workshop being held (virtually) the same day at 1:30pm. A second TASA Workshop will be held, also virtually, the following Friday, November 13, 2024, at 1:30pm. The content will be the same and the recordings will be posted on the RGVMPO's Website and YouTube channel.
- **Background:** RGVMPO Staff have been leading TASA Working Group Meetings to collect feedback on the Program Guide, Scoring Criteria and Application, as part of the public involvement process for the competitive process for federal funds. We thank those engaged during those Working Group meetings for their valuable time and input. Regarding the updates to previously programmed projects, Staff continues to work with the Texas Department of Transportation Pharr District (TxDOT) and Local Government (LG) project sponsors to provide these updates to RGVMPO Members. Thank you to all those involved for their continued communication and coordination.
 - B. Presentation and Discussion regarding the RGVMPO's Project Prioritization Process for Metro Mobility and Rehab (STP MM; also known as Category 7) Funds Page 114

□ Action

☑ Information

- Presenter: Eva Garcia, RGVMPO Planner III
- **Summary:** RGVMPO Staff will present Members with the results of the initial MentiMeter Questionnaire regarding the Project Prioritization Process and be asked further questions in a new MentiMeter. Staff aims to continue solicit feedback on the strategic direction, goals, objectives, and targets of the region's priorities for improved performance-based planning and programming of Category 7 funds. Input gathered will be utilized for the future evaluation of Metropolitan Transportation Plan (MTP; long-range plan) projects prior to their addition to the Transportation Improvement Program (TIP; short-range plan).

Background: As part of the development of the 2050 MTP and ongoing conversations regarding utilization/carryover during the Project Readiness Subcommittee workshops, RGVMPO Staff have been reviewing requirements within United States Code Title 23 Chapter 1 Section 134. Metropolitan transportation planning. Redeveloping the Project Prioritization Process is important to help us better understand how the investment of federal funds can impact regional mobility in different ways. It is both possible to forecast the expected impact and validate the results once a project is completed through the Transportation Performance Management (TPM) process, which Staff plans to further dive into in future Project Readiness Workshops.

C. TJKM - SS4A Comprehensive Plan Initial Project Status Page 157

□ Action

☑ Information

Presenter: Nayam Amin, TJKM President

- **Summary:** The RGVMPO is developing a Comprehensive Safety Action Plan as part of the Safe Streets and Roads for All (SS4A) initiative. This plan focuses on improving road safety, particularly in Starr County, Hidalgo County, City of Harlingen, and City of Brownsville, and aims to enhance safety for all users across the region. The update will cover progress on the plan's development and upcoming steps.
- **Background:** The RGVMPO received SS4A grant funding to create the region's first Comprehensive Safety Action Plan. With over 50% of the population living in HDCs, the plan targets critical safety needs by identifying key countermeasures and potential pilot locations (Starr County, Hidalgo County, City of Harlingen, and City of Brownsville) for future implementation. This update will highlight current efforts, stakeholder engagement, and next steps in the project.

D. RGVMPO Executive Director's Report and Updates Page 175

□ Action

☑ Information

Presenter: Luis Diaz, RGVMPO Interim Executive Director

- Summary:1. Budget Update2. Hidalgo County Active Transportation & Tourism Plan
 - **3.** 2024 Thoroughfare Update

E. TxDOT Letting Report Page 177

□ Action

☑ Information

Presenter: TxDot Pharr District TP&D Staff

- F. Cameron County RMA Project Status Report Page 181
 - □ Action ☑ Information
 - Presenter: Eric Davila, Cameron County RMA Chief Development Engineer

G. Hidalgo County RMA Project Status Report Page 236

□ Action ☑ Information

Presenter: Ramon Navarro, Hidalgo County RMA Chief Construction Engineer

H. Transit Status Report Page 271

□ Action ☑ Information

Presenter: Transit Representative

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

A. The next RGVMPO Technical Advisory Committee is <u>IN-PERSON</u> at 10:00am on December 12, 2024.

IV. Action & Discussion Items

A. Approval of Minute(s) for September 12, 2024

☑ Actio	n [Information
Presenter:	Benjamin Worsham, TA	CC	Chairman
Summary:	Approval of the Septembe	er 1	12, 2024

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE IN-PERSON MEETING September 12, 2024 - Minutes

I) CALL TO ORDER

Benjamin Worsham – Chairman (Cameron County) called the TAC Meeting to order at 10:00 AM. The TAC Meeting was held in person.

II) ROLL CALL

RGVTAC Representatives in attendance were as follows:

MEMBERS PRESENT				
ENTITY	VOTING MEMBERS			
Cameron County	Benjamin Worsham, Chairman			
Hidalgo County RMA	Ramon Navarro			
Hidalgo County	Velinda Reyes			
City of Brownsville	Joel Garza			
City of McAllen	Rene Gonzalez			
City of Edinburg	Tomas Reyna			
City of Harlingen	Roberto Hernandez			
City of Mission	Absent			
City of Pharr	Maria Rangel			
City of San Benito	Johanna Maldonado			
Starr County	Absent			
TxDot Pharr District	Dora E. Robles			
Valley Metro	Nancy Sanchez			
Cameron County RMA	Eric Davila			
Brownsville Metro	Simon Ortiz			
McAllen Metro	Absent			
Port of Brownville	Absent			
Port of Harlingen	Amy Lynch			
Port Isabel-San Benito Navigation District	Absent			
Cameron County Spaceport Dev Corp.	Absent			
GUESTS				
RGVMPO Interim- Executive Director	Luis M. Diaz			
LRGDVC				
RGVMPO Staff				

III) PUBLIC COMMENTS

No public comments

IV) CONSENT AGENDA

A. Approval of Minutes

Consideration and Action to Approve the Minutes of August 8, 2024

Chairman Benjamin Worsham asked if there were any corrections to the minutes and no corrections or comments were noted to the minutes.

Joel Garza from the City of Brownsville made a motion to approve the minutes as presented, which was seconded by Ramon Navarro from Hidalgo County RMA.

I) PRESENTATIONS & REPORTS

A. Discussion on the FY 2025-2028 Transportation Improvement Program (TIP) November 2024 Revision Cycle

Rudy Zamora presented information on the FY 2025-2028 TIP November 2024 Revision Cycle, including the following:

• Public Involvement:

- A 30-day public engagement period runs from September 9th to October 9th.
- A flyer announcing the public involvement process is being used, and it will be posted on the RGVMPO website and at in-person locations.
- The in-person location in Brownsville is still being finalized, with potential options being the Plaza Transit Station, the Segovia event, or the farmers market.

• TIP Approval and Revision:

- The initial 2025-2028 TIP needs to be approved by FHWA and FTA by September 24th.
- Until federal approval is received, the current short-range TIP Amendment 13 and the Transit TIP remain in effect.
- Once federal approval is obtained, draft revisions for the November cycle can be proposed.
- The deadline for submitting administrative changes or project revisions to MPO is October 1st.

• Project Readiness and Update Forms:

- A project readiness meeting will be held to discuss administrative changes, project timelines, and other concerns.
- Update forms for both STIP and MTP projects (highway and transit) are available for submitting technical changes and revisions.

• November Revision Timeline:

- STIP workshops are scheduled for October 4th and 11th.
- The deadline for uploading projects and documentation to the eSTIP system is October 7th.
- TIP revisions and documentation must be finalized in the system by October 18th.
- The earliest date for federal approval of the November revisions is December 9th.

There were no questions or comments from the committee.

B. Discussion on Annual RGV Thoroughfare/ROW Plan Amendment Process

Luis Diaz presented on the annual RGV Thoroughfare/ROW Plan amendment process. Key points from the presentation included:

- The plan is a collection of existing, planned, and preserved right-of-way (ROW) for transportation corridors 80 feet and wider within the Rio Grande Valley. It guides future development, promotes connectivity, and design uniformity.
- The MPO collects and displays thoroughfare data from local governments on its interactive map (UMAP) but does not have enforcement authority over ROW designations.
- UMAP Interactive Map: The UMAP displays existing, expanded, and new ROW designations. It can be accessed through the RGVMPO website.
- Amendment Process: Amendments to the Thoroughfare Plan must be accompanied by an ordinance or resolution from the relevant city or county. Forms available on the RGVMPO website.
- Timeline for Amendments:
 - September 12th: Presentation to the Technical Advisory Committee.
 - October 8th: Check-in meeting to address questions and progress.
 - December 20th: Deadline for amendment submittals.
 - February 25th: Presentation of amendments to the TAC and Policy boards.
 - March: Presentation of amendments to Commissioners Court.
 - April 2025: Amendments reflected on the UMAP.
 - August 2025: Amendment process opens again.

Chairman Ben Worsham opened the floor for questions and comments. No questions or comments were raised.

C. Update on RGVMPO TMA Planning Certification Process

Luis Diaz provided an update on the RGVMPO's upcoming federal certification scheduled for December 5th and 6th.

- **Desk Audit Review:** A desk audit review was conducted, focusing on 18 key areas. The review identified four areas for improvement.
- Areas for Improvement:
 - **Freight and Intermodal Planning:** Questions were raised about the MPO's engagement in freight and intermodal planning. Diaz confirmed that resources demonstrating the MPO's compliance have been shared with federal partners.
 - **Public Outreach:** Concerns were noted regarding public outreach and visualization techniques. Diaz stated that the MPO is working to enhance visualization and direct the Federal Highway Administration (FHWA) team to relevant resources on the website.
 - Safety Planning and Congestion Management: The MPO is actively developing its safety planning and congestion management process, which will be presented next month. This address concerns related to performance management and performance measures.
 - **MPO Staffing and Training:** FHWA expressed concern about MPO staffing and training needs. Diaz reported progress in filling vacant positions, including a new planner and GIS specialist starting soon, and ongoing efforts to fill remaining vacancies.
- Certification Event: The on-site certification event will be held in Weslaco on December 5th and 6th. A virtual option will also be available. The first day will involve a roundtable discussion with the Policy Board and stakeholder interviews. The second day will conclude with closing remarks and a final report from FHWA. A follow-up meeting in 2025 will provide a detailed report on the certification findings.

Eric Davila requested a calendar invite with details about the certification event. Diaz agreed to share the information. Davila also inquired about the presentation of follow-up items, to which Diaz clarified that engagement with FHWA is ongoing and will be discussed at the December meeting.

Verlinda Reyes asked about the participants in the certification meeting. Diaz explained that it will involve a roundtable discussion with the Policy Board and interviews with various stakeholders.

Chairman Ben Worsham thanked Luis and asked if there were any questions. There were no more questions or comments.

D. RGVMPO Contract Updates

Luis Diaz provided updates on various RGVMPO contracts:

- 2050 Metropolitan Transportation Plan (MTP):
 - The contract for developing the 2050 MTP is underway with Alliance Transportation Group.
 - Public engagement events were held from August 29th to 31st in Edinburg, McAllen, and Brownsville.
 - The contract completion and presentation to the Policy Board is expected by October 10th of the following year.
 - The project includes project scoring, assistance with a Transportation Demand Management (TDM) plan, data review, and staff training.

• Safe Streets and Roads for All (SS4A) Action Plan:

- This project is funded by a grant received by the MPO.
- The kickoff meeting was held earlier this year.
- The final plan is expected to be completed and presented to the TAC and Policy Board by March of the following year.
- The plan will be shared with municipalities to assist them in seeking grants for safety initiatives.

• Weslaco Loop Planning Corridor Alignment Study:

- The kickoff meeting for this project was held yesterday at the Edinburg office.
- ETSI and LNG are the consultants working on the study.
- The project will examine different options for the Weslaco Loop.
- A webpage will be created on the RGVMPO website to display the draft map and proposed alignments.
- The estimated completion date is February of the following year.
- Engagement meetings will be held throughout the project, with the next meeting scheduled for October 18th.

• Legal Services Contract:

- Negotiations are ongoing with Jackson Walker, a law firm from Austin, for legal services.
- A meeting is scheduled for early next week to discuss negotiations and pricing.
- Caso law firm in Edinburg is an alternative option if an agreement cannot be reached with Jackson Walker.

• Passenger Rail Study:

- This contract has been awarded to ACOM.
- It is currently pending legal review.
- A kickoff meeting is expected to be held soon after the legal review is completed.

Eric Davila asked if the outreach for the Weslaco Loop project would be similar to that of the SS4A project, including invitations to both TAC and Policy committee members. Diaz confirmed that it would be, with engagement meetings and public involvement outreach shared with TAC members.

Eric Davila inquired about the scope of the legal services contract and the stage of negotiations with Jackson Walker. Diaz clarified that they are currently negotiating rates for the work needed, as the initial quote was high. If a fair price cannot be agreed upon, they will consider the alternative firm, Caso, and present the decision to the Policy Board.

No more questions or concerns.

E. RGVMPO Executive Director's Report and Updates

Luis Diaz provided the Executive Director's report, including the following updates:

- Staff Attendance at Conferences: All staff attended the TxDOT Planning Conference in Dallas last week. Some staff also attended the TEMPO meeting in Arlington at the NCTCOG offices.
- Budget Update:
 - The total adjusted budget is \$4,249,042.40.
 - The amount spent to date is \$1,366,822.65.
 - The expected spending at this point in the fiscal year was \$1,770,000. The MPO is currently operating under budget.
 - The current budget period closes at the end of September, and the new budget begins in October.

Eric Davila inquired about the difference between the amount spent and the expected spending, asking if it was related to contracts that started recently.

Luis Diaz confirmed that some of the difference is due to pending invoices for recently started contracts, which are expected before the budget period closes.

Eric Davila followed up by asking if those invoices would account for most of the difference, and Diaz confirmed that they would.

No more questions or comments

F. TxDOT Project Status Report

Dora Robles presented the TxDOT Letting Report.

- Key Updates:
 - Projects displayed in blue font indicate a change in the letting date.
 - The 24-month letting exercise has been completed.
 - As per standard practice, local government projects have been pushed to the latter two years of the Statewide Transportation Improvement Program (STIP) to allow for flexibility. TxDOT is willing to work with local governments to accelerate projects if needed.
 - Changes in the letting report aim to achieve balanced lettings per quarter to meet TxDOT division requirements.

No questions or comments.

II) NEW OR UNFINISHED BUSINESS

Chairman Worsham led a discussion on the necessity of holding in-person TAC meetings when no action items were scheduled. Luis Diaz confirmed that no such requirement exists and suggested either canceling meetings or convening virtually in these instances. The committee unanimously agreed to implement a virtual meeting format for any future meetings lacking action items.

III) <u>ADJOURNMENT:</u>

There being no further business to come before the RGVMPO TAC Members, Chairman Ben Worsham called for a motion to adjourn. Eric Davila with the Cameron County RMA made a motion to adjourn the meeting at 11:05am. The motion was seconded by Rene Gonzalez with the City of McAllen, meeting was adjourned.

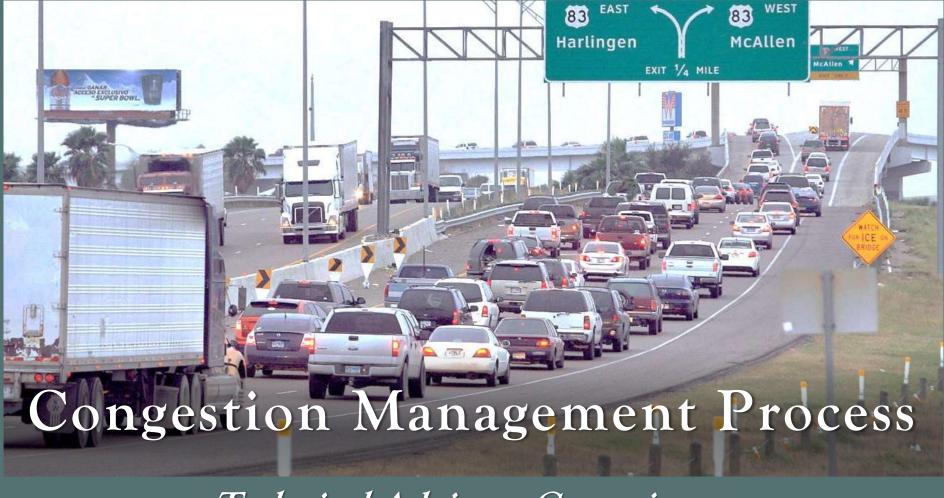
IV. Action & Discussion Items

B. Approval of the 2024 RGVMPO Congestion Management Process

Action Information

Presenter: Klarissa Gonzalez, RGVMPO Transportation Planner

- **Summary:** The update to the 2024 RGVMPO Congestion Management Process (CMP) is complete. Staff will present the final report and identify changes that were recommended by federal planning partners after the report was last shared in July. RESOLUTION 2024-18 will be presented to the Transportation Policy Board on October 30th, 2024, for the final approval of the CMP.
- **Background:** July of 2024, the RGVMPO presented the first draft of the 2024 update to the CMP. This is federally mandated activity for Transportation Management Areas (TMA), and the report will be considered during the certification of the RGVMPO in December. The purpose of a CMP is to identify, analyze, and monitor traffic congestion in urban areas to provide data-driven implementation strategies and evaluate their effectiveness over time.



Technical Advisory Committee

BACKGROUND

Code of Federal Regulations

Title 23 § 450.322 Congestion management process in transportation management areas

<u>Purpose</u>

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Milestones

- January 2024 began First Draft
- Update to TAC and TPB in June 2025 and August 2024
- Action Item in October 2024

Rio Grande Valley Metropolitan Planning Organization

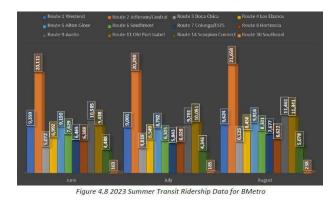
Congestion Management Process



SUMMARY OF AMENDMENTS

Incorporated FHWA/FTA Feedback regarding:

- Transit Operations and Data
- Implementation schedule
- Project Prioritization



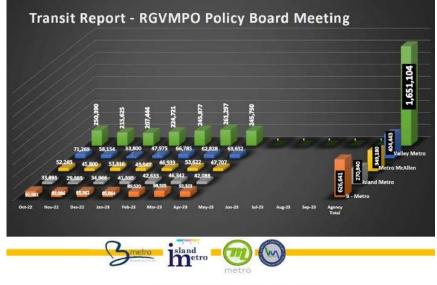


Figure 4.7 2023 Transit Ridership Data

TIMELINE OF EVENTS



Thursday, Decemb	, V .		
Start Time	Review Topics	Discussion Lead	
8:30-8:45 AM	Introductions and Purpose of Review	FHWA-FTA	
8:45-9:00 AM	Brief Background History and Development of RGVMPO	Rio Grande Valley MPO	
9:00-10:00 AM	Public Participation Process/Limited English Proficiency (LEP)	FHWA-FTA	
10:00-10:45 AM	EJ/Equity/Title VI Evaluation Process	Megan Dere, FHWA	
10:45-11:30 AM	Safety in the Transportation Planning Process	Ed Burgos-Gomez, FHWA	
11:30-12:30 PM	LUNCH		
12:30-1:00 PM	2050 Metropolitan Transportation Plan Update	Rio Grande Valley MPO	
1:00-2:00 PM	Congestion Management Process (CMP)	FHWA Texas Division	
2:00-2:30 PM	Freight and Intermodal Planning (Regional Transit)	FHWA Texas Division/LRGVDC Transit/FTA Region VI	
2:30-3:00 PM	BREAK		

Transportation Performance Management (TPM)

3:00-3:30 PM

FHWA-FTA

ACTION ITEM

B. Approval of the 2024 RGVMPO Congestion Management Process

☑ Action

□ Information

Presenter: Klarissa Gonzalez, RGVMPO Transportation Planner

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THANK YOU

Klarissa Gonzalez kgonzalez@rgvmpo.org www.rgvmpo.org/committees/subcommittees

Rio Grande Valley Metropolitan Planning Organization

Congestion Management Process



2024 Update

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Introduction

What is a Congestion Management Process?

A Congestion Management Process (CMP) is a federally mandated set of procedures to be documented and sustained by Metropolitan Planning Organizations (MPO). The purpose of a CMP is to identify, analyze, and monitor traffic congestion in urban areas to provide data-driven implementation strategies and evaluate their effectiveness over time. This process is cyclic in nature and an ongoing effort meant to ease traffic congestion and improve the efficiency of a regional transportation network.

Rio Grande Valley Metropolitan Planning Organization (RGVMPO)

The RGVMPO, established in 2019, has a Metropolitan Area Boundary (MAB) spanning across three counties and 42 cities as designated by the Texas Governor. The combined population of Cameron County, Hidalgo County, and Starr County is approximately 1,375,708 people, positioning the Rio Grande Valley MPO as the fifth largest Metropolitan Planning Organizations in Texas (U.S. Census Bureau 2020). This demographic stature brings forth complex transportation challenges and the need for effective solutions. To address these challenges and inform decision-making, the RGVMPO employs a comprehensive Congestion Management Process (CMP) integrating data analysis with transportation planning and programming.

3-C Process

Successful congestion management emphasizes the 3-C process which stands for Cooperative, Comprehensive, and Continuing. This report is "Comprehensive" in that it is both *supportive of* and *supported by* RGVMPO adopted plans such as the Metropolitan Transportation Plan, the Transportation Improvement Program, the Unified Planning Work Program. It is "Continuous" in that a periodic assessment of implemented strategies is facilitated by use of qualitative objectives and performance measures. The process is "Cooperative" in that a diverse CMP subcommittee was formed and utilized to participate in data collection and analysis. A list of planning partners within the RGVMPO MAB include: TxDOT (Texas Department of Transportation) Pharr District, Cameron County Regional Mobility Authority, Hidalgo County Regional Mobility Authority, Local Governments, Transit Agencies (Valley Metro, BMetro, and Metro McAllen), and Residents. The 2024 CMP subcommittee is comprised of nine diverse members, including personnel from the municipal, county, and district.

Purpose of A Congestion Management Process

The Congestion Management Process is meant to address challenges that densely populated urban areas face from traffic resulting in wasted time, fuel, and economic costs. It should reflect visions in transportation planning documents established at the local, regional, and national level such as city ordinances, RGVMPO long- and short-range plans, Connecting Texas 2050, and the MAP-21 Act. With the main purpose being to identify, analyze, monitor, and evaluate traffic congestion with



reliable data sources such as travel time reliability indices for both cars and trucks, the development of a CMP provides the opportunity for interagency collaboration amongst planning partners to analyze congestion issues ensuring a more effective allocation of limited transportation funding.

Code of Federal Regulations

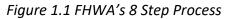
Title 23 Part <u>450.322</u> specifies federal requirements and expected outcomes from a CMP. In short, the federal code states that all urban areas with a population greater than 200,000, called a Transportation Management Area (TMA), shall address traffic congestion using a developed, established, and implemented CMP. This report shall be provided to decision makers and the public to provide guidance on the selection of effective strategies for future implementation. The result of this process should be a safe and effective multimodal system. A CMP shall include the following:

- Definition of congestion management objectives and appropriate performance measures
- Methods to monitor and evaluate performance of the multimodal system periodically
- Identification of underlying causes of recurring and non-recurring congestion
- Support for congestion reduction and mobility enhancement for people and goods
- Cooperation between the State, MPO, Elected Officials, and public transportation providers
- Identification of an implementation schedule and possible funding sources
- Development of a regional goal that would improve transportation specifically for job access
- Identification and evaluation of the effectiveness of implemented and alternative strategies

8-Step Process

In order to ensure all the federal requirements are addressed in a CMP, the Federal Highways Administration (FHWA) has established an 8-step process model seen in Figure 1.1. Reflecting this structure, the subsequent eight chapters provide a detailed breakdown of each step, facilitating a step-by-step exploration of the congestion management process.

Action 1: Develop regional objectives
Action 2: Define CMP network
Action 3: Develop multimodal performance measures
Action 4: Collect data and monitor system performance
Action 5: Analyze congestion problems and needs
Action 6: Identify and assess strategies
Action 7: Program and implement strategies
Action 8: Evaluate strategy effectiveness





Step 1: Develop Regional Goals, Objectives, & Principles

Crafting Goals that Address Traffic Congestion

This first step of the congestion management process is to develop fundamental principles, clearly defined goals, and measurable objectives that align with regional plans, and research findings. To execute this task appropriately, our team identified national, statewide, and regional goals pertaining to traffic congestion in plans endorsed by elected officials and experts. Extensive stakeholder engagement shaped both the long-term and short-term plans and programs of the RGVMPO. Consequently, aligning the goals of the CMP with those already established in adopted plans ensures regional coherence. Finalization of principles, goals, and objectives occurred in collaboration with current key regional stakeholders, including the Transportation Policy Board, Technical Advisory Committee, and the TxDOT Pharr district.

National Goals

The overarching national performance goals aimed at improving surface transportation is specified in the Moving Ahead for Progress in the 21st Century (MAP-21) Act. There are 7 fundamental categories of goals:

- 1) Safety
- 2) Infrastructure condition
- 3) Congestion reduction
- 4) System reliability
- 5) Freight movement and economic vitality
- 6) Environmental sustainability
- 7) Reduced project delivery days.

The Federal Highway Administration establishes methods to calculate and report on performance measures related to these goals for MPOs (Metropolitan Planning Organizations) and DOTs (Department of Transportation). This sets a uniform reporting system consistent among states. A few federal performance measures pertaining directly to traffic congestion are the percentage of person miles traveled on the interstate and non-interstate that are reliable, as well as Truck Travel Time Reliability Index (Chapter 4).

Long Range Planning Goals

The RGVMPO Long Range 25-year plan, otherwise known as the Metropolitan Transportation Plan (MTP), has similar preliminary visioning goals to reduce congestion and improve travel time reliability. Long range planning goals specified at the regional level in "RGVMPO 2045 MTP" also align with Statewide Long-Range Planning. One statewide long-range planning goal is to "Optimize System Performance" by mitigating congestion, enabling reliable travel times, and ensuring freight can move efficiently. Established statewide long-range targets for Urban Congestion Index is to be at



1.2 by 2030, and 1.15 by 2030. The Urban Congestion Index is calculated by dividing the actual time it takes to travel by the time it takes to travel during a period of "free flow" where commuters can travel up to the posted speed limit. This declining target shows that the state is committed to improving urban congestion. The adopted regional and statewide targets for reliability is that by 2025, 70% of the Person-Miles traveled on the interstate and non-interstate roads are reliable. Considering Freight Reliability, the regional and statewide target is that by 2025, the Truck Travel Time Reliability Index is at or above 1.55. A more detailed explanation of these targets, including performance measures can be found in Chapter 3.

CMP Principles, Goals, and Objectives

Table 1 is a chart that identifies three principles, six goals, and ten objectives. The framework of the Congestion Management Process for the Rio Grande Valley is guided by three core principles:

- 1. Reduce traffic congestion and increase travel time reliability index
- 2. Promote a sustainable multimodal network
- 3. Enhance transportation efficiency of commercial motor vehicle connectivity

To achieve these principles, six overarching goals establish specific activities that would effectively address the associated principle. Goals that directly address the First Principle, are to incorporate intelligent transportation systems and to identify and address corridors with the worst travel time reliability index. Each goal is further quantified with "SMART" objectives geared towards Specifying a Measurable, Agreed upon, Realistic, Timebound target. An example of a SMART objective in *Table 1* is to "reduce travel delay resulting from traffic signals by installing, maintaining, and monitoring light synchronization technology in 2025." Objectives will be detailed throughout the report in the appropriate step further specifying the proposed schedule, implementation responsibilities, and potential funding sources.

A safe and welcoming multimodal network is the core of the Second Principle. It aims to encourage walking, cycling, and public transit by improving infrastructure efficiency, equity, and safety. The underlying assumption is that by enhancing active transportation and public transit through improved reliability and widespread accessibility, a greater number of commuters will be incentivized to utilize these options, leading to a more sustainable transportation system. Objectives specify increasing active transportation usage and transit ridership by a certain percentage over a four-year period. To assess and potentially refine these objectives in future CMP updates, the RGVMPO will employ several monitoring methods such as utilizing bike/pedestrian counters to track active transportation usage and collaborating with transit providers to analyze their on-time performance reports obtained through Swiftly.

The Third Principle focuses on optimizing commercial vehicle movement within the Rio Grande Valley, a region known for having most ports of entry in Texas. This emphasis arises from the significant economic burden imposed by user delay costs associated with truck congestion. By streamlining cross-border trade through improved commercial vehicle mobility, this principle aims to alleviate this economic strain monitored using a Truck Travel Time Reliability Index.



Congestion Management Process Principles, Goals, and Objectives

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Table 1. Congestion Management Principles, Goals, and Objectives.



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Step 2: Define the Congestion Management Process Network

Identifying the System

The purpose of defining the CMP network is to give attentive focus to the parts of the transportation system that are congested. The CMP network is defined by two factors, the geographic area of application and system components. The geographic area of application refers to planning boundaries where the RGVMPO is authorized to plan and program for. The Metropolitan Area Boundary (MAB) and Urbanized Area Boundary (UAB) seen in Figure 2.1 shows the geographic extent to which the RGVMPO can incorporate into the CMP network.

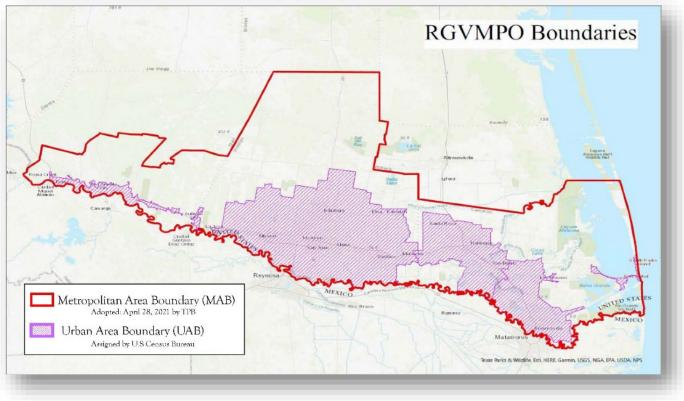
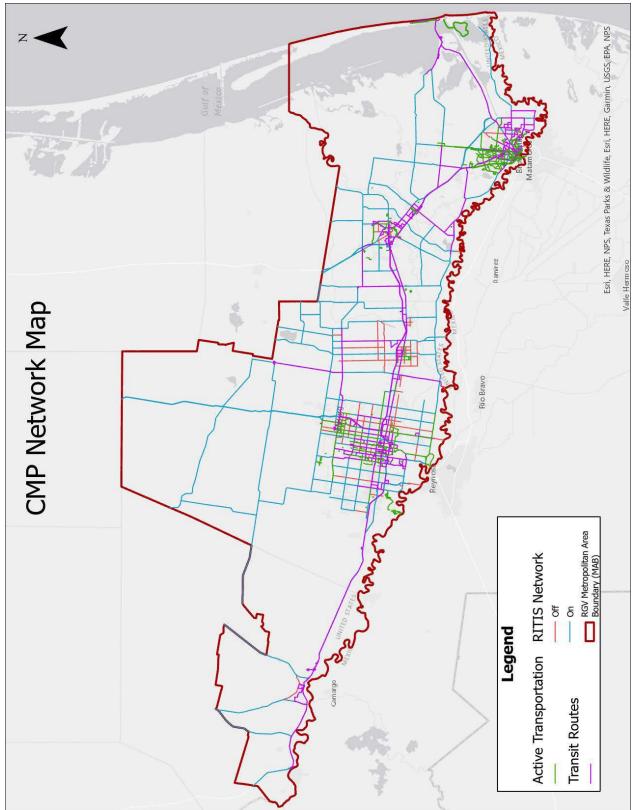


Figure 2.1 RGVMPO Metropolitan Area Boundary Map

CMP Network

The system components for the RGVMPO CMP network has been expanded to encompass any one of the multimodal transportation elements, including highways, roadways, sidewalks, bicycle routes, transit routes, and heavy weight corridors. Figure 2.2 shows the multimodal CMP Network within the Rio Grande Valley including on and off system roadways, transit routes, sidewalks, bike lanes and hike and bike trails. Figures 2.3, 2.4, and 2.5 illustrate the same CMP network zoomed into the county level to show the precise locations of transportation facilities.





2024 Update

Figure 2.2 CMP Network Map



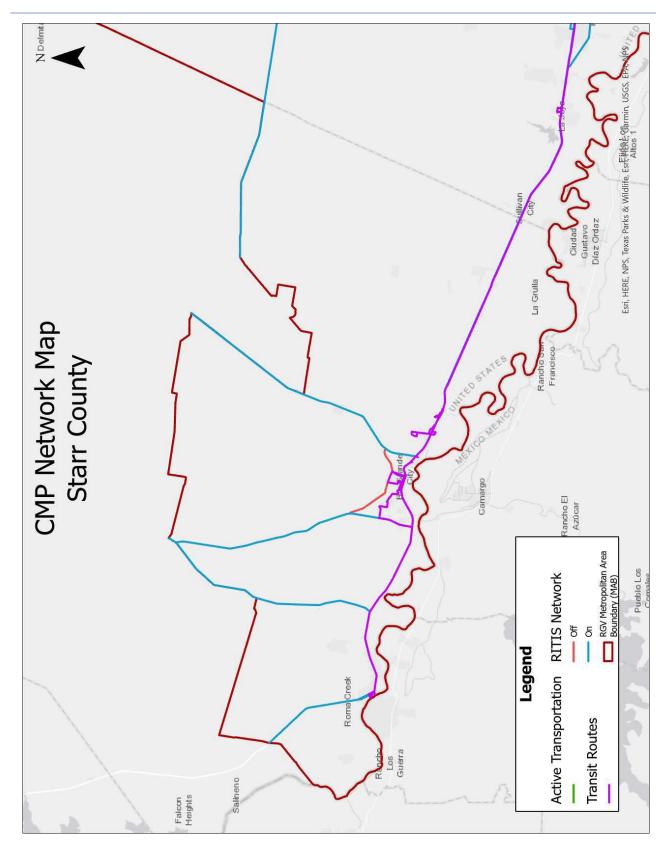


Figure 2.3 CMP Network Map Starr County



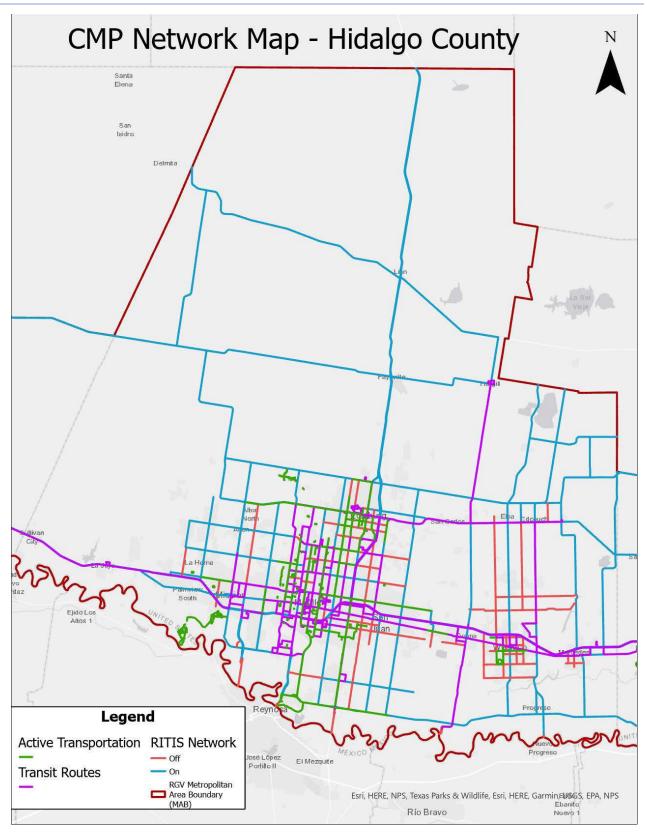


Figure 2.4 CMP Network Map Hidalgo County



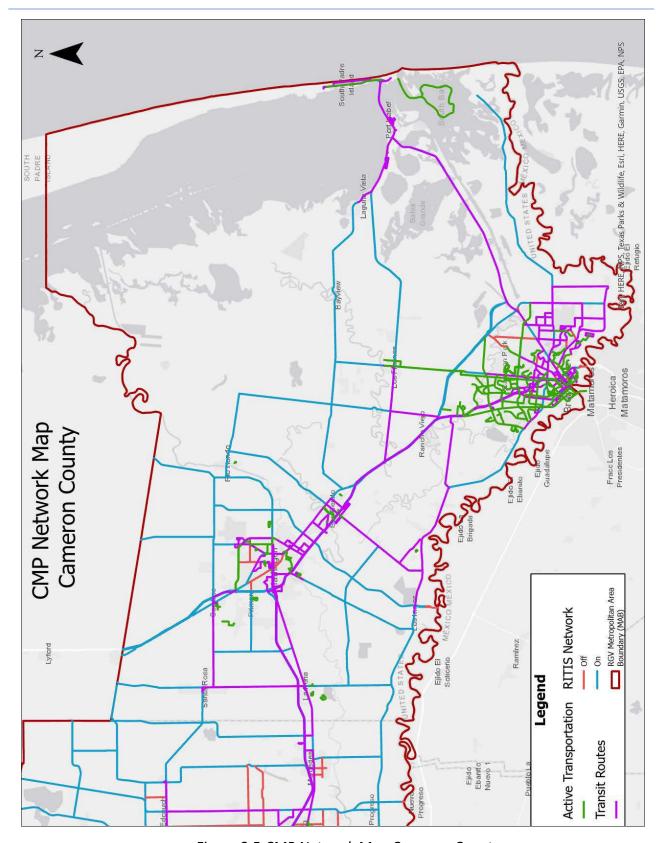


Figure 2.5 CMP Network Map Cameron County



Emergency Preparedness System Component

Recognizing that the Rio Grande Valley is a coastal community and is prone to life-threatening hurricanes, an invaluable system component of the CMP Network is the emergency evacuation route. A critical element of our coastal community's emergency preparedness strategy is contraflow planning. This strategy involves temporarily reversing the traffic flow on designated evacuation routes during hurricanes or other emergencies requiring mass evacuation. By converting inbound lanes to outbound lanes, contraflow maximizes the capacity of evacuation routes, allowing residents to leave the area more quickly and efficiently. This minimizes the impact of traffic congestion during an emergency evacuation by reducing the amount of time residents spend in evacuation zones, ultimately saving lives and minimizing property damage.

In preparation for the 2024 hurricane season, TxDOT Pharr District maintenance crews took a proactive approach by performing a contraflow exercise. The intent of this effort is to train staff on how to handle an emergency evacuation. The designated contraflow route in our region starts near the southernmost end of I-69E/US-83 in Brownsville, close to the Veterans International Bridge. From there, it heads inland towards Harlingen and then continues westward on I-2 until the Pharr Interchange. Finally, the route transitions north onto I-69C towards San Antonio. The terminus of the contraflow route is near the outskirts of Edinburg where traffic is directed onto an evacuation lane referred to as an evaculane in the legend. *Figure 2.6* below demonstrates the route and is publicly available at www.DriveTexas.org. The Drive Texas website provides the public with real-time information on road conditions. *Figure 2.7* shows precise locations of contraflow entrance and exit points on this route.

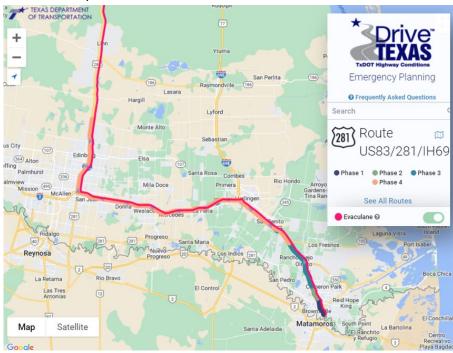


Figure 2.6 Contraflow Planning Map

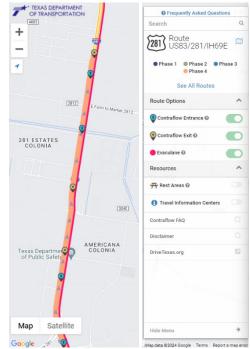


Figure 2.7 Contraflow Entrance and Exit Points



Step 3: Define Multimodal Performance Measures

Selecting quantitative metrics and setting reasonable targets

Well defined performance measures are crucial to the congestion management process as quantifiable set targets provide a clear need for specific datasets. Transportation Performance Management is a method to support and implement performance-based planning and programming (PBPP). Performance measures are used to track progress towards goals and objectives. Components of a performance measure are metrics, reliable data sources, and realistic targets. When setting targets, thresholds or "unacceptable conditions" should be defined to determine locations needing improvements.

Metrics

Referencing the objectives defined in Step One, measurable quantitative data monitoring travel delay is commonly known as the metric of Volume-to-Capacity (V/C). Volume refers to the number of cars on a roadway, and capacity refers to the maximum number cars that can pass through a roadway in a certain amount of time. Volume-to-capacity is a ratio with no unit being that both the numerator and denominator values are measured in number of cars. FHWA's CMP guidebook indicates that certain aspects of congestion like "duration" and "variability" are not captured by V/C ratios. Therefore, there are several other metrics incorporated into the objectives in *Table 1* on page 6.

Travel Time Reliability Index (TTRI) is a metric that is calculated using peak period flow travel times and free flow travel times. This measures the difference between the commute time it normally takes to travel versus the actual commute time it took to travel the same distance. Truck Travel Time Index is similar however the data only reflects commercial truck travel information.

The Person-Miles Traveled metric shows an estimated amount of is calculated by multiplying the number of people traveling by the distance they travel.

A "bottleneck" is defined as any road segment where the current speed has fallen below 60% of the reference speed for that segment for a period longer than 5 minutes. Once the speed returns to greater than 60% of the reference speed for more than 10 minutes, the bottleneck is considered cleared.

The transit ridership metric is measured by the number of riders using the transit system. To track progress towards increased transit ridership, this edition references data collected in 2023 and shared by transit providers at Policy Board meetings. The plan is to compare and contrast current transit ridership data to future transit ridership data in upcoming technical reports.



Step 4: Collect Data to Monitor System Performance

Accumulation of data sets for a data-driven approach

Traffic data is the foundation of the congestion management process. Statistical observations of how the transportation network is functioning in the real world provide concrete evidence for the necessity of improvements. Data collection quantifies both the need for and the effectiveness of implemented strategies. An important aspect of data collection is establishing data sources and coordinating with entities that have existing reliable consistent data sets and are updated periodically. The following three paragraphs detail the data sources used to

Data Collection from RITIS Probe Data Analytics Suite

Regional Integrated Transportation Information System (RITIS) is an extremely useful tool powered by INRIX that transportation planners across the nation use to collect data showing travel speeds using crowdsourced data. Crowdsourced traffic data goes beyond traditional methods by leveraging the collective intelligence of travelers on the road. This type of data comes from various sources, including navigation systems in vehicles, smartphone apps like Google Maps, and user reporting platforms like Waze. By pooling anonymized location information and user reports of incidents, crowdsourcing creates a dynamic and comprehensive picture of real-time traffic conditions. The Probe Data Analytics (PDA) suite provides real-time and historical traffic data that shows vehicle speed, congestion scans, and Travel Time Index

Data Collection from CoPlan

In years past, the RGVMPO obtained system performance data through a consultant to conduct travel time runs across Hidalgo and Cameron County using the floating car method. With this method, the average travel speed was determined with a test vehicle that "floats" with the flow of traffic. In this scenario, the driver of the test vehicle actively maintains a balance between the number of cars passing by and the number of cars passed. If no other cars were present, the driver of the test vehicle would drive the speed limit. The average speed was logged every 0.1 miles and translated into a Geographic Information System (GIS) format. Results from this analysis were useful in providing recommendations to improve specific intersections.

Congestion Management Process Assessment Tool

The Texas Transportation Institute developed the Congestion Management Process Assessment Tool (COMPAT) specifically for MPOs to analyze roadway performance based off metrics such as Truck Annual Average Daily Traffic, Truck Person-Hours of Delay, and Truck Travel Time Reliability. The tool is publicly available and has a user-friendly GIS interface where data for each segment can be accessed. Table 4.1 and Figures 4.1, 4.2, and 4.3 display data from this tool.



COMPATE User Guide Methodology Contact Us Change Log						
~	Label ↑↓	Truck Person-Hours of Delay ↑↓	Truck AADT ↑↓	Truck Vehicle Miles of Travel ↑↓	Truck Congested Speed ↑↓	Truck Travel Time Index ↑↓
	Interstate	179,427	5,385	203,827	62.37	1.06
	Major Collector	430,610	189	86,140	40.64	1.19
	Minor Arterial	288,685	433	49,476	40.12	1.22
	Minor Collector	22,747	94	8,160	31.76	1.09
	Other Freeway and Expressway	2,569	1,374	2,598	61.62	1.04
	Other Principal Arterial	820,792	1,180	216,477	47.04	1.14

Table 4.1 Congestion Management Process Assessment Tool Table for RGVMPO

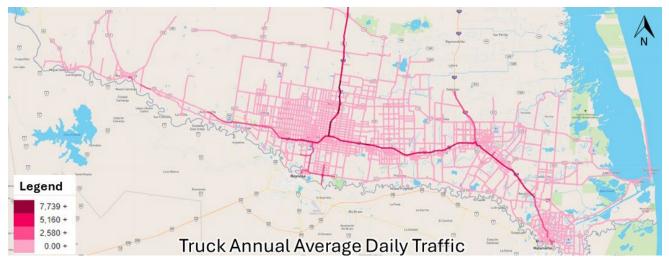


Figure 4.1 COMPAT Truck Average Annual Daily Traffic Map



Figure 4.2 COMPAT Truck Person Hours of Delay Map



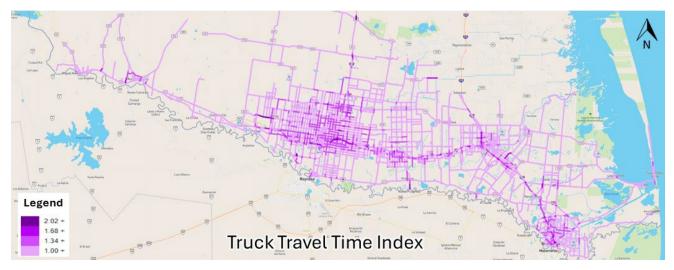


Figure 4.3 COMPAT Truck Travel Time Reliability Index Map

The Truck Average Annual Daily Traffic map proves that truck travel is heavily occurring on the major interstates in the valley. The Truck person hours of Delay Map shows where major slow downs occur. The Truck Travel Time Index Map shows the ratio where the AM and PM peak period travel time for trucks drops below the expected free flow travel time of trucks.

100 Most Congested Roadway Segments in Texas

According to a Technical Memorandum supported by TxDOT and prepared by Texas Transportation Institute (TTI) in November 2023 titled, "The 100 Most Congested Texas Road Segments", there are two segments on that list in the RGVMPO MAB. Data for this report was collected in 2022. The ranking in this list is measured by the number of extra hours of travel time experienced by travelers statewide.

Figure 4.4 shows the Mid-Valley major interstate, I-2, which provides east-west connectivity in Hidalgo County having two segments along the corridor ranked as the 59th and 95th most congested roadways in Texas. This is a high area of concern for our region as it is common for commuters to use this route for job access, as well as for freight trade. The primary reason these segments are reporting high levels of delay is because a major expansion project is currently under construction. 4 direct connectors are being widened from 1 lane to 2 lanes. The MPO and TxDOT will be monitoring the flow of traffic in this area when the Pharr Interchange construction is completed in 2024. For the most up to date information on the progress of construction at the interchange, we recommend visiting the TxDOT Pharr District Facebook page.



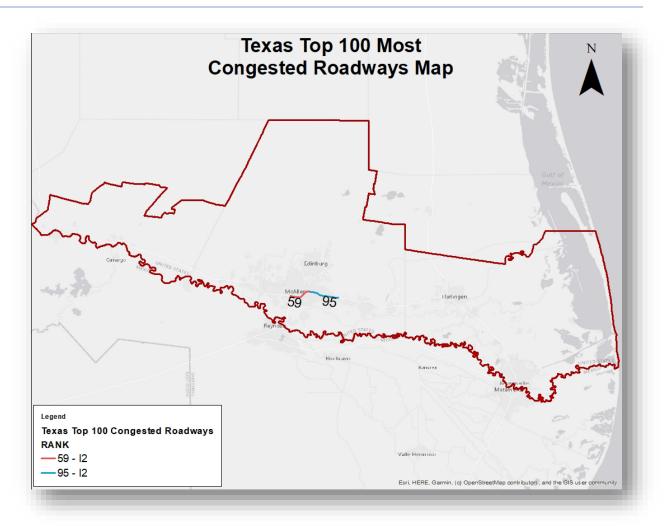


Figure 4.4. Texas Top 100 Most Congested Roadways Map

Table 4.1 shows the results from Figure 4.1 in a numerical format. The red segment on I-2 from US 281 to S 23rd St was reported to have an annual congestion cost of approximately \$22.6 million dollars. The goal is to reduce the annual hours of delay per mile that is currently at 189,604 and 135,331 for each segment. The blue segment on I-2 from FM 1423 to US 281 was reported to have an annual congestion cost of approximately \$22.2 million dollars. The Texas Congestion Index column, denoted with the acronym TCI, is a score that indicates the relationship between the peak-period average travel time and the free flow travel time. Having a 1.29 TCI means that a 30-minute trip in free flow traffic would take almost 39 minutes during peak period traffic.

Rank	Road	From	То	Delay/Mile	TCI	PTI (95%)	Annual Congestion Cost
59	IH 2	US 281	S 23rd St	189,604	1.40	1.99	\$22,630,007
95	IH 2	FM 1423	US 281	135,331	1.29	1.47	\$22,286,789

Table 2 Texas Top 100 Most Congested Roadways Table



Top 20 Bottlenecks

Figures 4.5 and 4.6 on pages 19 and 20 illustrate the Top 20 bottlenecks in our region, identified using RITIS Probe Data Analytics. Each circle marks the head of a bottleneck, while the accompanying line delineates the extent of congestion and the corresponding reduction in travel speed. Among these top 20 bottlenecks, 6 are located in Cameron County, with the remaining in Hidalgo County. Notably, the bottlenecks in Hidalgo County contribute to the most significant delays, as detailed in the Total Delay in Table 3.2. Specifically, the intersection of I-69 and N Cage Blvd ranks among the top 5 bottlenecks, potentially due to ongoing construction in the area. After construction is complete and data normalizes, the RGVMPO intends to compare data reflecting congestion from before, during, and after the major interchange improvement.

Out of the 12 ports of entry in the Rio Grande Valley, two have also contributed to the bottlenecks: Tx-600-SPUR N (#10, Pharr International Bridge) and Tx-4 W (#16, Gateway International Bridge). The Pharr International Bridge serves as one of the most important ports of entry, handling both commercial and passenger vehicles. It connects U.S. Route 281 with the Mexican city of Reynosa, a significant industrial hub. The Gateway International Bridge, located in Brownsville, TX, connects to the Mexican city of Matamoros. Situated in Downtown Brownsville, this bridge's bottleneck status is understandable due to its proximity to the University of Texas at Brownsville and its role as the main port of entry for pedestrian crossings on both sides of the border, serving individuals commuting to work or school.

Additionally, the Tx-100 W at Brownsville Port Isabel Highway serves as another critical bottleneck. This area experiences heavy traffic, especially on weekends, as it is the sole route to South Padre Island via the Queen Isabella Bridge, resulting in substantial congestion.

Looking ahead, it's important to note that these are currently the top 20 bottlenecks identified in the region. Future updates aim to broaden the scope to include up to 50 bottleneck analyses, potentially highlighting more areas in Cameron County. Currently, most of the bottlenecks are in Hidalgo County, with none identified in Starr County. However, this distribution could shift based on ongoing transportation projects and evolving traffic patterns.



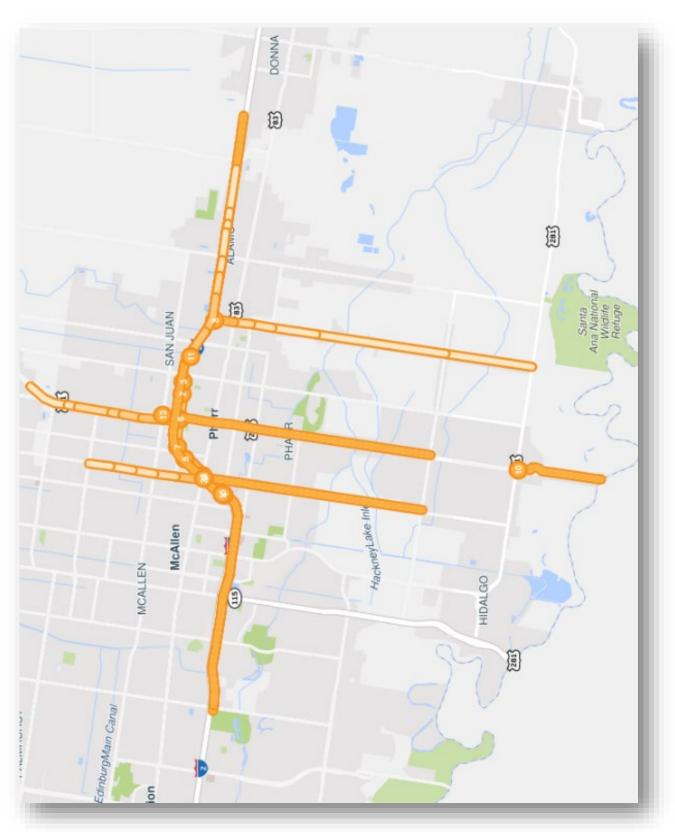


Figure 4.5 Top 20 bottlenecks Map Zoomed into Hidalgo County



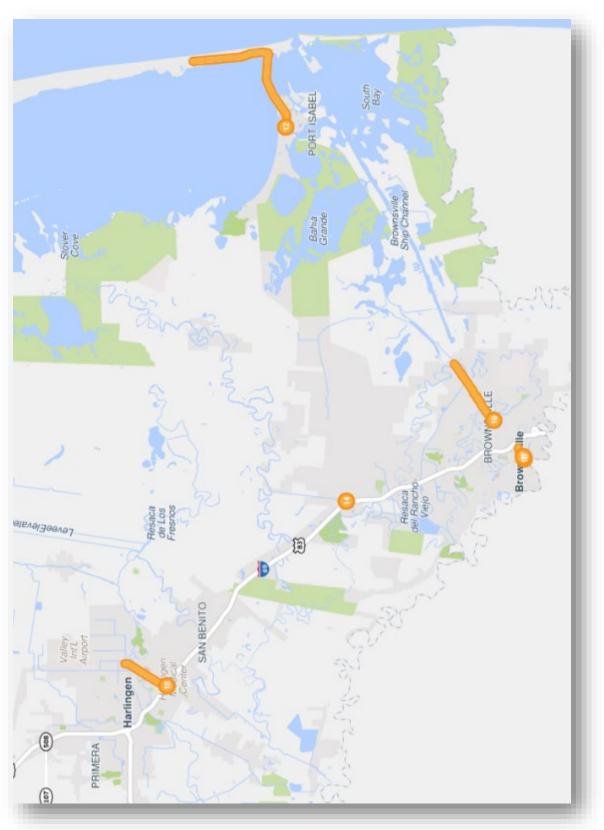


Figure 4.6 Top 20 bottlenecks Map Zoomed into Cameron County



Top 20 Bottlenecks in 2023			Bottleneck Profile	
Rank	Head Location	Average Max Length 🕕	Average Daily Duration 🕕	Total Duration 🕕
1	US-83 N @ US-83 BUS/TX-374	1.42	2 h 57 m	45 d 1 h 5 m
2	US-83 S @ I-69C/US-281/N CAGE BLVD	2.09	1 h 24 m	21 d 7 h 42 m
3	US-83 N @ I RD	1.95	1 h 10 m	17 d 20 h 18 m
4	US-83 S @ E JACKSON AVE/W SAM HOUSTON BLVD	1.37	1 h 36 m	24 d 11 h 2 m
5	US-83 S @ US-83 BUS/TX-374	2.08	32 m	8 d 8 h 8 m
6	US-281 S @ I-2/US-83	0.64	3 h 25 m	51 d 23 h 46 m
7	US-83 N @ I-69C/US-281/N CAGE BLVD	2.35	18 m	4 d 19 h
8	FM-2557 N @ US-83/FRONTAGE RD	0.14	11 h 32 m	175 d 10 h 39 m
9	FM-2061 N @ I-2	0.43	5 h 3 m	76 d 21 h 26 m
10	TX-800-SPUR N @ US-281/US-281 SPUR	1.93	2 h 28 m	37 d 15 h 7 n
11	US-83 N @ NEBRASKA AVE	1.49	23 m	5 d 22 h 43 n
12	TX-100 W @ BROWNSVILLE PORT ISABEL HWY	4.66	38 m	9 d 17 h 26 m
13	US-281 N @ FERGUSON AVE	0.48	1 h 16 m	19 d 7 h 54 m
14	FM-511 S @ I-69E/US-77/US-83/OLMITO NORTH RD	0.13	19 h 13 m	292 d 6 h 10 n
15	US-83 N @ FM-2061/S JACKSON RD	2.25	5 m	1 d 12 h 2 m
16	TX-4 W @ MEXICO/UNITED STATES	0.15	12 h 29 m	189 d 23 h 8 m
17	TX-4 E @ US-77-BR/E WASHINGTON ST/E ELIZABE	0.16	8 h 51 m	134 d 19 h 11 m
18	TX-499-LOOP S @ I-69E/US-77/US-83	0.08	11 h 29 m	174 d 18 h 57 m
19	TX-48 S @ TX-4/E 14TH ST	0.8	1 h 22 m	20 d 20 h 54 m
20	FM-3362 S @ I-2	0.69	1 h 31 m	23 d 3 h 6 m

Table 4.2 Top 20 Bottlenecks in 2023

Top 20 Bottlenecks in 2023		Base Impact Weighted By				
ank	Head Location	Speed Differential 🌘	Congestion 🕕	Total Delay 🕕 🕚	v	
1	US-83 N @ US-83 BUS/TX-374	3,575,243	200,583	213,693,23	31	
2	US-83 S @ I-69C/US-281/N CAGE BLVD	2,241,379	128,632	138,332,64	44	
3	US-83 N @ I RD	1,874,125	94,608	90,653,10	89	
4	US-83 S @ E JACKSON AVE/W SAM HOUSTON BLVD	1,546,070	79,909	81,617,80	07	
5	US-83 S @ US-83 BUS/TX-374	954,508	62,810	72,640,1	14	
6	US-281 S @ I-2/US-83	722,219	57,363	62,850,00	08	
7	US-83 N @ I-69C/US-281/N CAGE BLVD	629,056	41,507	46,443,6	15	
8	FM-2557 N @ US-83/FRONTAGE RD	224,519	22,982	39,839,6	14	
9	FM-2061 N @ I-2	705,842	70,280	37,337,2	85	
10	TX-600-SPUR N @ US-281/US-281 SPUR	1,228,995	152,115	26,558,1	53	
11	US-83 N @ NEBRASKA AVE	523,719	28,171	26,152,86	65	
12	TX-100 W @ BROWNSVILLE PORT ISABEL HWY	1,396,834	94,696	23,097,44	80	
13	US-281 N @ FERGUSON AVE	123,577	12,866	21,337,82	24	
14	FM-511 S @ I-89E/US-77/US-83/OLMITO NORTH RD	828,940	69,568	17,888,56	62	
15	US-83 N @ FM-2081/S JACKSON RD	198,051	13,306	14,818,22	28	
16	TX-4 W @ MEXICO/UNITED STATES	251,753	41,561	12,667,84	48	
17	TX-4 E @ US-77-BR/E WASHINGTON ST/E ELIZABE	245,701	41,564	12,211,1	54	
18	TX-499-LOOP S @ I-89E/US-77/US-83	224,920	16,096	12,044,0	13	
19	TX-48 S @ TX-4/E 14TH ST	278,069	25,164	11,902,84	40	
20	FM-3362 S @ I-2	239,706	28,752	11,237,52	26	

Table 4.4 Top 20 Bottlenecks in 2023 (cont)



Public Transportation System

With the second principle in the CMP being to promote sustainable multimodal network, and a specified objective listed under that principle being to increase transit ridership by 10% over a 5-year period, the RGVMPO documents ridership data presented by transit providers quarterly at Policy Board meetings to monitor progress towards this goal to be able to evaluate the effectiveness of public transportation investments. Figure 4.7 shows that transit ridership data collected in 2023 from BMetro, Island Metro, Metro McAllen, and Valley Metro. The green column represents the total amount of ridership for all transit providers combined. As future data is collected and analyzed, it will be compared to 2023 values as the baseline year.

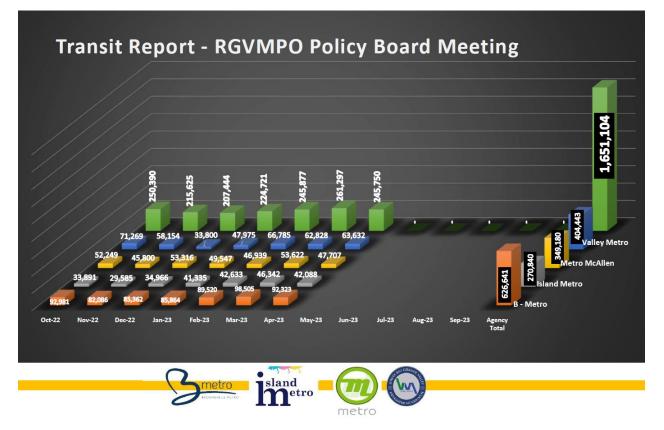


Figure 4.7 2023 Transit Ridership Data

Public transportation contributes to the congestion management process by relieving highly trafficked, congested roadways with services provided by buses and micro-transit vans. Scheduling transit routes along major thoroughfares, state highways, and interstates provides alternative transportation options, especially during peak travel times. Bus rapid transit and passenger rail are future endeavors for our metropolitan planning area, but rehabilitating and expanding our current system is paramount. Figure 4.8 shows Transit ridership data on specific BMetro routes



2024 Update

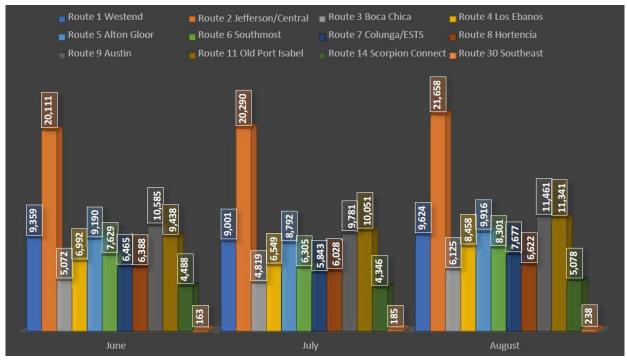


Figure 4.8 2023 Summer Transit Ridership Data for BMetro

Other highly trafficked roadways serviced by transit providers within the RGVMAB include:

- Interstate 69C & 69E are serviced by both Valley Metro and B-Metro providing connectivity to Medical Centers, the University of Texas Rio Grande Valley, various retail outlets, City Halls, and County Courthouses.
- Interstate 2 is serviced by Valley Metro from Starr County to Cameron County. Red Line 1&2 run from McAllen's Central Station to Harlingen's Bus Station, to La Plaza Station in Brownsville. Green Line 1 transports from Rio Grande City to McAllen.
- State Highway 48 is serviced by Valley Metro. Valley Metro's Blue Line and Route 50 operate from La Plaza Bus Terminal to Brownsville-SPI International Airport, to Port Isabel.
- State Highway 107 is serviced by Valley Metro from La Villa to Edinburg and Metro McAllen provides transportation from Central Station to UTRGV in Edinburg.
- US Highway Business 83 is serviced by Valley Metro via Route 31, which travels from the Harlingen Terminal to McAllen Central Station. Metro McAllen's Central Station is located on US Business 83 with various routes traveling through major corridors, connecting riders with schools, hospitals, restaurants, and much more.
- Nolana Loop is serviced by Metro McAllen. Routes 6 & 8 connect transit users with Central Station, Hospitals located along McColl Rd., the Public Library, Museum, and the Northside Transfer Station.
- Boca Chica Boulevard is served by B-Metro Route 3 travels from La Plaza Terminal to Price Rd & Paredes Line, returning to La Plaza Terminal.



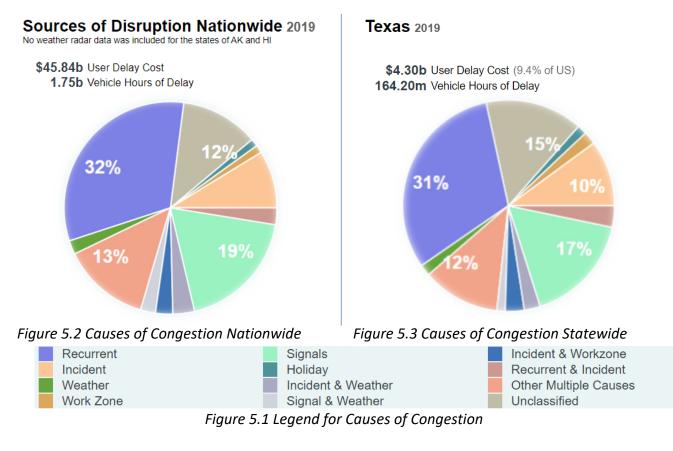
Step 5: Analyze Congestion Problems & Needs

Processing of data for meaningful insight

The Fifth Step in the Congestion Management Process involves a comprehensive analysis of congestion issues and associated needs. This analysis leverages raw data to generate meaningful insights and impactful recommendations in providing a data-driven narrative supported by compelling evidence. Specifically, in this chapter, the analysis will use data visualization pie charts, maps, and space-time diagrams

Causes of Congestion

The RITIS Data Archive was used to identify the causes of congestion on the National Highway System (NHS) recorded in 2019. The following pie charts illustrate the sources of disruption at three geographical scales: nationwide, statewide, and for the counties of Cameron, Hidalgo, and Starr. Accompanying data shows the "User Delay Costs" in dollars and "Vehicle Hours of Delay" in hours for those boundaries. *Figure 5.1* is a legend that defines the specific type of distribution represented in the charts.





Cameron, TX 2019

\$16.40m User Delay Cost (0.4% of TX) **626.62k** Vehicle Hours of Delay

In Cameron County the lead cause of congestion is traffic signals. The second and third leading causes of congestion are unclassified where there was an interruption in flow traffic with no discernable cause, and multiple causes where more than one factor caused a congested event. Given the significant user delay cost of \$16.4M in 2019 alone, investing nearly\$1M for light synchronization equipment seems well-justified.

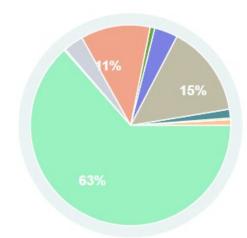


Figure 5.4 Causes of Congestion for Cameron County

Hidalgo, TX 2019

\$50.92m User Delay Cost (1.2% of TX)1.95m Vehicle Hours of Delay

In Hidalgo County the lead cause of congestion is also traffic signals. The second and third leading causes are similar to Cameron County and Starr County. A notable difference is that the percentage of congestion occurring from recurring traffic for Hidalgo County is significantly less than the Nation and State.

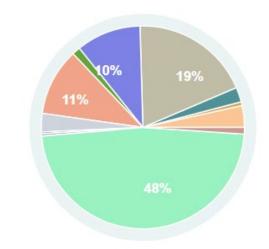


Figure 5.5 Causes of Congestion for Hidalgo County

Starr, TX 2019

\$1.05m User Delay Cost (0.0% of TX) 40.27k Vehicle Hours of Delay

In Starr County the lead cause of congestion is also traffic signals. It's important to note that the percentage of congestion attributable to signals for this region is significantly higher than both national and state averages, likely resulting in a different set of recommendation strategies.

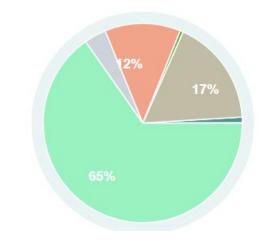


Figure 5.6 Causes of Congestion for Starr County



Trip Analytics

Figure 5.7 shows data gathered from the trip analytics tool from INRIX in 2023 for passenger vehicle trips entering and exiting each county. This data reveals patterns of origin and destination for people. Complementing this, Figure 5.8 shows the number of commercial trucks that travel between Hidalgo County and Cameron County. Starr County Starr County does not have individual recorded history similar to Hidalgo and Cameron because the county is grouped with another larger zone.

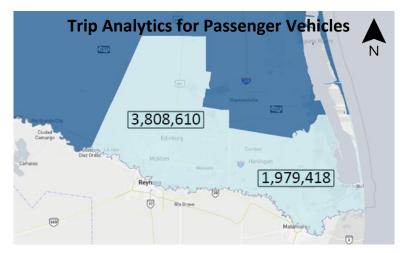


Figure 5.7 Trip Analytics showing Transportation Demand for Passenger Vehicles

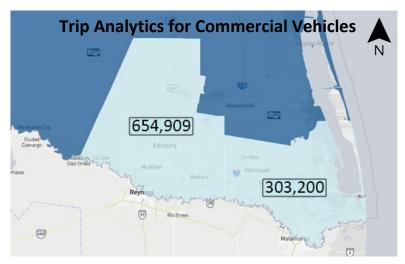


Figure 5.8 Trip Analytics showing Transportation Demand for Commercial Vehicles

Corridor Analyses

To formulate effective congestion mitigation strategies, understanding the specific reasons behind travel delays on various corridors is crucial for developing targeted solutions. This section presents a comprehensive analysis of 8 congested corridors, exploring the factors that contribute to congestion along key transportation routes. Data being analyzed is according to the Travel Time Index.



US 83 from Loma Blanca Road to FM 755

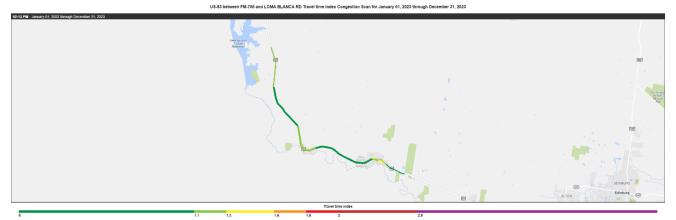


Figure 5.9. Travel Time Index Trend Map for US 83 from Loma Blanca Road to FM 755.

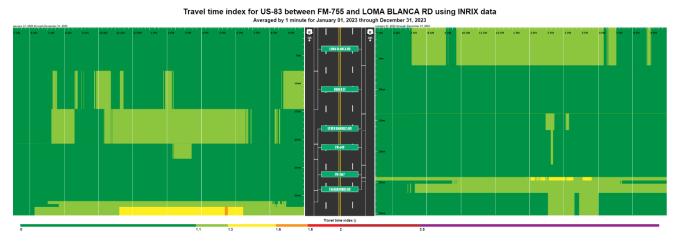


Figure 5.10. Travel Time Index Congestion Scan for US 38 from Loma Blanca Road to FM 755

Description

US 83 is the primary East-West corridor connecting Zapata, Rio Grande City, Sullivan City and La Joya, TX. The section of Loma Blanca Rd to FM 755 is mostly a four-lane divided highway with some sections being a 4-lane undivided with center turning lane. There are also bi-directional median turns throughout the corridor section

Typical Commuting Conditions in 2023					
Direction	Time	Location	TTI Range		
Southbound	5PM-6PM	A. FM 755 to Fairgrounds Rd	1.3-1.6		

Table 5.1. Typical Commuting Conditions for US 38 from Loma Blanca Road to FM 755



Nolana from Ware Rd to McColl Rd

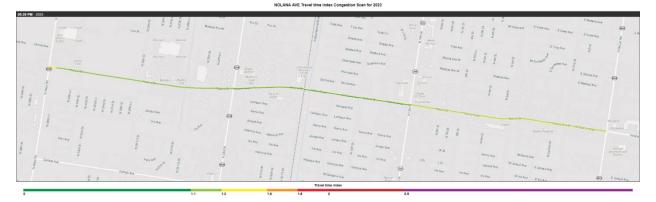
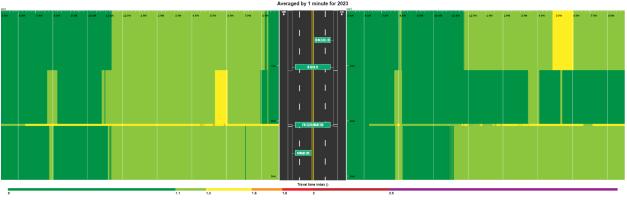


Figure 5.11. Travel Time Index Trend Map for Nolana from Ware Rd to McColl Rd



Travel time index for NOLANA AVE using INRIX data

Figure 5.12. Travel Time Index Graphic for Nolana from Ware Rd to McColl Rd

Description

Nolana is one of the main East-West corridors that connects McAllen to Pharr. The section of Nolana from Ware to McColl is mostly 6-lane undivided with center turning lanes and 4-lane undivided with center turning lanes with some right-turn lanes within this section.

Locations of Typical Slow Downs:

Typical Commuting Conditions in 2023					
Direction	Time	Location	TTI Range		
Westbound	4PM-6PM	FM 2220/Ware Rd Intersection	1.1 - 1.3		
Southbound	5PM-6PM	FM 755 to Fairgrounds Rd	1.3-1.6		

Table 5.2. Typical Commuting Conditions for Nolana from Ware Rd to McColl Rd



Jackson from Ferguson Ave to Hall Acres Rd



Figure 5.13. [Travel Time Index Trend Map for Jackson from Ferguson Ave to Hall Acres Rd]

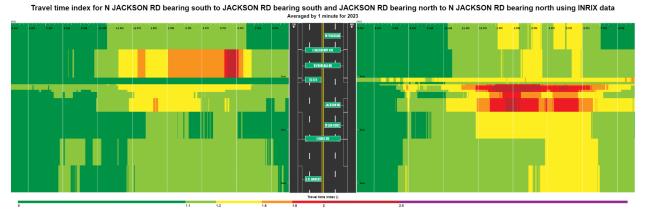


Figure 5.14. Travel Time Index Graphic for Jackson from Ferguson Ave to Hall Acres Rd

Description

This Section of Jackson Rd runs north-south connecting the northern portion of Pharr and surrounding communities to the South portion of Pharr. The section of Jackson from Furgeson Ave to Hall Acres Rd is a 4-lane roadway with a continuous center turning lane.

Typical Commuting Conditions in 2023				
Direction	Time	Location	TTI Range	
Southbound	12PM-1PM	Between Hackberry and TX-374	1.3-1.6	
Southbound	2PM-6:30PM	Between Hackberry and TX-374	1.3-2.0	
Southbound	1PM-2PM	Between Jackson and TX-374	1.6-1.8	
Northbound	1PM- 2:30	TX-374 Intersection	1.3-1.6	
Northbound	8PM-9PM	TX-374 Intersection	1.6-1.8	
Northbound	7AM-8AM	Between Jackson and TX-374	1.6-2.0	
Northbound	1030AM-8PM	Between Jackson and TX-374	1.6-2.0	

Table 5.3. Typical Commuting Conditions for Jackson from Ferguson Ave to Hall Acres Rd



SH4 from I-69 to Oklahoma Ave



Figure 5.15. Travel Time Index Trend Map for SH4 from I-69 to Oklahoma Ave

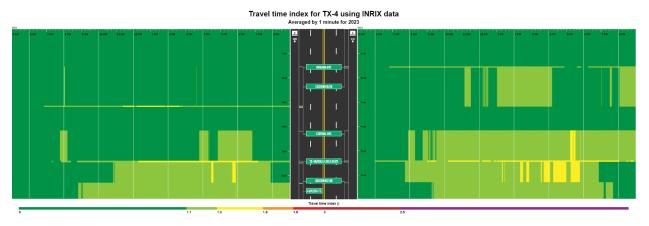


Figure 5.16. Travel Time Index Graphic for SH4 from I-69 to Oklahoma Ave

Description

SH4 connects I69E with east Brownsville and serves as a main corridor for travel between the Brownsville-South Padre Island Airport, SpaceX facilities, Central Brownsville and surrounding communities. This section of the roadway is mainly a 4 lane with shoulders and 4-lane with a continuous center turning lane.

Typical Commuting Conditions in 2023				
Direction	Time	Location	TTI Range	
Westbound	11AM-3PM	Between Eichorn Blvd and Central Ave	1.3-1.6	
Westbound	12PM- 7PM	Between TX-48/Boca Chica Ave and Southmost Rd	1.3-1.6	
Eastbound	5PM-6PM	Between Central Ave. TX-48/Boca Chica Ave	1.3-1.6	
Eastbound	9AM-9PM	At TX-48/Boca Chica Ave	1.3-1.6	
Eastbound	1PM- 6PM	Between Tx-48/Boca Chica Ave and Southmost Rd	1.3-1.6	

Table 5.4. Typical Commuting Conditions for SH4 from I-69 to Oklahoma Ave



Chapter 5 |

BUS 83 from I-2 to I-69

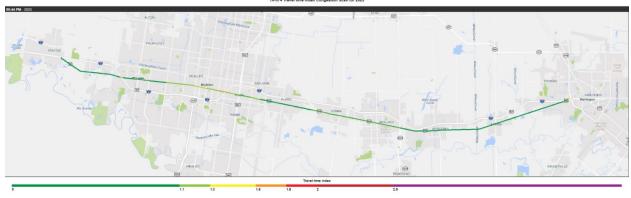


Figure 5.17. Travel Time Index Trend Map for BUS 83 from I-2 to I-69

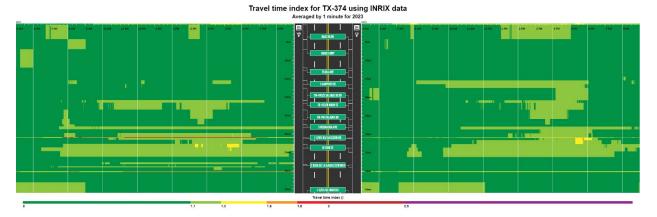


Figure 5.18 Travel Time Index Graphic for BUS 83 from I-2 to I-69

Description

Business 83 serves as the main business corridor that runs East/West corridor parallel to Interstate IH-2. It connects multiple cities and surrounding communities. This section BUS 83 is a 4-lane roadway with a continuous left turn lane.

Typical Commuting Conditions in 2023				
Direction	Time	Location	TTI Range	
Westbound	730AM-8PM	Intersection of I-2/US-83/Jackson Rd	1.6-2.0	
Westbound	8AM-9PM	Intersection of E. Kika de la Garza St.	1.6-2.0	
Eastbound	5PM-6PM	Intersection of I-2/US-83/Jackson Rd	1.3-1.6	
Northbound	1030AM-8PM	Between Jackson and TX-374	1.6-2.0	

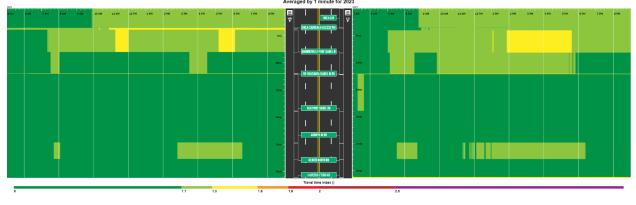
Table 5.5. Typical Commuting Conditions for BUS 83 from I-2 to I-69



Queen Isabella Causeway from I69E/US-77/US-83 to Orca Circle



Figure 5.19. Travel Time Index Trend Map for Queen Isabella Causeway from I69E/US-77/US-83 to Orca Circle



Travel time index for TX-100 between I-69E/US-77/US-83 and ORCA CIR using INRIX data

Figure 5.20. Travel Time Index Graphic for Queen Isabella Causeway from I69E/US-77/US-83 to Orca Circle

Description

The Queen Isabella Causeway is a concrete pier and beam bridge that connects Port Isabel to South Padre Island. Given the influx of tourism during the summer months and congestion experienced on the only inlet and outlet to the island, several signalizations along the corridor in The City of Port Isabel have been changed to flash yellow. This improvement has successfully allowed for a steadier flow of traffic during peak hour travel periods. Local police departments are also playing their role by implementing stringent policing practices aimed at reducing severe collisions caused by distracted and drunk drivers, resulting in less non-recurring traffic delays.

Typical Commuting Conditions in 2023					
Direction	Time	Location	TTI Range		
Westbound	10AM-9PM	At Orca Cir.	1.3-1.6		
Westbound	10:30AM - 12PM	Between Orca Cir and Brownsville-Port Isabel Hwy	1.3-1.6		
Westbound	5PM -6:15PM	Between Orca Cir and Brownsville-Port Isabel Hwy	1.3-1.6		
Eastbound	1PM- 1:15PM	Between Orca Cir and Brownsville-Port Isabel Hwy	1.3-1.6		
Eastbound	1:45PM-5:45PM	Between Orca Cir and Brownsville-Port Isabel Hwy	1.3-1.6		



Table 5.6. Typical Commuting Conditions for Queen Isabella Causeway from I69E/US-77/US-83 to Orca Circle

Stewart from I69E to US281

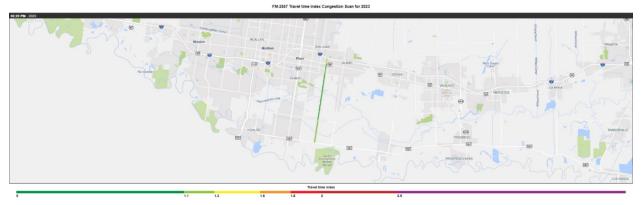


Figure 5.21. Travel Time Index Map for Stewart from I69E to US281

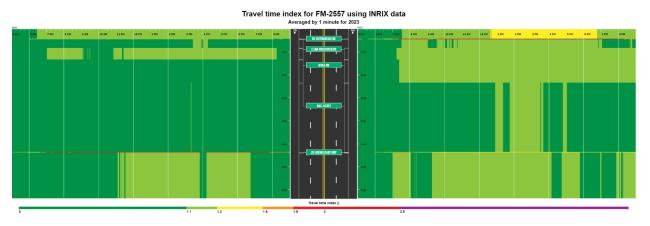


Figure 5.22. Travel Time Index Graphic for Stewart from I69E to US281

Description

Stewart Rd connects the North and South areas of Mission and surrounding communities. It is mainly a 2-lane roadway.

Typical Commuting Conditions in 2023					
Direction	Time	Location	TTI Range		
Southbound	6AM-9PM	6AM-9PM at US 281/Military Hwy	1.3-2.0		
Northbound	6:30AM-9PM	6:30AM-9PM at US-83/Frontage Rd	1.3-2.0		

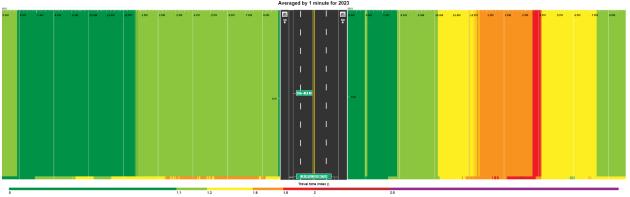
Table 5.7. Typical Commuting Conditions for Stewart from I69E to US281



Cage (Tx-600 SPUR) from US 281 to US/Mexico Border



Figure 5.23. Travel Time Index Map for Cage (Tx-600 SPUR) from US 281 to US/Mexico Border



Travel time index for TX-600-SPUR using INRIX data

Figure 5.24. Travel Time Index Graphic for Cage (TX-600 SPUR) from US 281 to US/Mexico Border

Description

Cage Blvd is the primary north-south corridor connecting North and South Pharr and surrounding communities. This section of Cage is composed of sections that are 4-lane with raised median and 4-lane with continuous center-turning lane. The Twin Span Bridge expansion project will improve truck travel delay costs and improve the connectivity between the port of entry and the interstate. Post construction, the Truck Travel Time Reliability index along this corridor will be closely monitored in future updates and technical reports of the CMP in the following years.

Typical Commuting Conditions in 2023					
Direction	Time	Location	TTI Range		
Southbound	2PM-10PM	Mexico/United States Border	1.00 - 1.6		
Northbound	10AM-10PM	Mexico/United States Border	1.3 - 2		

Table 5.8 Typical Commuting Conditions for Cage (TX-600 SPUR) from US 281 to US/Mexico Border



Step 6: Identify & Assess Congestion Strategies

Creating solutions supported by data analysis

Viable solutions to combat traffic congestion include an array of strategies that can be categorized into 4 main categories. A combination of Demand Management, Traffic Operations, Public Transportation, and Roadway Improvements is the recommended solution to effectively manage congestion. The most appropriate strategy for a corridor depends heavily on the local context. For example, promoting alternative modes like bike lanes or sidewalks near border crossings with high truck traffic delays wouldn't be practical. This is due to two key factors: first, safety concerns for cyclists sharing lanes with large trucks, and secondly the function of the corridor is to swiftly and efficiently move commercial trucks to and from the port of entry to the interstate.

Demand Management

Demand management strategies aim to reduce the amount of single occupancy vehicles using transportation infrastructure during the AM and PM peak hours. This type of strategy primarily relies on policy changes to encourage behavior modifications among commuters, minimizing the need for additional infrastructure construction. Demand management is a relatively low-cost options that alters the commuter behavior instead of changing the built environment which can be costly, labor intensive, and require more materials. It is recognized as a more sustainable transportation solution which addresses the Second Principle of promoting a sustainable network and more specifically, Objective 6, which is to gather qualitative information regarding sustainable transportation (see page 5). By maximizing existing infrastructure, it reduces the need for construction activities and their environmental impact. A limitation is that it is not easily implementable by the RGVMPO or Local Governments, as options such as telecommuting and flexible work hours are at the employer's discretion. TxDOT's commitment to flexible work schedules serves as a model for other organizations. By reducing the number of vehicles on the road during peak hours, this program demonstrates a proactive approach to congestion management.

- Promoting alternatives
- Congestion pricing
- Flexible Work Hours Programs (TxDOT)
- Telecommuting
- Support/encourage mixed use development
- Development of policies that support TOD
- Carpooling incentives



Traffic Operations

These set of strategies focus on the maintenance and operations within a transportation network. A key focus for the RGVMPO in the coming years is optimizing traffic signal timing. Additionally integrating accessible traveler information systems to keep commuters informed about real-time traffic conditions is a low cost and effective option. Our organization, alongside our planning partners, has been actively involved in the development of a statewide 511 system for Texas, similar to the existing DriveTexas.org website, which will offer real-time traffic alerts and advisories. This would allow drivers to make informed decisions about their journeys, ultimately contributing to a safer and more efficient network.

- Promoting alternatives
- Access management
- Traffic Signal Timing Optimization
- Transit Signal Priority
- Traffic Calming
- Traveler Info. Systems (511)
- HERO Program
- Law Enforcement

Public Transportation

Providing a safe, reliable, and convenient public transportation option is a highly equitable and sustainable solution. A comprehensive RGVMPO Resilience and Sustainability Analysis (<u>linked here</u>) produced in 2023 indicates that "Investing in service improvements for both transit-dependent and choice riders removes cars from the road and leading to a significant reduction in greenhouse gases, localized air pollution, and congestion." Regional connectivity is a high priority for RGVMPO transportation planning. With four public transportation providers across all three counties in our Metropolitan Area Boundary (MAB), most of our highly congested corridors are covered by transit routes. Valley Metro services are offered region-wide, with routes from Rio Grande City (Starr County) to Brownsville and Port Isabel (Cameron County). Valley Metro also provides demand response services to Willacy and Zapata Counties. Brownsville, McAllen, and Island Metro service their respected municipalities with connection to Valley Metro transit routes.

The Rio Grande Valley's (RGV) transit providers are dedicated to increasing efficiency and convenience. By maintaining a reliable transit system, Valley Metro, Brownsville Metro, Metro McAllen, and Island Metro retain existing passengers and attract new riders as well. Whether traveling by personal vehicle or utilizing public transportation, heavily congested areas delay travel times. During peak traffic congestion, one bus carrying 10-15 passengers is highly preferred over 10-15 single-occupancy vehicles. Enhancing transit route frequency, extending operating hours, and adjusting the distance between bus stops/shelters improve overall travel time. Continued efforts by our region's transit providers help alleviate congestion by scheduling accurate levels of service, adjusting route alignments, strategically placing stops, shelters, and stations along transit projects for



up to four years. Selecting projects that cater to system reliability, safety, and efficiency helps address federal performance measures and mitigate congestion throughout the region.

Operating assistance projects assist with achieving higher levels of service and enhancing bus/van drivers' on-time performance. Bus station(s), bus stops, and transit terminal projects improve existing infrastructure and new facilities. Scheduling software such as Swiftly provides transit planners and dispatchers with support needed for maintaining existing routes and expanding coverage as needed. Preventive maintenance is vital to transit providers in avoiding vehicle breakdowns therefore increasing the reliability of a fully functioning route. Maintenance facilities are necessary for rehabilitation of existing fleet vehicles and when new vehicles and equipment are purchased, providers benefit from modern advancements in performance and technology.

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. Safety Initiatives and investments for reducing fatalities, injuries, reportable events, and mechanical failures are incorporated into programming of Transit TIP projects. RGV transit providers address congestion by increasing ridership, adjusting fixed routes, adding on-demand services, enhancing facilities (such as stations, stops, and shelters), and improving the quality & efficiency of overall service. Subscriptions to scheduling and dispatching software are renewed annually, assisting planners and dispatchers with route designations. Preventive maintenance is necessary for the prevention of vehicle breakdowns and addressing safety concerns with fleet operations. If public transit vehicles are regularly maintained and/or replaced, the chances of service interruptions are significantly reduced. Transit planners adjust route alignments based on ridership and strive to serve the areas with higher demands. To encourage ridership and directly address congestion caused by single-occupancy vehicles, the RGVMPO consulted with local transit providers and identified the following strategies:

- Realigned transit service
- Bus Rapid Transit (BRT)
- Vanpooling
- Enhanced transit amenities and safety
- Bike/Ped connectivity with transit
- Bike racks

Roadway Improvements

These set of strategies represent the most capital-intensive solutions to address congestion management. While added capacity projects may be necessary, it is recommended to consider the solutions above before resorting to these types of roadway improvements.

- Center turn lanes
- Intersection improvements
- Overpasses or underpasses



Congestion and Delay Study: Traffic Signal Optimization

The majority of the segments found to be congested would improve by optimizing and coordinating the signals along the corridors. In general, much of the study network would see substantially improved operations before requiring larger capital expenditures. Of the roadway segments that were congested, 59% would improve to acceptable levels with optimized and coordinated signal timing. The signals shown are primarily those that are maintained by cities with populations greater than 50,000. This threshold is the point where TxDOT turns over maintenance of on-system signals to the respective city. These signals are coupled with those that were recently optimized and coordinated through a City of McAllen funded effort. Leveraging that recent effort by continuing the coordination across city limit lines would allow the region to benefit from the combined effort.

FHWA provides guidance for appropriate funding for staffing and maintenance of traffic signals. The local funding for those areas has been less than ideal. That has now led to signal systems around the region not operating well and therefore contributing to the delays observed. Traffic signals include computers that have the functionality to move traffic with less delays than those experienced in the Valley.

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

Signal timing improvements are a relatively inexpensive way to make significant improvements on a transportation network. Improved signal timing can decrease delay by appropriately allocating green time among competing phases. This allows more traffic to pass through the signal with less delay. By adjusting cycle lengths and offsets, drivers can travel longer distances along a corridor before having to stop for a red light. This decreases travel time and improves air quality. Both signal timing optimization and traffic signal progression are low-cost improvements to make the best use of existing capacity and optimize allocation of funding. The cost for a signal timing improvement project varies depending on the number of traffic signals, the controller capabilities, vehicle detection condition, the location of the traffic signals and adjacent signals, the number of timing plans required, and implementation and fine-tuning needs. The results will be very evident as has been demonstrated previously with localized projects. A regional perspective would produce consistent travel time runs even when crossing from one city / agency to another.

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



Step 7: Implement Data Driven Strategies & Procedures

Plan for the execution of congestion management strategies

To implement the strategies evaluated in Step 6 effectively, the RGVMPO intends to restructure the current project prioritization process to better address congestion for projects programmed in our short- and long-range plans. This approach will ensure that resources are allocated efficiently, targeting the areas with the most significant impact on traffic flow. By refining the prioritization process for the future programming of funds, we aim to enhance overall transportation efficiency, improve the quality of life for our community, and achieve the three key principles identified in the first step which are to reduce traffic congestion and Increasing travel time reliability, promote a sustainable network, and enhance commercial vehicle connectivity.

The following sections describe several funding sources programmed in the 4-year RGVMPO Transportation Improvement Program (TIP) for both Highway and Transit projects. To an extent, the organization is authorized to establish scoring criteria for several funding categories listed below to essentially determine project prioritization and ensure that congestion issues are being addressed and solved. The tables accompanying the categories described below include a overview of project details, including the project name, planned year of implementation, and estimated funding allocation.

Category 7 – Metropolitan Mobility and Rehabilitation (Highway)

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) has been actively restructuring its project scoring system for the Category 7 – Metropolitan Mobility and Rehabilitation program to prioritize congestion relief. This continuous restructuring process aims to ensure that congestion is a key component in evaluating and selecting projects for funding. By incorporating congestion metrics, the RGVMPO seeks to identify and support projects that will significantly improve traffic flow, reduce travel time, and enhance overall mobility within the region. This strategic focus is intended to address the growing transportation demands of the Rio Grande Valley, thereby improving the efficiency and safety of the transportation network. While this list of projects is not exhaustive, the organization plans to expand upon this section in future technical reports and updates to the Congestion Management Process as additional data becomes available through the data collection software mentioned in Chapter 4.

Category 7 Projects Programmed to Alleviate Congestion						
Project Name	Year	Estimated Funding				
Nolana Loop	2024, 2027, 2028	\$28,390,000				
Twin Span Bridge	2024	\$2,000,000				
East Loop	2027	\$880,000				



Category 9 – Transportation Alternatives Set-Aside Program (TASA)

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) utilizes Category 9 – Transportation Alternatives Set-Aside Program funding to address congestion by promoting alternative transportation options. By investing in projects like trails, sidewalks, and bike paths, the RGVMPO aims to reduce the reliance on vehicular travel, thereby alleviating congestion on roads. These alternative transportation projects not only provide safe and convenient routes for nonmotorized travel but also encourage a shift towards more sustainable and healthier transportation modes. This approach is part of the broader strategy to create a more balanced and efficient transportation system in the Rio Grande Valley, enhancing overall mobility and accessibility while mitigating traffic congestion.

Programmed Category 9 Projects Alleviating Congestion		
Project Name	Year	Estimated Funding
McAllen Vision Zero Planning Study	2022	\$150,000
Hidalgo County Active Mobility Plan	2023	\$330,000
B-M-G Trail Extension	2025	\$544,000
Freddy Gonzalez Intersection Improvements	2025	\$579,000
Underground Trail Passing	2027	\$2,797,000

Category 10 – Carbon Reduction Program (Transit & Highway)

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) leverages Category 10 – Carbon Reduction Program funding to mitigate congestion through projects that also contribute to lowering carbon emissions. By focusing on sustainable transportation solutions such as public transit enhancements, electric vehicle (EV) infrastructure, and intelligent transportation systems (ITS), the RGVMPO aims to create a more efficient and environmentally friendly transportation network. These initiatives not only help reduce greenhouse gas emissions but also improve traffic flow and decrease congestion by promoting alternative modes of transport and optimizing existing infrastructure. This dual approach aligns with broader goals of enhancing air quality and achieving long-term congestion relief in the region.

Programmed Category 10 Projects Alleviating Congestion		
Project Name	Year	Estimated Funding
Pharr Bridge Commercial Vehicle Parking Site	2024	\$11,440,000
Bus Passenger Loading Areas and Facility Improvements	2026	\$920,000
Countywide Light Synchronization Projects	2025	\$1,890,000
Southmost Nature Trail Phases	2026 & 2027	\$7,500,000



Section 5307 – Urbanized Area Formula Funding program (Transit)

The Urbanized Area Formula program (49 U.S.C. 5307) makes federal funding available to urbanized areas for transit capital and operating assistance and for transit-related planning activities. Funding for the formula program is determined based on the level of transit service provision, population, and other factors.

The RGVMPO has \$69,060,479 programmed in FY 2025-2028 TIP. Project descriptions include but are not limited to Preventive Maintenance, Dispatching and Scheduling Software, Operations, and Facility Improvements. A key project example HCVM-123 & 129 - The Valley Metro Transit Terminal and Maintenance Facility Construction will greatly contribute to the CMP by providing a new station for departures, transfers, and arrivals. The maintenance facility will assist in asset management and addressing safety measures. This project will not just contribute to the frequency and efficiency of transit routes, but it will help keep riders and operators safe.

Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities (Transit)

The Enhanced Mobility program provides formula funding to assist in meeting the transportation needs of the elderly and persons with disabilities when the primary transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The purpose of this program is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and paratransit services. Funds from the 5310 program can be used for both capital improvements and operating expenses.

The RGVMPO has \$4,610,205 programmed in the FY 2025-2028 TIP. Project descriptions include but are not limited to ADA Coordinator, Paratransit, Mobility Management, Administration and Capital. A key project example is HCMM-084 & 085 – Paratransit ADA Accessible Vehicle Purchases are accommodations for our region's elderly and individuals who struggle with disabilities. Individuals who require assistance will be able to travel safely and efficiently to medical facilities and pharmacies while visiting retail outlets, dining, public buildings, and educational institutions. Riders may utilize both the McAllen Central Station and Northside Transfer Station for arrival and departure.

Section 5339 – Bus and Facilites (Transit)

The FAST Act updated this previously formula-based program (49 U.S.C. 5339) authorizes FTA to award Bus Program grants through a competitive process. This provides capital funding to states and designated recipients to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus related facilities and is intended to improve the condition of the nation's public transportation bus fleets, expand transportation access to employment, educational, and healthcare facilities, and to improve mobility options in rural and urban areas throughout the country. This is tied to Transit Asset management and Safety directives and includes prioritization for projects that demonstrate connectivity and implementation of advanced technologies.



The RGVMPO has \$3,082,672 programmed in FY 2025-2028 TIP. Project descriptions include but are not limited to Rehab/Renovate Stations/Stops/Terminals, Capital Improvement, Fleet Overhauls, and Support Equipment. A key project example is PHRBMPO158 – Rehab/Renovate: Administration/Maintenance Facility with improvements to Stations/Stops/Terminals – This project will fund rehabilitation and renovation to Brownsville Metro's administration and maintenance facilities with additional improvements to bus stations and stops. Enhancing the effectiveness of existing facilities and bolstering confidence in the overall transit system promotes ridership. Transit can remove a significant number of single-occupancy vehicles from the most congested roadways and utilize road space systematically.



Step 8: Monitor Effectiveness of Implemented Strategies

Evaluating the efficacy of congestion management strategies

Evaluating the efficacy of congestion management strategies within the Rio Grande Valley involves a comprehensive analysis of various performance measures across all programmed projects aimed at alleviating congestion. The RGVMPO utilizes a range of metrics to assess the impact of these projects, including traffic volume reductions, travel time savings, and improvements in vehicle speed and flow. Additionally, metrics such as reduced emissions, increased public transit ridership, and enhanced pedestrian and cyclist safety are considered to provide a holistic view of the strategies' effectiveness. Surveys and feedback from residents provide insight into the user experience and satisfaction with new infrastructure, while data collection and analysis enable the RGVMPO to monitor progress and make data-driven adjustments to optimize outcomes. By comparing pre- and post-implementation data, the RGVMPO ensures that the projects are meeting their intended goals of reducing congestion and improving overall transportation efficiency in the region, and by rigorously monitoring performance indicators, the RGVMPO plans to continually refine strategies to effectively alleviate congestion and guide future investments towards a sustainable and efficient transportation system for the Rio Grande Valley.

To maintain data accuracy in the congestion management process, a technical report evaluating the CMP network can be generated biennially to coincide with the adoption schedule of RGVMPO Transportation Improvement Programs. A comprehensive update to the CMP is planned to be conducted every four to five years to align with the adoption cycle of Metropolitan Transportation Plan updates. This cyclical approach ensures that congestion management remains current and relevant to evolving transportation needs. Consistent with this timeline, a technical report is scheduled for completion in 2026 for inclusion in the future 2027-2030 TIP, and a comprehensive update is slated in 2030 for inclusion in the 2055 MTP.



Conclusion

Results & Future Processes

The established Congestion Management Process (CMP) to addresses traffic congestion challenges in the region by detailing FHWA's eight steps, highlighting congested areas, strategies, and funding sources utilized to tackle congestion and improve mobility.

The CMP identified bottlenecks, peak hour travel patterns, and infrastructure limitations as key contributors to congestion. The RGVMPO utilizes various data sources, including TTI, TTRI, and bottleneck analysis, to identify congested areas and measure the effectiveness of implemented strategies. A combination of strategies address congestion, including demand management, traffic operations improvements, public transportation enhancements, and targeted roadway improvements. Our organization will continue to explore the integration of intelligent transportation systems (ITS) and other emerging technologies to optimize traffic flow and improve network efficiency. The RGVMPO monitors the effectiveness of implemented strategies through metrics like traffic volume reduction, travel time savings, and public transit ridership to ensure projects meet their congestion reduction goals. Most importantly, the RGVMPO is committed to continuously refining the CMP by incorporating new data sources, technologies, and best practices.

Improving public transport can significantly reduce congestion by planning and programming projects that promote effective strategies. Increase frequency and reliability by ensuring that buses, vans, trollies, and or commuter rail run frequently and timely, making public transport more appealing to commuters. Lower fares create affordable options that encourage more people to participate in the use of transit services. Improvements to comfort, cleanliness, and safety enhance the quality of service while expanding coverage extends the network to underserved areas. Integrating various modes of transport, such as buses, railcars, scooters and bicycles minimizes reliance on motor vehicles. Park and ride facilities encourage people to park their vehicles and use public transportation for the remainder of their commute. Bus rapid transit with priority lanes are plans for the near future but commuter rail will eventually be a viable option. Ultimately, the CMP aims to encourage an integrated multimodal transportation network by promoting both public transit and active transportation, guiding the allocation of capital and operational improvements within the Transit Improvement Program (TIP). The RGVMPO Congestion Management Process (CMP) identifies Public Transportation as an effective solution to improve traffic congestion by reducing the number of single occupancy vehicles on the road.

The RGVMPO recommends leveraging various funding sources, such as Category 7, Category 9, and Category 10 programs, to prioritize congestion relief projects and promote alternative transportation options. We continue to work collaboratively with TxDOT and other planning partners to secure adequate funding for congestion relief projects. By implementing these future processes, the RGVMPO strives to ensure the continued effectiveness of the CMP and achieve long-term sustainable mobility solutions for the Rio Grande Valley.



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IV. Action & Discussion Items

C. Discussion and Action on the November 2024 Statewide Transportation Improvement Program (STIP)Revision Cycle.

☑ Action
□ Information

Presenter: Rudy Zamora Jr., RGVMPO Transportation Planner

- **Summary:** RGVMPO staff are amending our short-range and long-range planning & programming tables: TIP & MTP. A 30-day Public Involvement period concludes on October 9th, 2024, and all revisions/modifications will require TAC & TPB members' approval.
- **Background:** The Statewide TIP is updated quarterly and RGVMPO staff is revising the shortrange Transportation Improvement Program, and long-range Metropolitan Transportation Plan (TIP & MTP). Public Involvement, both virtual and in-person, was scheduled from September 9th, 2024, to October 9th, 2024. All revisions and modifications will require approval from our TAC & TPB members during the scheduled October meetings. Modifications are identified on both TIP & MTP tables, and a summary sheet has been provided.



RIO GRANDE VALLEY

METROPOLITAN PLANNING ORGANIZATION

PUBLIC INVOLVEMENT - November 2024 Revision Cycle

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 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 **September 9 – October 9, 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)



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

Metro McAllen Transit Center

1501 US - 83 BUS - McAllen, TX 78501

Date & Time: September 17, 2024 from 3:30 - 5:00 PM

LRGVDC Ken Jones Small Boardroom

301 W. Railroad St. - Weslaco, TX 78596

Date & Time: September 26, 2024 from 2:00 - 4:00 PM

La Plaza Transit Station

755 International Blvd. - Brownsville, TX 78520

Date & Time: Pending

*Additional locations pending & schedule is subject to change

November 2024 - Revision Cycle Summary Sheet

Highway Projects

(HWY Name – CSJ # - Amendment)

Full Revisions - FY 2025-2028

3 Mile Line Rd – CSJ:0921-02-332 – Move from FY 2025 to FY 2027. Need to add CAT 12 (CAT 7 reconciliation) funding \$2,440,000

Inspiration Rd – CSJ: 0921-02-395 – Change existing project limits. From IH-2 to Military Pkwy, Update Cost & Funding – FY 2027

Inspiration Rd – CSJ: 0921-02-540 – Add second project section with limits from Inspiration Rd to FM 1016. – FY 2027

Replace IBTC - CSJ: 0921-02-142 with the following 3 projects (FY 2028):

SH 68 – CSJ: 3629-02-002 Add project with limits from IH-2 to FM 907 (Alamo Rd) funded with CAT 12 - \$167,568,412

FM 3072 – CSJ: 3098-01-022 – Add project with limits from Veterans Rd ("I" Rd) to FM 907 (Alamo Rd) funded with CAT 11 Rider 11B=\$20M, CAT 4U=\$10,276,983

SS 81 – CSJ: 3100-02-002 Add project with limits from 3.85 Mi S of IH-2 along SH 68 to FM 493 @ 1.5 Mi N of US 281 funded with CAT 7= \$20,000000, CAT 2= \$20,000,000

Los Ebanos – CSJ: 0921-02-521 – Move from FY 2026 to FY 2028. – Add \$4,000,00 CAT 7 for Construction (FC Complete), ROW phase will be grouped.

Administrative Amendments - FY 2025-2028

Bentsen Rd. – CSJ: 0921-02-512 – Revised Cost and Local Contribution: **Requesting* \$15,791,245 of CAT 7 for Const. & CE in FY 2027

Nolana Loop. – 0921-02-396 – Revised Cost and Local Contribution: **Requesting* \$13,487,093 of CAT 7 for Const. & CE in FY 2028

SH 550 – CSJ: 0684-01-068 – Move from FY 2025 to FY 2026. Add \$1,250,000 CAT 10 (Earmark funds)

Morrison Rd. Seg. 1 – CSJ: 0921-06-291 – Add ROW phase in FY 2028 (can be grouped)

Morrison Rd. Seg. 2 - CSJ: 0921-06-362 – Add Construction phase to FY 2028 with Local funds to begin FC process.

Dana Rd. – CSJ: 0921-06-330 – Add locally funded ROW phase (MTP) - *Requesting to accelerate Construction phase into FY 2028

FM 1925 – CSJ: 1803-01-092 – Move from FY 2025 to FY 2026.

International Dr – CSJ: 0921-26-113 – Move from FY 2026 to FY 2028.

Los Tomates BSIF – CSJ: 0921-06-207 – Move from FY 2026 to FY 2028.

BU 77X – CSJ: 0327-08-098 – Move from FY 2026 to FY 2028. – Project will be Grouped.

Hi Line Rd (East) - CSJ: 0921-02-375 - Move from FY 2026 to FY 2028.

Hi Line Rd (West) - CSJ: 0921-02-376 - Move from FY 2026 to FY 2028.

Mile 6 W – CSJ: 0921-02-447 – Move from FY 2026 to FY 2028.

West Blvd – CSJ: 0921-06-340 – Move from FY 2026 to FY 2028. – Group ROW phase in FY 2025

Whipple Rd. - 0921-06-292 - Update Estimate in FY 2029 - Group ROW in FY 2025

Los Fresnos Hike & Bike - CSJ: 0921-06-334 - Move to FY 2027

Moore Rd – CSJ: 0921-02-436 – Move from FY 2026 to FY 2028.

Russell Rd – CSJ: 0921-02-362 – Move from FY 2026 to FY 2027.

SH 495 – CSJ: 0865-01-108 – Move from FY 2026 to FY 2027.

Nolana Loop – CSJ: 0921-02-537 – Move from FY 2026 to FY 2028.

Nolana Loop – CSJ: 0921-02-538 – Move from FY 2026 to FY 2028.

S Parallel Corridor – CSJ: 0921-06-257 – Move from FY 2025 to FY 2027.

FM 509 – CSJ: 0921-06-254 – Move from FY 2026 to FY 2027.

East Loop – CSJ: 0921-06-315 – Move from FY 2027 to FY 2028. CAT 12 funding should be 6,337,115 not 7,471,188 (as per 2025 UTP) and removing CAT 10 (for PE and not CE). – Group ROW phase in FY 2025

FM 3248 – CSJ: 2717-01-027 – Move from FY 2027 to FY 2028.

FM 1426 – CSJ: 1429-02-036 – Move from FY 2027 to FY 2028.

Cesar Chavez – CSJ: 0921-02-405 – Move from FY 2027 to FY 2028.

Cesar Chavez – CSJ: 0921-02-399 – Move from FY 2027 to FY 2028.

SH 107 – CSJ: 0342-01-093 – Project will be grouped.

Taylor Rd – CSJ: 0921-02-328 – Moved from FY 2025 to FY 2026.

Liberty Blvd – CSJ: 0921-02-322 – Move to FY 2028 - Project was moved to FY 2028 as part of the 24 Month Letting Commitment.

SH 107 – CSJ: 0528-01-118 – Moved from FY 2025 to FY 2026

SL 195 PH 1 – CSJ: 3632-01-001 – Moved from FY 2025 to FY 2026

FM 676 – CSJ: 1064-01-027 – Moved to FY 2025 to FY 2026

Old Alice Rd Sidewalks (MPO's Grouped Project) - CSJ: 0921-06-378 – Move from FY 2025 to FY 2026

W Freddy Gonzalez Dr (MPO's Grouped Project) - CSJ: 0921-02-534 – Move from FY 2025 to FY 2026.

MTP Amendments - FY 2029-2035

FM 1732 – CSJ: 0684-03-019 – Project in FY 2029. Change the CAT 2 funding from \$25,267,200 to \$7,449,587.

US 281 - CSJ: 0255-06-074 - Project in FY 2030. Remove the CAT 4 funding and leave the CAT 12 funding (\$73,500,000).

US 281 – CSJ: 0255-06-075 – Project in FY 2030. Remove the CAT 4 funding and add \$7,774,612 of CAT 12.

SH 68 – CSJ: 3629-01-001 – Project in FY 2029. Change CAT 12 funding from \$156.58 to \$221,875,864.

IH-69 Connector – CSJ: 0921-02-353 – Project in FY 2030. Change CAT 2 funding from \$149.97 to \$65,180,983

SPI 2nd Access – CSJ: 0921-06-163 – Project was cancelled and replaced with CSJ 0775-02-002 with new limits from FM 106 to PR 100 and scope is Construct new causeway at new location (SPI 2nd Access). – FY 2035

Projects Added to the Unfunded List:

Taylor Road Widening - Lark Ave. (4 Mile Rd.) to Daffodil Ave. (2 Mile Rd.)
29th Street Widening - FM1925 (Monte Cristo Rd.) to Russell Road
29th Street Widening - Russell Road to SH107
Freddy Gonzalez Widening - 26th Street to SH336 (10th Street)
Freddy Gonzalez Widening - FM2220 (Ware Rd.) to 26th Street
Freddy Gonzalez Widening - FM494 (Shary Rd.) to FM2220 (Ware Rd.)
Sprague Rd. Widening - FM494 (Shary Rd.) to FM2220 (Ware Rd.)
Sprague Rd. Widening - FM494 (Shary Rd.) to FM2220 (Ware Rd.)
Taylor Road Widening - 6 Mile Rd. (Freddy Glz.) to Lark Ave. (4 Mile Rd.)
Taylor Road Widening - SH107 to 6 Mile Rd. (Freddy Glz.)

Please note:

Any projects listed outside of FY 2034 do not have Federal and/or State funding available for programming.

The 2025 UTP forecasts Federal and State funding for FYs 2025 – 2034 only.

*Any Federal or State funding currently listed beyond FY 2034 will be removed from our 2045 MTP project list.

Project Phase	AFA Execution Year Highway	From	ę	MTP# CSJ#	(fu) til Buort Description Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction Cost Estimate ROW Cost	Prelminary Engineering Cost	Construction Engineering Cost	Contingencies	Total Project Cost	Year of Expenditure Dollars (YOE)	Carl	Car 2	Cat3 - TMF Cat3 - TMF	Ca	Cat 8	Cat 9	CAT 10 CB1	CAT 10 Ear/CRP/NEVI	Cat II	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
				FY 2020	FY 2020 FY 2020	FY 2020	FY 2020 F	FY 2020 FY 2020	FY 2020	FY 2020	FY 2020	FY 2020 BROWNS		Y 2020	FY 2020 F	Y 2020 FY 20	20 FY 2020	FY 2020 FY	2020 FY 20	J20 FY 2020) FY 202	20					
с	020 South Port Conn	ector On South Port Connector From Ostos Road	r, S.H. 4	BMPO-P1 0921-06-288	3 2.1 Construct a direct connect at Port of Brownsville	or BND	\$ 18,840,283 \$	18,840,283 \$ 51	3,700 \$ 923,174	\$ 600,000	\$ 650,000	\$ 20,363,457	\$ 18,032,868			\$ 1.53	\$ 11	.20		\$ 5.30						s	18.03
C 2	019 CS	B Metro Eastside Transfe Station	er At Jose Colunga Jr & Bil Mitchell	TE14 0521-00-304		BIOWIISVIIIC	\$ 812,862 \$	812,862 \$	- \$ 39,830	\$ 51,861	\$ 10,486 \$	\$ 915,039	\$ 1,010,000						\$ 0.5	1				s	0.50	s	i 1.01
C E	FM 802 Veterans Internat Deides at L as Ta		Old Port Isabel Rd.	BMPO- 0021.06.212	Expansion of primary land	11001	\$ 7,500,000 \$ \$ 13,134,449 \$	7,500,000 \$ 13,134,449 \$	- \$ 256,487 - \$ 500,000		\$ 104,165 \$ \$ 898,345 \$				\$ 14.00									\$	0.50	S	14.00 \$ 0.50
	Bridge at Los To	mates		CCR2 0921-00-313	for passenger vehicles.	COMMIT	• • • • • •	13,131,119	0 500,000	φ 1,111,270 .		HARLINGEN/ S	\$ 25,897,367				\$ 11,198,	000						~	0.30		
												HIDA]		\$	-									
E 2	020 Mile 10 Nort	h Westgate (Mile 6 W)	FM 1015	HC-264 0921-02-360) 3 Widen to 4 lanes - Urban	n Weslaco / HC 1	\$ 21,516,000 \$	24,097,920 \$ 3,20	1,240,022	\$ 2,366,760	s - s	\$ 30,904,702												s	1.24	s	ş 1.24
R	Donna Int'l Bri Commercial App		Future IBTC / FM 493 intersection	3 HC-275r 0921-02-382	2 3.02 Construct 4 lane controlle access tolled facility	d Donna	\$ 51,821,636 \$	51,821,636 \$ 3,30	0,000 \$ -	s - :	s - s	\$ 55,121,636	\$ 3,300,000											s	3.30	s	<i>i</i> 3.30
с	019 Signal Improven	nents Within Hi	idalgo County	HC-363 0921-02-155	Traffic signal hardware improvements	Various	\$ 1,000,000 \$	1,000,000 \$	- \$ 49,000	\$ 75,000	s 70,000 s	\$ 1,256,000	\$ 1,000,000				\$ 1	.00								s	š 1.00
TAP 2	Pharr Compreher 020 Pedestrian Safe	ety City limits	City limits	HC-357 0921-02-389		ety Pharr	s - s	- S	- \$ 254,000	s - :	s - s	\$ 254,000	\$ 254,000						\$ 0.17	7				s	0.09	s	õ 0.25
R	Wellness Pla SH 68	n US 83	FM 1925	НС-295Ь 3629-01-001	10 Construct new 4 lane divid rural highway facility		\$ 187,272,000 \$	187,272,000 \$ 21,99	9,763,613	\$ 7,751,113	\$ 11,985,408 \$	\$ 244,546,849	\$ 21,996,250												22.00	s	s 22.00
													\$ 27,790,272				\$ 1,000.										
				FY 2021	FY 2021 FY 2021	FY 2021	FY 2021 F	FY 2021 FY 2021	FY 2021	FY 2021	FY 2021	FY 2021 BROWNS		Y 2021	FY 2021 F	Y 2021 FY 20	21 FY 2021	FY 2021 FY	2021 FY 20	021 FY 202	FY 202	21					
											I	HARLINGEN/ S															
		On 365 Tollway, FM 390	6		Construct 4-lane controlle	ed						HIDAI															
C	CS	(Anzalduas Highway) Phase II	US 281 Military Highwa	ay RMA-1aa 0921-02-368	acess tolled facility	пскма	\$ 258,618,363 \$	258,618,363 \$ 23,47	\$13,738,040	\$10,906,321	\$ 3,303,155 \$	\$ 310,040,879	\$ 258,618,363							\$ 22.54		S	4.46 \$	14.39 \$	217.23		\$ 258.62
R	018 CS	On Taylor Rd, from IH-2		HC-256r 0921-02-327	Proposed construction of	4	\$ 4,494,380 \$		12,488 \$ 1,989,553		5	\$ 8,176,421					\$ 1	.19								S	1.19
E	SH 495 Ext. (Sect	tion 1) FM 1423	FM 493	0921-02-470	within 100ft of ROW Proposed construction of		\$ 18,534,600 \$	18,534,600 \$ 8,75	3,600 \$ 4,494,851	\$ 2,038,806	5 - 5	\$ 33,821,857	\$ 2,244,851											s	2.24		2.24
E	SH 495 Ext. (Sect	FM 493	Mile 6 Rd	0921-02-471	lane divided urban sectio within 100ft of ROW. Proposed 2-lane rural		\$ 11,756,400 \$	11,756,400 \$ 4,41	3,440 \$ 3,121,285	\$ 1,293,204	s - s	\$ 20,584,329	\$ 1,560,643											s	1.56	\$	1.56
E	FM 1925 (Section	on 1) FM 2221	3.1 Miles N	0921-02-472	highway with 10 ft. should in 120 ft. of ROW Proposed 2-lane rural		\$ 9,511,200 \$	9,511,200 \$ 75	2,727 \$ 2,620,315	\$ 1,046,232	s - s	\$ 13,950,474	\$ 1,320,315											s	1.32	\$	1.32
E	FM 1925 (Section	on 2) Jarachina Rd	8.6 Miles East (New Location)	0921-02-473	highway with 10 ft. should in 120 ft. of ROW	ers PCt 3	\$ 26,222,400 \$	26,222,400 \$ 4,37	\$ 5,764,113	\$ 2,884,464	s - s	\$ 39,242,916	\$ 2,764,113											s	2.76	S	2.76
E 2	019 CS	On Cesar Chavez from Business 83	Ridge	HC-344 0921-02-399	1 Widen from 2 to 4 lanes	s San Juan / Alamo / HC 1-2	\$ 6,193,200 \$	6,440,928 \$ 1,00	0,000 \$ 249,994	\$ 655,000	s - s	\$ 9,225,356	\$ 249,994											s	0.25	s	. 0.25
Е	FM 676	Taylor Rd	FM 2220	HC-144 1064-01-043	Divided	th	\$ 8,263,107 \$		10,000 \$1,839,870		s	\$ 11,102,977												s	1.83	S	1.83
С	FM 1926 (23rd st)	SH 1926 (23rd st	t) & Kendlewood Ave	HC-311 1804-01-069	bound center turn lanes	McAllen	\$ 94,785 \$		16,000 \$ 4,361			\$ 125,114	\$ 269.885.422				\$ 1.287.	0.09 273								\$	s 0.09
				FY 2022	FY 2022 FY 2022	FY 2022	FY 2022 F	FY 2022 FY 2022	FY 2022	FY 2022	FY 2022	FY 2022 BROWNS		Y 2022	FY 2022 F	Y 2022 FY 20	22 FY 2022	FY 2022 FY	2022 FY 20	022 FY 2022	FY 202	22					
C, E 2	020 VA	Southmost Nature Trail Pl II, from Manzano St	La Posada Di.	BMPO- ST1 0921-06-280	0 0.8 Construct 10' concrete tra	il City of Brownsville	\$ 356,250 \$	356,250 \$	- s	\$ 18,750	\$ 26,250 \$	\$ 401,250	\$ 375,000				\$ 0	.36						s	0.02	s	; 0.38
E 2	020 CS	On West Rail Trail, From Palm Blvd @ Former Rai	n il I-69E SB Frontage Road W. of Old Alice Road	d, BMPO-E7 0921-06-293	6.5 Construct Multimodal Facility	CCRMA	\$ 6,000,000 \$	6,000,000 \$	0,000 \$ 1,000,000	\$ 660,000	\$ 200,672 \$	\$ 7,950,672	\$ 1,000,000				\$ I	.00								s	s 1.00
C, E 2	020 West Rail Trail,	West Rail Trail on Palm	I-69E SB Frontage Road W. of Old Alice Road	d, pumo F7 0021.06.202	6.5 Construct Multimodal Facility	Brownsville	\$ 6,000,000 \$	6,000,000 \$	0,000 \$ 1,000,000	\$ 660,000	\$ 200,672 \$	\$ 7,950,672	\$ 6,660,000											s	6.60	s	\$ 6.60
С, Е	020 Veterans Internat Bridge at Los To	ional CBP Primary	/ Inspection Lanes	BMPO- AA1 0921-06-313			\$ 13,134,449 \$	13,134,449 \$	- \$ 500,000	\$ 1,444,396	\$ 898,345 \$	\$ 15,977,190	\$ 14,578,845				\$ 14	.60								\$	\$ 14.60
	÷				1. 4						1	ARLINGEN/ S	\$ 22,613,845				\$ 15,956.	250									
с	SH 107	Louisiana St.	Hooks E. Hodges Rd.	HSB-118 0342-03-037	Reconstruct to 4 lanes C& and add ADA sidewalk	G TxDOT	\$ 10,185,300 \$	10,185,300 \$	- \$ 499,080	\$ 649,822					\$ 8.80						5	\$ 1.39				s	\$ 10.19
C,E 2	019 CS	On Stuart PL Rd, 0.18 M N of Primera Rd	/I FM 2994/Wilson Rd	HSB-128 0921-06-311	Construction of 1.2mi o ADA-accessible 5 to 6 for	f	\$ 482,010 \$	482,010 \$	- \$ 21,690	\$ 50,611	s - s	\$ 578,412	\$ 578,412						\$ 0.58	8						s	\$ 0.58
	017 CS	S.Parallel Corridor, FM 509		HSB-133 0921-06-252	wide sidewalk		\$ 7,500,000 \$	7,500,000 \$		\$ 825,000	s	\$ 8,749,496								\$ 1.68	5	\$ 1.33 \$	4.50			s	\$ 7.50
	018 Loop 499	Rio Hondo Road	FM 106 (Harrison Ave	HSB-127 0921-06-312	Construction of 1.48 mi of 1.48 ADA accessible 6 ft wide	of	\$ 428,489 \$	428,489 \$	1,946 \$ 9,732	\$ 53,200	\$ 25,653 \$	\$ 571,490	\$ 544,711						\$ 0.55	2				s	0.026	s	\$ 0.54
					sidewalks							HIDAI	\$ 18,808,424		l												
с	018 TL2	Anzalduas Land Po	ort of Entry NB Empties	HC-352 0921-02-379	Inbound commercial inspection pre-primary inspection pre-cleared car		\$ 43,700,000 \$	43,700,000 \$	- \$ 3,496,000	\$ 4,370,000	s - s									\$ 12.10				s	31.60	s	\$ 43.70
TAP 2	019 VA	Cano St.	Freddy Gonzalez	нс-359 0921-02-392	traffic Installation of solar power	ed	\$ 534,400 \$	534,400 S	- s -	s - :	\$ 34,736 \$	\$ 600,879	\$ 600,879						\$ 0.53	3				<pre></pre>	0.07		\$ 0.60
					walking trail						,	000,075	000,079						. 0.0.						0.07		
TAP 2	020 Vision Zero Plar Study	ning City limits	City limits	HC-356 0921-02-390	Vision Zero Planning Stud	dy McAllen	\$ - \$	- \$	- \$ 150,000	\$ - !	\$ 30,000 \$	\$ 187,995	\$ 187,995						\$ 0.15	5				S	0.04	\$	\$ 0.19

Project Phase AFA Execution Year	Highway	From	°L	#4TM	CSJ# 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	(YOB)	Cat 2 Cat 3 - TMF	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CB1	CAT 10 Ear/CRI/NEVI	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
с	FM 1926 (23rd st)	At FM 1926 (23rd	st) & Hackberry Ave Ho	C-310 18	304-01-068 1	Addition of North and South bound center turn lanes	McAllen	\$ 86,265	\$ 86,26	5 \$ 16,00	\$ 3,969	\$ 4,050 \$	- \$ 12	1,586 \$	86,265			\$ 0.05	,								s	§ 0.09
с	SH 336	Intersection Business US 83	135ft S Intersection US Business 83	C-312 06	521-01-106 0.02	25 Addition of north bound right turn lane	t McAllen	\$ 77,958	\$ 77,95	\$ \$ 31,00	\$ 3,587	\$ 3,660 \$	- \$ 12	3,986 \$	77,958			\$ 0.08									s	\$ 0.08
с	FM 1926 (23rd st)	At FM 1926 (23)	d st) & Ebony Ave He	C-313 18	804-01-071 2	Addition of east, north and south bound center turn lanes	s McAllen	\$ 141,219	\$ 141,219	\$ 21,00	\$ 6,497	\$ 6,630 \$	- \$ 18	8,521 \$	141,219			\$ 0.14									s	\$ 0.14
PE,CE	Bentsen Rd.	FM 924 (3 Mile)	FM 676 (Mile 5) H	C-900		Widen to 4 lanes and continuous turn lane w/ curb and gutter	McAllen	\$ 9,504,000	\$ 11,024,640	\$ 1,100,000	\$ 275,000	\$ 825,000	\$ 13,22	4,640 \$	1,100,000										s	1.10	s	\$ 1.10
с	SS 115	At FM 1926 (23n	d st) & Jackson Ave H	C-314 18	804-01-072 1	Addition of North and South bound center turn lanes	McAllen	\$ 116,618	\$ 116,61	\$ 31,00	\$ 5,366	\$ 5,475 \$	- \$ 16	9,519 \$	116,618			\$ 0.12									s	\$ 0.12
C 201	VA	Anzalduas Int Bridge Port of Entry	South Bound H	C-277 09	921-02-303	Construction of Southbound Inspection Station	McAllen	\$ 10,000,000	\$ 10,000,000	s	\$ 800,000	\$ 1,281,660 \$	- \$ 12,50	6,367 \$	0,000,000			\$ 0.51			\$ 5.49			\$ 4.00			s	5 10.00
		· ·	1 I	FY	2023 FY	Y 2023 FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023 FY 202	3 FY 2023		56,010,934 FY 2023	FY 2023 FY 2023	FY 2023	\$ 933,73 FY 2023 FY	3 2023 FY 2	2023 FY 202	23 FY 202	23 FY 20)23					
	VA	On W side of FM 1847,	First Street B	MPO- 00	021-06-325 0.65	Construct sidewalk on west	City of Los	\$ 397,592	\$ 397,592		\$ 10,687			/NSVILLE 2,554 \$	432,554					\$ 0.39								
Ľ	VA	Resaca Retreat Dr.	First Street	MPO- BL3 09	0.02	side of FM 1847	Fresnos	\$ 397,392	5 397,39.	\$	\$ 10,087	2 - 2	83 5 43		432,334			s	-	\$ 0.39					3	0.04		5 0.43
с	IH-69E	Industrial Blvd	Loop 499/ Primera Rd HS	B-115 00)39-07-257	NB and SB Ramps Reversal	TxDOT	\$ 4,138,511	\$ 5,264,510) s -	\$ 235,408	\$ 366,564 \$ 521,	1	N/ SAN BENI 7,796 \$	TO 5,264,210 \$ 1.00	3.87	\$ 0.40										s	\$ 5.27
			J				+		4		· · ·	Ļ	HI		5,264,210		-			1	· · · · ·	ļļ						
R 201	CS	On Veterans (SH 495), from IH-2/US 83	SH 364 (La Homa Rd) H	C-50r 08	365-01-108 2.3	Construct 4 lane divided urban section	TXDOT	\$ 14,556,786	\$ 16,688,83	\$ 2,699,360	\$ 804,805	\$ 975,621 \$ 971,			2,699,360			\$ 2.70	,								s	\$ 2.70
с	FM 676 (Mile 5 N)	SH 364 E (La Homa Rd)	SH 107 (Conway) HO	с-117Б 10	064-01-032 2.39	9 Widen from 2 to 4 Lane Divided	TXDOT	\$ 15,880,158	\$ 18,665,469	\$ 13,069,092	\$ 972,179	\$ 1,178,519 \$ 1,305,	24 \$ 35,19	1,083 \$	18,665,469 \$ 2.52	16.15											s	8 18.67
PE	CS	On International Bridge Trade Corridor, from 365 Tollway at FM 493	IH-2 R	MA-3 09	921-02-142	Construct non-tolled 4 lane divided (at grade) highway (interim)	TXDOT	\$ 219,475,313	\$ 237,845,39	\$ 44,584,210	\$ 11,365,134	\$ 15,145,781 \$ 12,466,	98 \$ 328,13	3,022 \$	11,365,134										s	\$ 11.37	s	5 11.37
R	CS	On Bentsen Rd., from FM 676	FM 1924 H	C-900 09	021-02-512	Widen to 4 lanes and continuous turn lane w/ curb	McAllen	\$ 9,504,000	\$ 10,644,480	\$ 1,100,000	\$ 1,100,000		\$ 12,84	4,480 \$	1,100,000										s	. 1.10	s	\$ 1.10
R	CS		FM 2220 (Ware Rd) H	C-144 09	921-02-493 1	and gutter ROW acquisition for drainage ditch	McAllen / HC 4			\$ 1,010,000			\$ 1,01	0,000 \$	1,010,000			\$ 1.00	•						s	\$ 0.10	s	\$ 1.10
TAP	VA	Within Hic	lalgo County Ho	C-369 09	921-02-430	Hidalgo County Active Mobility Plan	LRGVDC			\$	\$ 330,000	s - s 49,	00 \$ 39	7,089 \$	397,089					\$ 0.33					s	\$ 0.07	s	\$ 0.40
TAP 202	VA	Various locations with	in Edinburg & McAllen H	C-370 09	21-02-431 2.8	Jackson Rd Hike & Bike Project Phase II	McAllen	\$ 1,803,949	\$ 1,803,94	\$ 168,993	\$ 163,000	\$ - \$ 130,	00 \$ 2,41	6,793 \$	2,416,793					\$ 1.01					s	1.41	s	8 2.42
TAP 202		City Pharr		C-371 09		4 PSJA Tri-City Ped Improvement Phase II Pedestrian/Bike Trail and	Pharr / San Juan / Alamo	\$ 2,196,840							2,740,214					\$ 1.62					s	1.12	s	8 2.74
С	Van Week St.	At UTRO	W Campus H	C-480 09	921-02-480	Bike Racks	UTRGV	\$ 395,625	\$ 395,62	5 \$	\$ 20,000	\$ - \$ 41,	93 \$ 47	6,644 \$ \$	476,644 40,870,703			\$ 3,700,00)	\$ 0.36	i				\$	0.12	S	\$ 0.48
				FY	2024 FY	Y 2024 FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024 FY 202		FY 2024 NSVILLE	FY 2024	FY 2024 FY 2024	FY 2024	FY 2024 FY	2024 FY 2	2024 FY 202	24 FY 202	24 FY 20)24					
E 202	CS	On East Loop, from I-69E	SH 4 BM	IPO-E4 09	9.9	Construction of 4 to 6 lane roadway partially on new location	CCRMA	\$ 157,678,219	\$ 170,292,470	5,600,000	\$ 8,165,083	\$ 10,881,223 \$ 8,956,	23 \$ 208,72	7,301 \$	8,165,083										s	8.17	s	\$ 8.17
PE 202	SH 550	0.203mi S of FM 1847	1.13mi SE of UPRR B Overpass @ FM 3248 C	MPO- 06	84-01-068 3.9	Construct Contolled Access Tolled Facility	CCRMA	\$ 29,234,422	\$ 30,403,799	s	\$ 1,000,000	\$ 2,192,582 \$ 1,511,	27 \$ 36,61	9,635 \$	1,000,000			\$ 1.00	1								s	\$ 1.00
R 202	CS	On Old Alice Road, Sports Park Blvd	SH 100 BM	IPO-E2 09	921-06-290 4.9	Urban Koadway	Cameron County	\$ 30,844,892	\$ 32,078,688	\$ 139,33	\$ 1,100,000	\$ 2,313,366 \$ 1,667,	60 \$ 37,73	2,717 \$	139,339			\$ 0.14									s	§ 0.14
E 201	CS	On Morrison Rd, from FM 1847	TM 511 BA	IPO-E3 09	21-06-291	Construct 4 lane Urban Roadway.	CCRMA	\$ 20,685,867	\$ 23,506,667	,	\$ 500,000	\$ 1,998,067 \$ 1,057,	00 \$ 27,06	2,534 \$	500,000										s	0.50	s	\$ 0.50
E 202		On Old Alice Road, Sports Park Blvd On Dana Ave., from FM	3H 100 BN	IPO-E2 09	021-06-290 4.9 021-06-330 2.4	Urban Koadway	Cameron County								1,100,000										s	\$ 1.10 \$ 0.84	s	\$ 1.10 \$ 0.84
E	CS	3248 On Whipple Rd, from FM		JKI		sidewalks Widening of Existing	CCRMA	\$ 16,189,826			\$ 843,200			8,654 \$	843,200												3	
E 202	CS	1575	FM 1847 BM	IPO-E5 09	21-06-292 1.3	8 Roadway to include Continuous Left Turn Lane	CCRMA	\$ 9,481,741	\$ 10,619,550	\$ 139,33	\$ 483,654	\$ 805,948 \$ 388,	51 \$ 12,72	3,486 \$	483,654										s	6 0.48	5	ŝ 0.48
PE,R	CS	On SPI 2nd Access, from SH 100, across Laguna Madre	PR 100 B	MPO- SPI2 09	921-06-163	Constructing New Causeway at New Location	CCRMA	\$ 689,474,240	\$ 772,211,148	\$ 5,600,000	\$ 15,000,000	\$ 36,456,199 35,301,	81 \$ 864,56	8,428 \$	20,600,000										s	\$ 20.60	s	3 20.60
		Madre	ļ				1	1	ļ				HARLINGE	s N/ SAN BENI	32,831,276 TO			\$ 1,140,00		1	· · · · ·							
с	I-69E	877 S. Sam Houstor	Blvd, San Benito, TX	50	000-00-204	Install 8 Direct Current Fast Charge ports along the Electric Alternative Fuel	Francis Energy TX, LLC.	\$ 2,154,332	\$ 2,154,33	2					2,154,332							\$ 2.15					s	8 2.15
		On S. Barellal Camidan				Corridors (IH 69E)	TA, LLC.																					
E,R	CS	On S. Parallel Corridor, from FM 2520	FM 1577 HS	B-110 09	021-06-257 2.2	2			\$ 11,720,000	\$ 1,200,000	\$ 466,049	\$ 621,081 \$ 405,	00 \$ 14,68	7,955 \$	1,666,049										S	\$ 1.67	\$	\$ 1.67
с	VA	GSA Facility	Los Indios Free Trade Int'l Bridge	B-LII 09	921-06-359	Construction of Border Safety Inspection Facility (BSIF)	y TXDOT	\$ 4,402,295	\$ 4,402,29	7	\$ 220,609	\$ 198,098 \$ 99,	32 \$ 4,70	2,647 \$	4,402,297						\$ 4.05		:	\$ 0.35			s	§ 4.40
E,C,CE,	VA	Robertson Rd From Roberto Garza(Nopales)	Ebony St. Str	ate TA 09	021-06-348 2.17	7 Construct sidewalks, bike lanes, & shared use path	TXDOT	\$ 1,016,598	\$ 1,016,59	\$ 4,954	\$ 224,772		\$ 1,34	4,602 \$	1,344,602					\$ 1.30					s	\$ 0.04	s	\$ 1.34
		+		+		+	+			*		 	HI	s DALGO	9,567,280					+	• •							
C,CE 202	Pharr Bridge	At Pharr/Rey	uosa Int'l Bridge He	C-372 09	921-02-424	Dock Expansion Phase I	Pharr	\$ 12,539,778	\$ 12,539,778	s	\$ 632,760	\$ 845,832 \$ 373,	1		13,385,610								:	\$ 7.00	s	\$ 6.39	s	13.39
C,CE 202	Pharr Bridge		-	C-373 09	021-02-425	Dock Expansion Phase II	Pharr	\$ 13,335,190	\$ 13,335,190	s	\$ 672,896	\$ 899,484 \$ 397,	89 \$ 15,70	3,204 \$	4,234,674									\$ 5.96	\$	\$ 8.27	s	3 14.23
		1						1	1	1	1	1	1	<u>i</u>					1	1	1	r		1	1			3 13.42
C,CE 202	Pharr Bridge	900 ft. N. of Military Rd. and Juniper St.	1860 ft. N. of Military Rd. and Juniper St. Intersection	C-374 09	021-02-423	Pharr Bridge Commercial Vehicle Parking Site	Pharr	\$ 12,910,854	\$ 12,910,854	s s	\$ 651,484	\$ 870,862 \$ 384,	43 \$ 15,20	3,515 \$	13,415,598							\$ 11.44			s	\$ 1.98	s	5 13.42

Project Pha	Highway	From	£	#dLW	CSJ # 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	Car2	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CB1	CAT 10 Ear/CRP/NEVI	Catll	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing TOTAL	TOTAL
C, CE	CS	On I Rd., from Dicker Rd. Mil	itary Hwy (US 281)	HC-499 092	21-02-499 2	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	Pharr	\$ 8,253,730 \$	8,253,730 \$	- S	421,015 \$	405,549 \$ 338,	403 \$	9,667,869 \$	8,659,279				\$ 8.62								\$ 0.04	s	8.66
C&CE 2020	CS	On Nolana Loop, from FM 1426	FM 907	HC-152a 092	21-02-361 2.25	Widen from 2 to 4 Lane Divided	HC 2	\$ 16,727,101 \$	18,065,269 \$ 1	1,838,752 \$	871,183 \$	1,056,087 \$ 1,052,	135 \$	23,399,024 \$	19,121,356				\$ 17.47								\$ 1.65	s	19.12
R 2020	CS	On Nolana Loop (S1), from FM 1426 (Raul Longoria)	FM 907	HC-152ar 092	21-02-361 2.25	Widen from 2 to 4 Lane Divided	HC 2 / McAllen	\$ 16,727,101 \$	18,065,269 \$ 2	2,000,000 \$	871,183 \$	1,056,087 \$ 1,052,	135 \$	23,560,272 \$	2,000,000								\$ 2.00)				s	2.00
R	CS	On Freddy Gonzalez, from US BUS 281 (Closner Blvd.)	I-69C (US 281)	HC-120 092	21-02-440 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 \$	8,826,310 \$	560,000				\$ 0.56									s	0.56
с	FM 676	Taylor Rd	FM 2220	HC-144 10	164-01-043	Widen from 2 to 4 Lane Divided	TXDOT / HC 4	\$ 10,140,008 \$	10,140,008 \$ 8	3,719,184 \$	528,113 \$	528,113 \$ 637,	806 \$	20,865,781 \$	10,140,008	s	4.37		\$ 5.00					\$ 0.77				s	10.14
C,CE	CS	On Taylor Rd from Bus 83	I-2 (US 83)	HC-256 092	21-02-327 1	Widen from 2 to 4 lanes with left turn lane	Mission	\$ 4,674,155 \$	4,674,155 \$ 1	1,192,488 \$ 1	1,989,553 \$	500,000	\$	8,356,196 \$	5,174,155				5.0 (\$4.5 M CRRSAA)									\$ 0.18 \$	5.18
с	FM 494	SH 107	FM 676 (Mile 5)	HC-292a 086	64-01-068 2	Widen from 2 to 4 lanes	TxDOT	\$ 18,512,330 \$	21,928,704 \$ 10),967,156 \$ 1	1,140,296 \$	1,382,318 \$ 1,925,	645 \$	38,018,988 \$	21,928,704	s	18.51	\$ 3.4	2									\$	21.93
С	FM 1925	FM 907 (Alamo Rd)	Sharp Rd		03-02-035 1.57	Widen from 2 to 4 Lane Divided	TxDOT/HC 4	\$ 10,738,966 \$	10,738,966 \$ 1	1,539,363 \$	535,656 \$	649,346 \$ 646,	916 \$	14,427,267 \$	10,738,966	s	10.74											S	10.74
С	Pharr Bridge	At Pharr/Reynosa Int	t'l Bridge	HC-12bb 092	21-02-479	Construct Twin Span Bridge	Pharr	\$54,172,540	\$54,172,540 \$	- \$ 2	2,714,711 \$	2,437,699 \$ 1,229,	717 \$	62,161,332 \$	54,172,540				\$ 2.00								\$ 52.17	S	54.17
C,CE 2021	Pharr Bridge Agricultural Lab	at Pharr/Reynosa Int	'l Bridge	HC-376 092	21-02-433	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	S	17.29
E,R,C 2018	CS	On Liberty Blvd from Mile 3	US 83	HC-284a 092	21-02-194 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	1,101,032 \$ 1	1,141,874 \$	1,086,619 \$ 821,	711 \$	18,905,187 \$	16,538,924				s 15.44 (\$4.9 CRRSAA)				\$ 0.70			\$ 0.40		\$	16.54
с	IH-2	800 Convention Center Blv	d, Mcallen, TX	50	00-00-198	Install 5 Direct Current Fast Charge ports along the Electric Alternative Fuel Corridors (IH 2)	Tesla, Inc.	\$ 542,983 \$	542,983				s	542,983 \$	542,983								\$ 0.54	ŀ				s	0.54
с	IH-69C	8420 N Expressway 281 1	Edinburg, TX	50	00-00-193	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				s	1,613,262 \$	1,613,262								\$ 1.61					s	1.61
C,CE	CS	On I Rd. from .4 Mi. South of Rancho Blanco Rd.	Dicker Rd.	HC-12ac 092	21-02-363 2.5	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	Pharr	\$ 11,902,282 \$	11,902,282	s	607,124 \$	584,821 \$ 487,	994 \$	13,941,539 \$	12,487,103				\$ 10.82								\$ 1.66	s	12.49
Е	CS	On Moore Rd. from Jackson Rd	Cage Blvd	HC-379 092	21-02-436 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	s	0.33
Е	CS	On Moore Rd. from Cage Blvd	I Rd	HC-380 092	21-02-437 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	s	0.39
R	CS	On International Bridge Trade Corridor, from 365 Tollway at FM 493	IH-2	RMA-3 092	21-02-142	Construct non-tolled 4 lane divided (at grade) highway (interim)	TXDOT	\$ 219,475,313 \$	237,845,395 \$ 44	4,584,210 \$ 11	1,365,134 \$	15,145,781 \$ 12,466,	198 \$	328,133,022 \$	44,584,210												\$ 44.58	s	44.58
	I												1	STARR	267,307,330				\$ 59,910,000					1					
С	US 83	.31 Mi S of Margarito Rd	Mi N of Loma Blanca		38-06-047	WIDEN FROM 2 LANE RURAL TO	TxDOT	\$ 39,392,577 \$	39,392,577 \$ 1	1,843,821 \$ 2	2,038,292 \$	2,470,909 \$ 2,461,	662 S	49,413,597 \$	39,392,577	s	17.34	\$ 13.1						\$ 8.95				\$	39.39
			Rd	ST-02 003		4 LANE DIVIDED																							
с			Rd	31-02 00.	2025 FY	2025 FY 2025	FY 2025	FY 2025 H	FY 2025 FY 20	25 FY 20	025 FY	2025 FY 202		s Y 2025 FY 2		25 FY 202	5 FY 2025	FY 2025	FY 2025 FY	2025 FY 2	025 FY 202	5 FY 20	25 FY 2	2025					
	VA	Various Locations within C		FY	2025 FY 21-06-371		City of	FY 2025 H \$ 1,020,600 \$	FY 2025 FY 20. 1,020,600	25 FY 20	025 FY \$46,643 \$		1		2025 FY 20	25 FY 202	5 FY 2025	FY 2025	FY 2025 FY	2025 FY 2)25 FY 202	5 FY 20.	25 FY 2 \$ 0.95				\$ 0.07	s	1.02
C & E	VA VA	Various Locations within Ci Interior Roads at Las Palmas Mobile Estates		FY SIG-1 092		2025 FY 2025		\$ 1,020,600 \$		25 FY 20		59,779 \$ 6,	1	Y 2025 FY 2 BROWNSVILL	2025 FY 20 E	25 FY 202	5 FY 2025	FY 2025	FY 2025 FY	2025 FY 20	5 0.30	5 FY 20.					\$ 0.07 \$ 0.12	s s	0.42
C & E R 2020		Interior Roads at Las	ameron County	SIG-1 092 BMPO- 002	21-06-371 21-06-327	2025 FY 2025 Signal Improvements Construct 5' concrete	City of Brownsville	\$ 1,020,600 \$	1,020,600 334,598 \$	- S	\$46,643 \$ 16,710 \$	59,779 \$ 6,	899 678 \$	Y 2025 FY : BROWNSVILL \$1,161,526 \$	2025 FY 2(E 1,020,600	25 FY 202	5 FY 2025	FY 2025	FY 2025 FY			5 FY 20					\$ 0.07 \$ 0.12	\$ \$ \$	1.02 0.42 0.14
	VA	Interior Roads at Las Palmas Mobile Estates On Whipple Rd, from FM 1575	ameron County FM 802 FM 1847 1 802 (Ruben Torres	31-02 60. FY SIG-1 092 BMPO- CTY2 092 092 BMPO-E5 092 BMPO-002 092	21-06-371 21-06-327	2025 FY 2025 Signal Improvements Construct 5' concrete sidewalks Widening of Existing Roadway to include Continuous Left Turn Lane Roadway/ Trail Construction Phase of Multi Modal	City of Brownsville Cameron County	\$ 1,020,600 \$ \$ 334,598 \$	1,020,600 334,598 \$ 9,380,032 \$	- S	\$46,643 \$ 16,710 \$ 278,677 \$	59,779 \$ 6, 48,516 \$ 4, 711,877 \$ 209,	899 678 \$	Y 2025 FY : BROWNSVILL \$1,161,526 \$ 423,131 \$	2025 FY 20 E 1,020,600 423,131	25 FY 202	5 FY 2025	FY 2025				5 FY 20					\$ 0.07 \$ 0.12 \$ 0.31	\$ \$ \$ \$	
R 2020 PE,R	VA CS CS	Interior Roads at Las Palmas Mobile Estates On Whipple Rd, from FM 1575 On West Blvd., from FM 3248 (Alton Gloor)	ameron County FM 802 FM 1847 I 802 (Ruben Torres Bivd)	SIG-1 092 BMPO- CTY2 092 BMPO-E5 092 BMPO-E5 092	21-06-371 21-06-327 21-06-327 1.3 21-06-340 2.2	2025 FY 2025 Signal Improvements Construct 5° concrete sidewalks Widening of Existing Roadway to include Continuous Left Turn Lane Roadway/ Trail Construction Phase of Multi Modal Corridor Construction of 4 to 6 lane	City of Brownsville Cameron County CCRMA	S 1,020,600 S S 334,598 S S 8,375,029 S S 6,378,902 S	1,020,600 334,598 \$ 9,380,032 \$ 9,178,398 \$	- S 139,338 S 100,000 S	\$46,643 \$ 16,710 \$ 278,677 \$ 312,566 \$	59,779 \$ 6, 48,516 \$ 4, 711,877 \$ 209, 780,164 \$ 458,	899	Y 2025 FY 3 BROWNSVILL \$ \$1,161,526 \$ 423,131 \$ 11,766,174 \$ 11,288,968 \$	2025 FY 26 E 1,020,600 423,131 139,339 412,566	25 FY 201	5 FY 202:	FY 2025	\$ 0.14			5 FY 20						S S S S S S S S S S	0.14
R 2020 PE,R R 2020	VA CS CS CS	Interior Roads at Las Palmas Mobile Estates On Whipple Rd, from FM 1575 On West Blvd. , from FM 3248 (Alton Gloor) On East Loop, from I-69E	ameron County FM 802 FM 1847 I 802 (Ruben Torres Bivd) SH 4	31-02 60. FY SIG-1 092 BMPO- CTY2 092 092 BMPO-E5 092 092 BMPO-E5 092 092 BMPO-E4 092 092 BMPO-E4 092 092	21-06-371 21-06-327 21-06-292 1.3 21-06-340 2.2 21-06-315 9.9	2025 FV 2025 Signal Improvements Construct 5' concrete sidewalks Widening of Existing Roadway to include Continuous Left Turn Lane Roadway/ Trail Construction Phase of Multi Modal Corridor Construction of 4 to 6 lane roadway partially on new location Sidewalks along T. Cortez &	City of Brownsville Cameron County CCRMA CCRMA CCRMA	S 1,020,600 S S 334,598 S S 8,375,029 S S 6,378,902 S S 157,678,219 S	1.020.600 334,598 \$ 9,380.032 \$ 9,178,398 \$ 176,599,605 \$ \$	- S 139,338 S 100,000 S	\$46,643 \$ 16,710 \$ 278,677 \$ 312,566 \$ 8,165,083 \$	59,779 \$ 6, 48,516 \$ 4, 711,877 \$ 209, 780,164 \$ 458, 10,881,223 \$ 8,956,	899	Y 2025 FY 3 BROWNSVILL \$ \$1,161,526 \$ 423,131 \$ 11,766,174 \$ 11,288,968 \$ 208,727,301 \$	2025 FV 27 E 1,020,600 423,131 139,339 412,566 5,600,000	25 FY 201	5 FY 2025	FY 2025	\$ 0.14		\$ 0.30	5 FY 20					\$ 0.31	S S S S S S S S S S S S S S S	0.14
R 2020 PE,R	VA CS CS CS CS	Interior Roads at Las Palmas Mobile Estates On Whipple Rd, from FM 1575 On West Blvd., from FM 3248 (Alton Gloor) On East Loop, from 1-69E On Mesquite St., Interior R On Old Alice Road, Sports	ameron County FM 802 FM 1847 I 802 (Ruben Torres Blvd) SH 4 .oads at Olmito	SIG-1 092 BMPO- CTY2 092 BMPO-E5 092 BMPO-E5 092 BMPO-E4 092	21-06-327 21-06-327 21-06-292 1.3 21-06-340 2.2 21-06-315 9.9 21-06-326	2025 FY 2025 Signal Improvements Construct 5' concrete sidewalka Widening of Existing Roadway to include Continuous Left Turn Lane Roadway to include Continuous Left Turn Lane Roadway / Trail Construction Phase of Multi Modal Construction of 4 to 6 Jane roadway partially on new Jocation Sidewalks along T. Cortez & Parker Ave. Widen from 2 Jane to 4 Jane	City of Brownswille Cameron County CCRMA CCRMA CCRMA	S 1,020,600 S S 334,598 S S 8,375,029 S S 6,378,902 S S 157,678,219 S	1.020.600 334,598 \$ 9,380,032 \$ 9,178.398 \$ 1176.599,603 \$ \$ 400,858 \$	- S 139,338 S 100,000 S - S - S	\$46,643 \$ 16,710 \$ 278,677 \$ 312,566 \$ 8,165,083 \$ 19,537 \$	59,779 \$ 6, 48,516 \$ 4, 711,877 \$ 209, 780,164 \$ 458, 10,881,223 \$ 8,956, 59,806 \$ 31,	899 678 \$ 375 \$ 920 \$ 123 \$ 586 \$	Y 2025 FY 3 BROWNSVILL \$ \$1,161,526 \$ 423,131 \$ 11,766,174 \$ 208,727,301 \$ 535,337 \$	2025 FV 26 E 1.020,600 423,131 139,339 412,566 5.600,000 535,357	25 FY 201	5 FY 202:	FY 2025	\$ 0.14			5 FY 20					\$ 0.31 \$ 5.60	s s s s s s s s s s s s s s s s s	0.14
R 2020 PE,R	VA CS CS CS CS CS	Interior Roads at Las Palmas Mobile Estates On Whipple Rd, from FM 1575 On West Blvd., from FM 3248 (Alton Gloor) On East Loop, from 1-69E On Mesquite St., Interior R On Ol Alice Road, Sports On Bejarano-McFarland	ameron County FM 802 FM 1847 I 802 (Ruben Torres Bivd) SH 4	SIG-1 092 BMPO- CTY2 092 BMPO- WBL 092 BMPO-E5 092 BMPO-E4 092	21-06-371 21-06-327 21-06-292 1.3 21-06-340 2.2 21-06-315 9.9 21-06-326 21-06-320 4.9	2025 FY 2025 Signal Improvements Construct 5' concrete sidewalks Widening of Existing Roadway to include Continuous Left Turn Lance Roadway/ Trail Construction Phase of Multi Modal Corridor Construction of 4 to 6 lane roadway partially on new location Sidewalks along T. Cortez & Parker Ave. Widen from 2 lane to 4 lane Urban Roadway Extend & Construct	City of Brownsville Cameron County CCRMA CCRMA CCRMA Cameron County	S 1,020,600 S S 334,598 S S 8,375,029 S S 6,378,902 S S 157,678,219 S S 400,858 S S 32,078,688 S	1.020,600 334,598 \$ 9,380,032 \$ 9,178,398 \$ 1176,599,605 \$ \$ 400,858 \$ 32,078,688 \$	- S 139,338 S 100,000 S 5,600,000 S S - S 139,339 S 1	\$46,643 \$ 16,710 \$ 278,677 \$ 312,566 \$ 8,165,083 \$ 1,100,000 \$	59,779 \$ 6, 48,516 \$ 4, 711,877 \$ 209, 780,164 \$ 458, 10,881,223 \$ 8,956, 59,806 \$ 31, 2,313,366 \$ 1,667,	899	Y 2025 FY 3 BROWNSVILL \$ \$1,161,526 \$ 423,131 \$ 111,766,174 \$ 111,288,968 \$ 208,727,301 \$ 38,966,513 \$	2025 FV 2/ E 1.020,600 423,131 1 139,339 1 412,566 5.600,000 535,357 1 34,392,054 1	25 FY 201	5 FY 2025	FY 2025	\$ 0.14 \$ 0.10		\$ 0.30 						\$ 0.31 \$ 5.60 \$ 0.14 \$ 3.04	S S S S S S S S S S S S S S S S S S S S	0.14 0.41 5.60 0.54 34.39
R 2020 PE,R	VA CS CS CS CS CS CS CS	Interior Roads at Las Palmas Mobile Estates On Whipple Rd, from FM 1575 On West Blvd., from FM 3248 (Alton Gloor) Philos Responses On East Loop, from 1-69E On Mesquite St., Interior R On Bejarano-McFarland Galvan Trail Ext, from SH 100 & Roy St On Bejarano-McFarland Galvan Trail Ext, from SH 100 & Roy St	ameron County FM 802 FM 1847 802 (Ruben Torres Blvd) SH 4 .oads at Olmito SH 100 turo Galvan Coastal Park Entrance E SB Frontage Road	SIG-1 092 BMP0- CTY2 092 BMP0-E5 092 BMP0-E5 092 BMP0-E0 092 BMP0-E1 092 BMP0-E3 092 BMP0-E4 092 BMP0- 092	21-06-371 21-06-327 21-06-292 1.3 21-06-340 2.2 21-06-315 9.9 21-06-326 2 21-06-320 4.9 21-06-351 6.6	2025 FY 2025 Signal Improvements Construct 5' concrete sidewalks Widening of Existing Roadway to include Continuous Left Turn Lane Roadway/ Trail Construction Phase of Multi Modal Corridor Construction of 4 to 6 lane roadway partially on new location Sidewalks along T. Cortez & Parker Ave. Widen from 2 lane to 4 lane Urban Roadway Extend & Construct sidewalk, ADA ramps, and bas stop improvements	City of Brownsville Cameron County CCRMA CCRMA CCRMA CCRMA Cameron County Cameron County Port Isabel	S 1,020,600 S S 334,598 S S 8,375,029 S S 6,378,902 S S 157,678,219 S S 400,858 S S 32,078,688 S S 560,449 S	1.020.600 334,598 \$ 9,380,032 \$ 9,178,398 \$ 1176,599,605 \$ \$ 400,858 \$ 32,078,688 \$	- S 139,338 S 100,000 S 5,600,000 S S - S 139,339 S 1 5,206 S	\$46,643 \$ 16,710 \$ 278,677 \$ 312,566 \$ 8,165,083 \$ 19,537 \$ 1,100,000 \$ 95,442 \$	59,779 \$ 6, 48,516 \$ 4, 711,877 \$ 209, 780,164 \$ 458, 10,881,223 \$ 8,956, 59,806 \$ 31,	899	Y 2025 FY Y BROWNSVILL SI.161.526 \$1,161.526 \$ 423.131 \$ 111,766.174 \$ 208.727.301 \$ 38.966.513 \$ 724.714 \$	2025 FY 2/ E 1,020,600 423,131 139,339 139,339 1412,566 5,600,000 535,357 34,392,054 724,714 1412,566 142,566	25 FY 202	5 FY 2025	FY 2025	\$ 0.14 \$ 0.10		\$ 0.30 0.40 \$ 0.54						\$ 0.31 \$ 5.60 \$ 0.14	S S S S S S S S S S S S S S S S S S S	0.14 0.41 5.60 0.54
R 2020 PE,R	VA CS CS CS CS CS	Interior Roads at Las Palmas Mobile Estates On Whipple Rd, from FM 1575 On West Blvd., from FM 3248 (Alton Gloor) Philos Responses On East Loop, from 1-69E On Mesquite St., Interior R On Bejarano-McFarland Galvan Trail Ext, from SH 100 & Roy St On Bejarano-McFarland Galvan Trail Ext, from SH 100 & Roy St	ameron County FM 802 FM 1847 I 802 (Ruben Torres Blvd) SH 4 coads at Olmito SH 100 turo Galvan Coastal Park Entrance	SIG-1 092 BMP0- CTY2 092 BMP0-E5 092 BMP0-E5 092 BMP0-E0 092 BMP0-E1 092 BMP0-E3 092 BMP0-E4 092 BMP0- 092	21-06-371 21-06-327 21-06-292 1.3 21-06-340 2.2 21-06-315 9.9 21-06-326 21-06-320 4.9	2025 FY 2025 Signal Improvements Construct 5° concrete sidewalks Widening of Existing Roadway to include Continuous Left Turn Lane Roadway Parilally on new location Construction of 4 to 6 Iane roadway parilally on new location Sidewalks along T. Cortez & Parker Ave. Widen from 2 Iane to 4 Iane Urban Roadway Extend & COnstruct sidewalk AD ramps, and bus stop improvements	City of Brownsville Cameron County CCRMA CCRMA CCRMA Cameron County	S 1,020,600 S S 334,598 S S 8,375,029 S S 6,378,902 S S 157,678,219 S S 400,858 S S 32,078,688 S	1.020.600 334,598 \$ 9,380,032 \$ 9,178,398 \$ 1176,599,605 \$ \$ 400,858 \$ 32,078,688 \$	- S 139,338 S 100,000 S 5,600,000 S S - S 139,339 S 1	\$46,643 \$ 16,710 \$ 278,677 \$ 312,566 \$ 8,165,083 \$ 19,537 \$ 1,100,000 \$ 95,442 \$	59,779 \$ 6, 48,516 \$ 4, 711,877 \$ 209, 780,164 \$ 458, 10,881,223 \$ 8,956, 59,806 \$ 31, 2,313,366 \$ 1,667,	899	Y 2025 FY 3 BROWNSULL SI.161.526 \$1.161.526 \$ 423.131 \$ 111.766.174 \$ 208.727.301 \$ 38.966.513 \$ 724.714 \$ 1.647.836 \$	2025 FV 2/ E 1,020,600 1,020,600 423,131 139,339 412,566 5,600,000 34,392,054 724,714 1,647,836	25 FY 201	5 FY 202:	FY 2025	\$ 0.14 \$ 0.10		\$ 0.30 						\$ 0.31 \$ 5.60 \$ 0.14 \$ 3.04	s s	0.14 0.41 5.60 0.54 34.39
R 2020 PE,R	VA CS CS CS CS CS CS CS CS	Interior Roads at Las Palmas Mobile Estates On Whipple Rd, from FM 1575 On West Blvd., from FM 3248 (Alton Gloor) On East Loop, from 1-69E On Mesquite St., Interior R On Mesquite St., Interior R On Bejarano-McFarland Galvan Trail Ext, from SH 100 & Roy St On West Rail Trail from Path Blvd. [Former Rail Line On Outer Parkway, from	ameron County FM 802 FM 1847 I 802 (Ruben Torres Blvd) SH 4 coads at Olmito SH 100 Turo Galvan Coastal Park Entrance E SB Frontage Road of Old Alice Road	SIG-1 092 BMPO- CTY2 092 BMPO-E5 092 BMPO-E5 092 BMPO-E4 092 BMPO-E5	21-06-371 21-06-327 21-06-292 1.3 21-06-340 2.2 21-06-315 9.9 21-06-326 21-06-326 21-06-325 6.6 21-06-350 6.5	2025 FV 2025 Signal Improvements Construct 5' concrete sidewalks Widening of Existing Roadway to include Continuous Left Turn Lance Roadway/ Trail Construction Phase of Multi Modal Corridor Construction of 4 to 6 lane roadway partially on new location Sidewalks along T. Cortez & Parker Ave. Widenford 2 lane to 4 lane Urban Roadway Extend & Construct sidewalk, ADA ramps, and bus stop improvements Purchase/Installation of Amenities (Multimodal Facility) New Location - Controlled	City of Brownsville Cameron County CCRMA CCRMA CCRMA Cameron County Cameron County Cameron County Brownsville	S 1,020,600 S S 334,598 S S 8,375,029 S S 6,378,902 S S 157,678,219 S S 400,858 S S 32,078,688 S S 560,449 S	1.020,600 334,598 \$ 9,380,032 \$ 9,178,398 \$ 1176,599,605 \$ \$ 32,078,688 \$ 11,392,119 \$	- S 139,338 S 100,000 S 5,600,000 S S - S 139,339 S 1 5,206 S 2,534 S	\$46,643 \$ 16,710 \$ 278,677 \$ 312,566 \$ 8,165,083 \$ 11,00,000 \$ 95,442 \$ 181,159 \$	59,779 \$ 6, 48,516 \$ 4, 711,877 \$ 209, 780,164 \$ 458, 10,881,223 \$ 8,956, 59,806 \$ 31, 2,313,366 \$ 1,667,	899	Y 2025 FY 3 BROWNSVILL \$ \$1,161,526 \$ 423,131 \$ 111,766,174 \$ 111,288,968 \$ 208,727,301 \$ 535,337 \$ 38,966,513 \$ 11,647,836 \$ LINGEN/SAME \$	2025 FV 26 E 1.020,600 423,131 139,339 412,566 5,600,000 535,357 34,392,054 724,714 1,647,836 44,895,597 3ENITO	25 FY 202	5 FY 2025	FY 2025	\$ 0.14 \$ 0.10 \$ 31.35		\$ 0.30 0.40 \$ 0.54						\$ 0.31 \$ 5.60 \$ 0.14 \$ 3.04 \$ 0.18 \$ 0.52	S S	0.14 0.41 5.60 0.54 34.39
R 2020 PE,R	VA CS CS CS CS CS CS CS	Interior Roads at Las Palmas Mobile Estates On Whipple Rd, from FM 1575 On West Blvd., from FM 3248 (Alton Gloor) FM On East Loop, from 1-69E On Bast Loop, from 1-69E On Outer Alice Road, Sports On Bast Raid, Sports On West Rail Trail from Palm Blvd. [Former Rail 100 & Roy St On Outer Parkway, from Ht 69E On Outer Parkway, from Ht 69E On Armoyo Colorad Trail, Loop On Armoyo Colorad 796 (ii)	ameron County FM 802 FM 1847 I 802 (Ruben Torres Blvd) SH 4 coads at Olmito SH 100 turo Galvan Coastal Park Entrance E SB Frontage Road of Old Alice Road	31-02 60. SIG-1 092 BMPO- CTY2 092 BMPO-E5 092 BMPO-E5 092 BMPO-E4 092 BMPO-E4 092 BMPO-E4 092 BMPO-E4 092 BMPO-E4 092 BMPO-E5 092 BMPO-E9 092 BMPO-E9 </td <td>21-06-371 21-06-327 21-06-292 1.3 21-06-340 2.2 21-06-315 9.9 21-06-326 21-06-326 21-06-325 6.6 21-06-350 6.5</td> <td>2025 FY 2025 Signal Improvements Construct 5' concrete sidewalks Widening of Existing Roadway to include Continuous Left Turn Lanc Roadway/ Trail Construction Phase of Multi Modal Corridor Construction of 4 to 6 lane roadway partially on new location Sidewalks along T. Cortez & Parker Ave. Widen from 2 lane to 4 lane Urban Roadway Extend & Construct sidewalk, ADA ramps, and bus stop improvements Purchase/Installation of Ancenties (Multimodal Facility) New Location - Controlled Access 4 lane Toll Facility Planning for the Arroyo</td> <td>City of Brownsville Cameron County CCRMA CCRMA CCRMA Cameron County Cameron County Cameron County Brownsville</td> <td>S 1,020,600 S S 334,598 S S 8,375,029 S S 6,378,902 S S 157,678,219 S S 400,858 S S 32,078,688 S S 560,449 S</td> <td>1.020,600 334,598 \$ 9,380,032 \$ 9,178,398 \$ 1176,599,605 \$ \$ 32,078,688 \$ 11,392,119 \$</td> <td>- S 139,338 S 100,000 S 5,600,000 S S 139,339 S 1 5,206 S 1 5,206 S S 2,534 S 2</td> <td>\$46,643 \$ 16,710 \$ 278,677 \$ 312,566 \$ 8,165,083 \$ 11,00,000 \$ 95,442 \$ 181,159 \$</td> <td>59,779 \$ 6, 48,516 \$ 4, 711,877 \$ 209, 780,164 \$ 458, 10,881,223 \$ 8,956, 59,806 \$ 31, 2,313,366 \$ 1,667,</td> <td>899 </td> <td>Y 2025 FY 3 BROWNSULL SI.161.526 \$1.161.526 \$ 423.131 \$ 111.766.174 \$ 208.727.301 \$ 38.966.513 \$ 724.714 \$ 1.647.836 \$</td> <td>2025 FV 2/ E 1,020,600 1,020,600 423,131 139,339 412,566 5,600,000 34,392,054 724,714 1,647,836</td> <td>25 FY 202</td> <td>5 FY 2025</td> <td>FY 2025</td> <td>\$ 0.14 \$ 0.10 \$ 31.35</td> <td></td> <td>\$ 0.30 0.40 \$ 0.54</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ 0.31 \$ 5.60 \$ 0.14 \$ 3.04</td> <td>S S</td> <td>0.14 0.41 5.60 0.54 34.39</td>	21-06-371 21-06-327 21-06-292 1.3 21-06-340 2.2 21-06-315 9.9 21-06-326 21-06-326 21-06-325 6.6 21-06-350 6.5	2025 FY 2025 Signal Improvements Construct 5' concrete sidewalks Widening of Existing Roadway to include Continuous Left Turn Lanc Roadway/ Trail Construction Phase of Multi Modal Corridor Construction of 4 to 6 lane roadway partially on new location Sidewalks along T. Cortez & Parker Ave. Widen from 2 lane to 4 lane Urban Roadway Extend & Construct sidewalk, ADA ramps, and bus stop improvements Purchase/Installation of Ancenties (Multimodal Facility) New Location - Controlled Access 4 lane Toll Facility Planning for the Arroyo	City of Brownsville Cameron County CCRMA CCRMA CCRMA Cameron County Cameron County Cameron County Brownsville	S 1,020,600 S S 334,598 S S 8,375,029 S S 6,378,902 S S 157,678,219 S S 400,858 S S 32,078,688 S S 560,449 S	1.020,600 334,598 \$ 9,380,032 \$ 9,178,398 \$ 1176,599,605 \$ \$ 32,078,688 \$ 11,392,119 \$	- S 139,338 S 100,000 S 5,600,000 S S 139,339 S 1 5,206 S 1 5,206 S S 2,534 S 2	\$46,643 \$ 16,710 \$ 278,677 \$ 312,566 \$ 8,165,083 \$ 11,00,000 \$ 95,442 \$ 181,159 \$	59,779 \$ 6, 48,516 \$ 4, 711,877 \$ 209, 780,164 \$ 458, 10,881,223 \$ 8,956, 59,806 \$ 31, 2,313,366 \$ 1,667,	899	Y 2025 FY 3 BROWNSULL SI.161.526 \$1.161.526 \$ 423.131 \$ 111.766.174 \$ 208.727.301 \$ 38.966.513 \$ 724.714 \$ 1.647.836 \$	2025 FV 2/ E 1,020,600 1,020,600 423,131 139,339 412,566 5,600,000 34,392,054 724,714 1,647,836	25 FY 202	5 FY 2025	FY 2025	\$ 0.14 \$ 0.10 \$ 31.35		\$ 0.30 0.40 \$ 0.54						\$ 0.31 \$ 5.60 \$ 0.14 \$ 3.04	S S	0.14 0.41 5.60 0.54 34.39
R 2020 PE,R	VA CS CS CS CS CS CS CS CS CS	Interior Roads at Las Palmas Mobile Estates On Whipple Rd, from FM 1575 On West Blvd., from FM 3248 (Alton Gloor) On East Loop, from I-69E On East Loop, from I-69E On Mesquite St., Interior R On Bigarano-McFatland Galvan Trail Exa, from SH 100 & Roy St On West Rivd., from Hark Bird, On Old Alice Read, Sports On West Rail Trail from Palm Blvd @ Former Rail Line On Outer Parkway, from Ht 69E On Arroyo Colorado Trail, Landow	ameron County FM 802 FM 1847 I 802 (Ruben Torres Blvd) SH 4 coads at Olmito SH 100 SH 100 turo Galvan Coastal Park Entrance E SB Frontage Road of Old Alice Road	31-02 00. SIG-1 092 BMPO- 092 BMPO-ES 092 BMPO-ES 092 BMPO-ES 092 BMPO-E4 092 BMPO-E4 092 BMPO-E4 092 BMPO-E4 092 BMG-1 092 BMG-1 092 BMPO-E2a 092 BMPO-E3 092 BMPO-E4 092 BMG-1 092 BMF0-E3 092 BMF0-E4 092 BMG-1 092 BMP0-E7 092 Arroyo-1 092	21-06-371	2025 FY 2025 Signal Improvements Construct 5' concrete sidewalks Widening of Existing Roadway to include Continuous Left Turn Lane Roadway Trail Construction Phase of Multi Modal Corridor Construction of 4 to 6 Iane roadway parially on new location Sidewalks along T. Cortez & Parker Ave. Widen from 2 Iane to 4 Iane Urban Roadway Extend & Construct sidewalk, ADA ramps, and Sidewalk, ADA ramps, and Extend & Construct sidewalk, ADA ramps, and Facility) New Location - Controlled Access 4 Iane Toll Facility	City of Brownsville Cameron County CCRMA CCRMA CCRMA Cameron County Cameron County Cameron County Rownsville	S 1,020,600 S S 334,598 S S 8,375,029 S S 6,378,902 S S 157,678,219 S S 400,858 S S 32,078,688 S S 560,449 S	1.020,600 334,598 \$ 9,380,032 \$ 9,178,398 \$ 1176,599,605 \$ \$ 32,078,688 \$ 11,392,119 \$	- S 139,338 S 100,000 S 5,600,000 S 5,206 S 2,534 S 5,000,000 S 2	\$46,643 \$ 16,710 \$ 278,677 \$ 312,566 \$ 8,165,083 \$ 11,100,000 \$ 95,442 \$ 2,800,000 \$	59,779 \$ 6, 48,516 \$ 4, 711,877 \$ 209, 780,164 \$ 458, 10,881,223 \$ 8,956, 59,806 \$ 31, 2,313,366 \$ 1,667, \$ \$ 32, \$ \$ \$ \$ \$ 32, \$ \$ \$ \$ \$ \$ \$ \$ \$	899	Y 2025 FY 3 BROWNSVILL \$ S1,161,526 \$ 423,131 \$ 111,766,174 \$ 208,727,301 \$ 38,966,513 \$ 724,714 \$ 11,647,836 \$ LINGEN/SAN E \$	2025 FV 2/ E 1,020,600 423,131 139,339 139,339 139,339 412,566 5,600,000 535,357 34,392,054 724,714 1,647,836 1,647,836 2,800,000 525,000	25 FY 201	5 FY 2025	FY 2025	\$ 0.14 \$ 0.10 \$ 31.35		\$ 0.30 \$ 0.40 \$ 0.54 \$ 1.13						\$ 0.31 \$ 5.60 \$ 0.14 \$ 0.18 \$ 0.18 \$ 0.52 \$ 0.52	s s	0.14 0.41 5.60 0.54 34.39 0.72 1.65

Project Phase	AFA Execution Year	Highway	From	Jo	MTP#	CSJ#	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	Vear of Expenditure Doltars (YOE)	Cat1	Cat 2	Cat3 - TMF Cat 3 - TMF Cat 45/6	Cat 7 Funding		Cat8 Cat9	CAT 10 CB1	CAT 10 Ear/CRP/NEVI	Cat I I Rider I I	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - lanovadve Financing	тотац
с		FM 494	FM 676 (Mile 5)	FM 1924 (Mile 3)	HC-292b	0864-01-069	2	Widen from 2 to 4 lanes	TXDOT	\$ 12,785,17	1 \$ 17,210,5	47 \$ 10,443,90	1 \$ 665,879	\$ 807,208	\$ 804,187				\$ 17.21										s	17.21
E		CS	On Bridge St. Bike/Ped Development, from 10th St & Ramon Ayala	Bridge St & INTL Blvd.	3RDG-3	0921-02-496	1 P	Planning-Conceptual design and estimates	Hidalgo			\$ 50	3 \$ 96,556			\$ 101,736	101,736						s).09				\$ 0.01	s	0.10
E		Elsa - Getting Connected	City-	Wide	ELGC-1	0921-02-495	I	Planning Studies for a city- wide Bike/Ped Trail System	Elsa				\$ 102,401			\$ 102,401	3 102,401						s).10					s	0.06
с		VA	Various Locations w	ithin Hidalgo County	SIG-2	0921-02-522		Signal Improvements	Edinburg	\$ 1,065,26	9 \$ 1,065,2	69	\$ 49,358	\$ 63,255	\$ 7,300	\$ 1,214,397	1,065,269								\$ 0.95			\$ 0.12	s	1.07
С		CS	(Freddy Gonz. Trail) Freddy Gonzalez Dr.& Closner Blvd	Municipal Park on Raul Longoria Rd.	EDFG-1	0921-02-497	1.9	Construct 10 ft. wide concrete shared use path	Edinburg	\$ 911,86	3 \$ 911,8	63 \$ 87	5 \$ 118,637	\$ 12,150		\$ 1,092,099	1,092,099						\$).87				\$ 0.22	s	1.09
R		CS	On Las Milpas from Cage Blvd.	I Rd	HC-378	0921-02-435	1.25 V	Widen from 2 to 4 lane curb & gutter	Pharr	\$ 5,123,92	3 \$ 5,738,7	94 \$ 455,00	0 \$ 266,865	\$ 323,505	\$ 322,295	\$ 7,264,399	455,000				s	0.46							s	0.46
R		CS	On Las Milpas Rd. from Jackson Rd	-			1.25	Widen from 2 to 4 lane curb & gutter	Pharr	\$ 5,123,92	3 \$ 5,738,7	94 \$ 792,00	0 \$ 266,865	\$ 323,505	\$ 322,295	\$ 7,443,459	5 792,000				\$	0.79							s	0.79
R	2020	CS	On Taylor Rd @Mile 2 N	Business 83	HC-257r	0921-02-328	2 W	Widen from 2 lanes to 4 lane divided urban ROW Acquisition for	HC 3	\$ 14,009,20	\$ 15,129,5	36 \$ 2,011,85	2 \$ 729,629	\$ 884,488	\$ 881,179	\$ 20,068,905	2,011,852				\$	2.01							s	2.01
R	2020	CS	On Mile 6 W from SH 107	Mile 11 N H	C-148bbr	0921-02-286		RECONST. &Widen from 2 to 4 Lanes	HC 1	\$ 14,050,00	\$ 14,050,0	00 \$ 4,616,12	9			\$ 18,666,129	4,616,129				S	4.40						\$ 0.22	\$	4.62
R		CS	Inspiration Rd.	FM 1016 F	IC-341-2r	0921-02-540		Construct 4 lane divided urban	Mission		\$ 20,753,3	18 \$ 2,500,00	0 \$ 1,900,000	\$ 2,305,92		\$ 27,459,242	2,500,000				S	2.50							s	2.50
R	2019	CS	IH-2	Military Pkwy.	HC-341r	0921-02-395		Construct 4 lane divided urban	Mission		\$ 14,756,6	57 \$ 1,000,00	0 \$ 1,530,000	\$ 1,639,00		\$ 18,925,657	1,000,000				\$	1.00							s	1.00
R	2020	CS	On Liberty Blvd. (Ph. II), from FM 2221	Mile 3 Rd. F	IC-284br	0921-02-322	3.8	New Location (from Mile 4 to FM 2221) and reconstruction of existing roadway to a 2 lane rural facility with shoulders	HC 3	\$8,786,444.0	0 \$ 9,298,6	9 \$ 2,030,00	0 \$ 475,427	\$ 1,576,75	\$ 574,177	\$ 14,236,363	2,030,000				s	2.03							s	2.03
R	2019	CS	On Cesar Chavez from Business 83	Ridge Rd.	HC-344r	0921-02-399	1	Widen from 2 to 4 lanes	HC 2	\$ 6,209,93	7 \$ 6,955,1	29 \$ 1,000,00	0 \$ 323,427	\$ 392,072	\$ 390,605	\$ 9,252,649	1,000,000				s	1.00							s	1.00
R	2019	CS	On Cesar Chavez from Business 83	Nolana Loop	HC-326r	0921-02-405	2.8	Widen from 2 to 4 lanes	HC 2	\$ 18,064,34	5 \$ 20,232,0	56 \$ 4,570,00	0 \$ 1,151,217	\$ 2,567,72	\$ 1,132,200	\$ 30,208,040	4,570,000				s	4.57							s	4.57
R	2019	CS	On Eldora Rd., from FM 3362 (Jackson Rd)	Veterans Blvd (I Rd)	HC-322r	0921-02-403	2.3	Widen from 2 to 4 Lane Divided	HC 2	\$ 12,204,14	2 \$ 13,180,4	73 \$ 1,361,88	6 \$ 545,056	\$ 1,518,41	\$ 765,164	\$ 17,745,964	1,361,886				s	1.20						\$ 0.16	s	1.36
С		US 281	0.273 mi S SH 186	0.023 mi N FM 490	HC-384	0255-07-140	7.089 Ru	Rural Expy Facility- (Future I 69 Corridor)	TXDOT	\$ 140,459,01	8 \$182,768,	38 \$ 5,265,9	9 \$ 7,517,746	\$ 11,706,20	\$ 12,964,367	\$224,671,793	\$182,768,238			\$ 181.	.51						\$ 1.25		s	182.76
								·	·		·	•				STARI	\$ 222,677,357				S	31,403,852						· .		
С		US 83 Starr (Roma Sidewalks)	Roma High School	Gutierrez St.		0038-06-051	C	Construct Sidewalk & Ramps	TXDOT	\$ 1,487,149	\$ 1,546,6	5	\$ 74,328	\$ 133,638	\$ 29,743	\$ 2,004,294	1,546,635							\$ 1.5	5				\$	1.55
					F	Y 2026	FY 20	026 FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026		FY 2026 FY	2026	FY 2026 F	Y 2026 FY 2026	FY 2026	FY 2026	FY 2026 FY	2026 FY 20	26 FY 202	6				
PE		Henderson Rd.	FM 1847																											
с				FM 1575		0921-06-309		Widen from 2 to 4 lanes	CCRMA	\$ 6,733,80	7 \$ 7,300,0	00	\$ 785,000	\$ 552,500	\$ 455,000	BROWNSV \$ 9,547,500												\$ 0.79	s	0.79
C,E	2020	SH 4	FM 1419			0921-06-309		Widen from 2 to 4 lanes Super 2 & Reconstruct Roadway	CCRMA TXDOT	\$ 6,733,80 \$ 60,185,18			\$ 785,000 \$ 3,433,112		\$ 455,000 \$ 5,063,500	\$ 9,547,500	785,000		\$ 27.60	\$ 40.	.00							\$ 0.79	\$ \$	0.79 67.60
C, CE		SH 4 SH 550		Remedios Ave.	CCSH-4	0039-10-091	3.9 C	Super 2 & Reconstruct			5 \$ 67,599,5	99		\$ 2,788,52		\$ 9,547,500 \$ 80,916,980	785,000		\$ 27.60	\$ 40.	00	\$27.39			\$ 1.25			\$ 0.79 \$ 3.96	s s	0.79 67.60 \$32.60
			FM 1419	Remedios Ave. () 1.13mi SE of UPRR Overpass @ FM 3248	CCSH-4 BMPO- CCR1	0039-10-091	4.9 +	Super 2 & Reconstruct Roadway Construct Contolled Access	TXDOT CCRMA	\$ 60,185,18 \$ 30,403,79	5 \$ 67,599,5 9 \$ 30,403,7	599 S	\$ 3,433,112	\$ 2,788,52 \$ 2,192,58	\$ 5,063,500	\$ 9,547,500 \$ 80,916,980 \$ 36,619,635	5 785,000 5 67,599,999 5 32,596,381		\$ 27.60	\$ 40.	00 5	\$27.39 1.63	s	2.44	\$ 1.25			S 0.79 S 3.96	\$ \$ \$ \$	0.79 67.60 \$32.60 4.54
		SH 550 Old Alice Rd.	FM 1419 0.203mi S of FM 1847	Remedios Ave. () 1.13mi SE of UPRR Overpass @ FM 3248	CCSH-4 BMPO- CCR1	0039-10-091	4.9 +	Super 2 & Reconstruct Roadway Construct Contolled Access Tolled Facility 8'-wide sidewalks + signage/signal improvements + median/safety refuge/siand at SH550 underpass.□	TXDOT CCRMA	\$ 60,185,18 \$ 30,403,79	5 \$ 67,599,5 9 \$ 30,403,7	599 S	\$ 3,433,112 - \$ 1,000,000	\$ 2,788,52 \$ 2,192,58	\$ 5,063,500 \$ 1,511,627	\$ 9,547,500 \$ 80,916,980 \$ 36,619,635	5 785,000 5 67,599,999 5 32,596,381		\$ 27.60	\$ 40.			s	2.44	\$ 1.25			S 0.79 S 3.96 S 0.47	\$ \$ \$ \$ \$	0.79 67.60 \$32.60 4.54
с		SH 550 Old Alice Rd.	FM 1419 0.203mi S of FM 1847	Remedios Ave. (1.13mi SE of UPRR Overpass @ FM 3248 Sports Park Blvd. C	CCSH-4 BMP0- CCR1 CCAS-2	0039-10-091	4.9 + at	Super 2 & Reconstruct Roadway Construct Contolled Access Tolled Facility 8'-wide sidewalks + signage/signal improvements + median/safety refuge/sland at SH550 underpass.□	TXDOT CCRMA	\$ 60,185,18 \$ 30,403,79	5 \$ 67,599,5 9 \$ 30,403,7	99 99 \$ 92 \$ 139,3:	\$ 3,433,112 - \$ 1,000,000	\$ 2,788,52 \$ 2,192,58 \$ 305,660	\$ 5,063,500 \$ 1,511,627 \$ 203,774	\$ 9,547,500 \$ 80,916,980 \$ 36,619,635	5 785,000 5 67,599,999 5 32,596,381 5 4,544,152		\$ 27.60	\$ 40.			s	2.44	S 1.00			S 0.79 S 3.96 S 0.47	\$ \$ \$ \$ \$ \$ \$	0.79 67.60 \$32.60 4.54
c c		SH 550 Old Alice Rd. Sidewalks	FM 1419 0.203mi S of FM 1847 SH 100 Southmost Nature Trail,	Remedios Ave. I 1.13mi SE of UPRR Overpass @ FM 3248 I Sports Park Blvd. C Alamada Dr./Monsees Rd	CCSH-4 BMPO- CCR1 COAS-2 BMPO- ST2 DD000	0039-10-091 00684-01-068 0921-06-378 0921-06-289	4.9 + at	Super 2 & Reconstruct Roadway Construct Consolided Access Tolled Faces signage/signal ingrovements windowskip and the signage/signal at SH550 underpass. Construct Bike Lane/ Sharrow with improved	TXDOT CCRMA Cameron County City of	\$ 60,185,18 \$ 30,403,79 \$ 4,238,49	5 S 67,599,5 2 S 30,403,7 2 S 4,238,4 5 1,000,6	39 99 99 92 92 92 92 92 92 92 93 93 93 93 93 93 93 93 93 93 93 93 93	S 3,433,112 - S 1,000,000 9 S 1,100,000 - S46,881	\$ 2,788,52 \$ 2,192,58 \$ 305,660 \$ \$ 305,660	\$ 5,063,500 \$ 1,511,627 \$ 203,774	\$ 9,547,500 \$ 80,916,980 \$ 36,619,635 \$ 6,028,020 \$ 1,177,703	5 785,000 5 67,599,999 5 32,596,381 5 4,544,152 5 1,000,000		\$ 27.60	\$ 40.			s	2.44	s 1.25 s 1.00 s 1.00 s 2.50			S 0.79 S 3.96 S 0.47 S 0.47	S S S S S S S S S S S S S S S	
C C PE		SH 550 Old Alice Rd. Sidewalks VA	FM 1419 0.203mi S of FM 1847 SH 100 Southmost Nature Trail, from La Posada Dr.	Remedios Ave. 1 1.13mi SE: of UPRR Overpasa @ FM 13246 2 Sports Park Blvd. C Alamada Dr./Monsees Rd 3 Manzano St 1	CCSH-4 BMPO- CCRI COAS-2 BMPO- ST2 BMPO- ST3	0039-10-091 00684-01-068 0921-06-378 0921-06-289	4.9 si + + at 3.43 0.79 C 0.47 F	Super 2 & Reconstruct Readway Construct Controlled Access Tolled Facility 8'-wide sidewalls + medianisately refuge/slame at SH550 underpass Construct Bike Lane/ Sharrow with improved Sidewalls Construct 10' concrete hike	TXDOT CCRMA Cameron County City of Brownsville City of Brownsville	S 60.185,18 S 30.403,79 S 4,238,49 S 5936,994	5 S 67,599,5 2 S 30,403,7 2 S 4,238,4 5 1,000,6	39 99 99 92 92 92 92 92 92 92 93 93 93 93 93 93 93 93 93 93 93 93 93	S 3,433,112 - S 1,000,000 9 S 1,100,000 - S46,881	\$ 2,788,52 \$ 2,192,58 \$ 305,660 \$ \$ 84,300 \$ \$ 202,888	\$ 5,063,500 \$ 1,511,627 \$ 203,774 \$ 18,763	\$ 9,547,500 \$ 80,916,980 \$ 36,619,635 \$ 6,028,020 \$ 5,1,177,703 \$ 2,956,371	5 785,000 5 67,599,999 5 32,596,381 5 4,544,152 5 1,000,000 5 2,528,700		s 27.60	S 40.				2.44					S S S S S S S S S S S S	1.00
C C PE PE		SH 550 Old Alice Rd. Sidewalks VA VA	FM 1419 0.203mi S of FM 1847 SH 100 Southmost Nature Trail, from La Posada Dr. Southmost NT Ph. III, from Calle Milpa Verde	Remedios Ave. 1 1.13mi SE: of UPRR Overpass @ FM 3246 2 Sports Park Blvd. 2 Alamada Dr./Monsees Rd 2 Manzano St 2 193 ft. S. of Paris St. 8	CCSH-4 BMPO- CCRI COAS-2 BMPO- ST2 BMPO- ST3 FM3248- 2	0039-10-091 0684-01-068 0921-06-378 0921-06-360	4.9 4.9 3.43 0.79 0.47 P P P P P P P P P P	Super 2 & Reconstruct Roadway Construct Controlled Access Tolled Facility 8°-wide sidewalks + signage/signal improvements in mediarisately refuge/sland at SH550 underpass Construct Bike Lane/ Slarrow with improved Sidewalks Construct 10° concrete hike and bike trail Plenimary engineering and environmental assessment planning for a 10° multi-use path from Morrision R4 to Monte Bella Trail ParkCi Preliminary engineering, environmental assessment utilities relocation planning for a 10° multi-use path from Morrision R4 to Monte Bella Trail ParkCi Preliminary engineering, environmental assessment, MKT existing terminus to Brownsville Sptts ParkCi	TXDOT CCRMA Cameron County City of Brownsville City of Brownsville City of Brownsville	S 60.185,18 S 30.403,79 S 4,238,49 S 5936,994	5 S 67,599,5 2 S 30,403,7 2 S 4,238,4 5 1,000,6	39 99 99 92 92 92 92 92 92 92 93 93 93 93 93 93 93 93 93 93 93 93 93	S 3,433,112 S 1,000,000 9 S 1,100,000 - S46,881 - S46,881	\$ 2,788,52 \$ 2,192,58 \$ 305,666 \$ 305,666 \$ 202,888 \$ 202,888	\$ 5,063,500 \$ 1,511,627 \$ 203,774 \$ 18,763 \$ 45,155	s 9,547,500 s 80,916,980 s 36,619,635 S 6,028,020 S 6,028,020 S 2,956,371 S 191,821	5 785,000 5 67,599,999 5 32,596,381 5 4,544,152 5 1,000,000 5 2,528,700 5 191,821		\$ 27.60				s						S S S S S S S S S S S S S S	2.53
		SH 550 Old Alice Rd. Sidewalks VA VA FM 3248 WRT to BRN Sports	FM 1419 0.203mi S of FM 1847 SH 100 Southmost Nature Trail, from La Posada Dr. Southmost NT Ph. III, from Calle Milpa Verde Morrison Rd.	Remedios Ave. I 1.13mi SE of UPRR Overpass @ FM 3248 I Sports Park Blvd. C Alamada Dr./Monsees Rd I 193 ft. S. of Paris St. B West Rail Trail on Railroad St. B	CCSH-4 BMPO- CCRI COAS-2 BMPO- ST3 FM3248- 2 SPWRT- 2	0039-10-091 0684-01-068 0921-06-378 0921-06-380 0921-06-360 22117-01-032 0039-08-109	4.9 + at 3.43 0.79 C 0.47 F F N N	Super 2 & Reconstruct Roadway Construct Consolided Access Tolled Facility 8: wride sidewalks + sigmage/sigmal improvements the sidewalks + B1550 underpass. Construct Bike Lanc/ Sharrow with improved Sidewalks Construct 10' concrete hike and bike trail Preliminary engineering and environmental assessment planning for a 10' multi-sue path from Morrision Rd to Monte Bella Tmil Park Preliminary engineering and environmental assessment, utilities relocation planning for a 10' multi-sue path from Morrision Rd to Brownsville Spath	TXDOT CCRMA Cameron County City of Brownsville City of Brownsville City of Brownsville	S 60.185,18 S 30.403,79 S 4,238,49 S 5936,994	5 \$ 67,599,5 2 \$ 30,403,7 2 \$ 4,238,4 \$ \$ 1,000,6 8 \$ 2,528,7	39 99 99 92 92 92 92 92 92 92 93 93 93 93 93 93 93 93 93 93 93 93 93	S 3,433,112 - S 1,000,000 9 S 1,100,000 - S 4,000,000 - S 1,100,000 - S 1,112,843 S 1,91,821 1,91,821 - S 407,275	\$ 2,788,52 \$ 2,192,58 \$ 305,666 \$ 305,666 \$ 202,888 \$ 202,888	\$ 5,063,500 \$ 1,511,627 \$ 203,774 \$ 18,763 \$ 45,155	s 9,547,500 s 80,916,980 s 36,619,635 S 6,028,020 S 1,177,703 S 2,956,371 S 191,821 S 407,275	5 785,000 5 67,599,999 5 32,596,381 5 4,544,152 5 1,000,000 5 2,528,700 5 191,821 5 407,275		\$ 27.60				s	3.19					S S	2.53
		SH 550 Old Alice Rd. Sidewalks VA VA FM 3248 WRT to BRN Sports Park	FM 1419 0.203mi S of FM 1847 SH 100 Southmost Nature Trail, from La Posada Dr. Southmost NT Ph. III, from Calle Milpa Verde Morrison Rd. On Sports Park, from Sports Park, from	Remedios Ave. I 1.13mi SE of UPRR Overpass @ FM 3248 I Sports Park Blvd. C Alamada Dr./Monsees Rd I 193 ft. S. of Paris St. B West Rail Trail on Railroad St. B	CCSH-4 BMPO- CCRI COAS-2 BMPO- ST3 FM3248- 2 SPWRT- 2	0039-10-091 0684-01-068 0921-06-378 0921-06-380 0921-06-360 22117-01-032 0039-08-109	4.9 + at at at a start of the s	Super 2 & Reconstruct Roadway Construct Consolided Access Tolled Factors Super 2 and Super	TXDOT CCRMA Cameron County City of Brownsville City of Brownsville City of Brownsville	S 60,185,18 S 30,403,79 S 4,238,49 S 9936,994 S 2,257,76	5 \$ 67,599,5 2 \$ 30,403,7 2 \$ 4,238,4 \$ \$ 1,000,6 8 \$ 2,528,7	99 5 99 5 92 \$ 139,33 00 5	S 3,433,112 - S 1,000,000 9 S 1,100,000 - S 4,000,000 - S 1,100,000 - S 1,112,843 S 1,91,821 1,91,821 - S 407,275	\$ 2,788,52 \$ 2,192,58 \$ 305,666 \$ \$ 84,307 \$ 202,881	\$ 5.063,500 \$ 1,511,627 \$ 203,774 \$ 18,763 \$ 45,155 \$ 45,155 \$ 880,600	s 9,547,500 s 80,916,980 s 36,619,635 S 6,028,020 S 1,177,703 S 2,956,371 S 191,821 S 407,275	5 785,000 5 67,599,999 5 32,596,381 5 4,544,152 5 1,000,000 5 2,528,700 5 191,821 5 407,275 5 34,378,833 5 144,032,161				s 		s	3.19					S S	1.00 2.53 0.19

Project Phase	Highway	From	£	#TTP#	CSJ# Project Length (m)	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)	Carl Carl Carl Carl Carl Carl Carl Carl	Cat 3 - TMF	Cat 45/6		Cart 9	CAT 10 CB1	CAT 10 Ear/CRP/NEV1	Cat 11 Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
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			s	345,000		\$ 345,000	\$ 345,000					\$ 0	.35					s	0.35
С	US 281	FM 732	.5 Mi. W. of FM 157	7 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 \$ 845,37	6 \$ 28,417,304	\$ 24,396,118	\$ 24	40										24.40
с	Bu 77X	SS 206	Commerce St	HSB-077	0327-08-098	Construct Raised Median	TxDOT	\$ 2,669,976	\$ 9,485,602	s - s	130,920	\$ 120,767 \$ 1,86	i9 \$ 9,816,642	\$ 9,485,602 \$ 778,666,101	\$ 9.	49	s								s	9.49
				T		Widen and Reconstruct					ſ		HIDAI													
PE,R	CS	On Trenton Rd., from I-69 C On Mile 10 N from Mile	FM 907		0921-02-442 3.32	2 Roadway from 2 to 4 lanes divided urban	HC 4	\$ 26,428,198					\$ 35,345,642				S	0.72						\$ 3.32	s	4.04
R 200		On Mile 10 N from Mile (W. (Westgate) On Eldora Rd., from FM	FM 1015		0921-02-360 3	Widen from 2 to 4 lower		\$ 21,516,000			1,240,022		- \$ 30,904,702				S	3.20							s	3.20
C,CE	CS	3362 (Jackson Rd)	veterans Bivd (I Rd)		0921-02-403 2.3	divided	HC 2	\$ 12,204,142		\$ 1,361,886 \$							s	13.72						\$ 0.98	S	14.70
c	FM 1925 FM 2220 (Ware Rd	d) FM 1925 (Monte Cristo)	10th St SH 107	HC-338 HC-20	1803-01-094 3.5 2094-01-063 2.5	raised median Widen from 2 lanes to 6 lanes	TxDOT TXDOT	\$ 36,884,972 \$ 36,449,639							\$ 49. \$ 39.										s	49.41
c	W. Freddy Gonzale		Closner Blvd.	110 20	0921-02-534	Construct Pedestrian	Edinburg	\$ 601,945		s 0,150,150 s	10,000		\$ 656,570						s 0	.58				\$ 0.02	s	0.60
с	DR. CS	At Donna Int'l Bridge		HC-361	0921-02-394 1.2	Infrastructure Construction of roadway & commercial facilities for NB loaded/empty & SB loaded		\$60,564,911		s -	\$3,035,047											s	8.90	\$ 56.51	s	65.41
R	CS	On Los Ebanos Rd., from	I- Military Parkway	HCLEb-1	0921-02-521 2.2	Construct 4-lane Urban	Mission/HC 3	\$ 14,654,418	\$ 15,826,771	\$ 1,255,000 \$	763,233	\$ 925,225 \$ 921,76	i3 \$ 20,143,701	\$ 1,255,000			s	1.00						\$ 0.26	s	1.26
с	SH 107 (Conway)	2 SH 495	FM 1924 (Mile 3 N)		0528-01-118 1	Roadway Widen from 4 lanes to 6 lanes with raised median	5 TXDOT	\$22,621,833			1,178,193				\$ 36	81									s	36.81
с	FM 676	SH 107 (Conway)	Taylor Rd	HC-117c	1064-01-027	Widen from 2 to 4 Lanes w/ Left Turn Lane	TxDOT	\$ 33,906,232	\$ 35,262,482	\$ 6,223,843 \$	1,765,908	\$ 2,140,713 \$ 2,132,70	12 \$ 48,570,777	\$ 35,262,482	\$ 34	76					\$ 0.50				s	35.26
C,CE 20:	10 CS	On Taylor Rd @Mile 2 N	Business 83	HC-257	0921-02-328 2	Widen from 2 to 4 lanes divided urban	Mission	\$ 14,009,200	\$ 15,129,936	\$ 2,011,852 \$	729,629	\$ 884,488 \$ 881,17	'9 \$ 20,068,905	\$ 16,014,424			s	13.49						\$ 2.53	s	16.02
с	FM 1925	10th St	McColl Rd	HC-290	1803-01-092 1.28	8 Widen from to 2 to 6 lane with raised median	TXDOT	\$ 11,539,832	\$ 15,714,509	\$ 4,190,706 \$	601,019	\$ 728,582 \$ 725,85	5 \$ 22,316,376	\$ 15,714,509	\$ 15.	71									s	15.71
PE	Mission TA Assessm	ent Within	City Limits	MISSIONT A-2	0921-02-531	Comprehensive Assessment and Plan for Transportation Alternative Projects in the City of Mission.	Mission			s	250,000		\$ 250,000	\$ 250,000					\$ 0	.25					s	0.25
	1	1											STA	\$ 334,966,577			\$	40,710,000								
с	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	1	1			\$ 64.01								s	64.01
с	SL 195	New Location, FM 3167	FM 755	ST-03	3632-01-001	Construct Rio Grande City/Roma Relief Route	TXDOT	\$ 47,921,157	\$ 78,606,828	\$ 3,177,626 \$	2,481,511	\$ 3,306,993 \$ 2,721,922	2 \$ 91,763,529	\$ 78,606,828	\$ 39	14	\$ 16.77						\$ 22.40		s	78.61
					FY 2027 FY	Y 2027 FY 2027	FY 2027	FY 2027	FY 2027	FY 2027 F	TY 2027	FY 2027 FY 2027	FY 2027	\$ 146,940,580 FY 2027 FY	2027 FY 2027	FY 2027	FY 2027 FY 2023	FY 2027	FY 2027 FY 2	2027 FY 202	27 FY 2027					
							FY 2027	FY 2027	FY 2027	FY 2027 F	3Y 2027	FY 2027 FY 2027	FY 2027 BROWNS	FY 2027 FY	2027 FY 2027	FY 2027	FY 2027 FY 2021	FY 2027	FY 2027 FY 2	2027 FY 202	27 FY 2027					
с	VA		hout the City of Brownsvil	le BUSPASS-	0921-06-372	Construction of bus passenger loading areas and facility improvements	r City of Brownsville	\$ 920,000	\$ 1,030,400	FY 2027 F	FY 2027 45,977	\$ 82,665 \$ 18,30	BROWNS 08 \$ 1,177,350	FY 2027 FY VILLE 5 0 \$	2027 FY 2027	FY 2027	FY 2027 FY 202:	FY 2027	FY 2027 FY :	2027 FY 20:	\$ 0.92			\$ 0.11	S	1.03
C C, CE	VA VA	Southmost Nature Trail Pl V, from International Blv	1. Los Ebanos Blvd/Histo d Battlefield TRAIL	le BUSPASS- 1 ric BMPO- ST5	0921-06-372 0921-06-361 5.32	Construction of bus passenger loading areas and facility improvements 3 Construct 10' concrete trail	r City of Brownsville City of Brownsville	\$ 920,000 \$ 3,772,102	\$ 1,030,400 \$ 4,224,754	FY 2027 F			BROWNS 1,177,350	FY 2027 FY VILLE 5 0 \$	2027 FY 2027	FY 2027	FY 2027 FY 202'	FY 2027	FY 2027 FY 2	2027 FY 202				\$ 0.11 \$ 0.79	s s	1.03
C C, CE C		Southmost Nature Trail PI V, from International Blv 220 ft. N. of Alvarez St., along canal	 Los Ebanos Blvd/Histor Battlefield TRAIL 56 ft. S. of Huisache S 	le BUSPASS- 1 ric BMPO- ST5 St BMPO- LF2	0921-06-372	Construction of bus passenger loading areas and facility improvements	r City of Brownsville City of Brownsville	\$ 920,000	\$ 1,030,400 \$ 4,224,754	S		\$ 82,665 \$ 18,30 \$ 188,605 \$ 377,211	BROWNS 1,177,350 0 \$ 4,790,569	FY 2027 FY VILLE 5 \$ 1,030,400 \$ \$ 4,790,569	2027 FY 2027	FY 2027	FY 2027 FY 202'	FY 2027	FY 2027 FY 3	2027 FY 202	\$ 0.92				S S S	1.03 4.79 3.61
с с, се с	VA	Southmost Nature Trail Pl V, from International Blv 220 ft. N. of Alvarez St., along canal Loop around Downtown Formation: School from	Los Ebanos Blvd/Histo d Battlefield TRAIL 56 ft. S. of Huisache S Historic District & Garrig the Queen Isabella Memori	le BUSPASS- 1 stiller BMPO- ST5 St BMPO- LF2 3a	0921-06-372 0921-06-361 5.33 0921-06-334	Construction of bus passenger loading areas and facility improvements 3 Construct 10' concrete trail Construct Hike & Bike (Los Fresson Hike & Bike Trail) Construction of sidewalks	r City of Brownsville City of Brownsville City of Los	\$ 920,000 \$ 3,772,102	\$ 1,030,400 \$ 4,224,754	S	45,977	S 82,665 S 18,30 S 188,605 S 377,211 S 277,462 S 61,75	BROWNS 18 \$ 1,177,350 0 \$ 4,790,569 13 \$ 3,919,520	FY 2027 FY VILLE \$ \$ 1,030,400 \$ 4,790,569 \$ 3,612,115	2027 FY 2027	FY 2027	FY 2027 FY 202'	FY 2027		2027 FY 202	\$ 0.92 \$ 4.00			\$ 0.79	\$ \$ \$ \$	1.03 4.79 3.61
с	VA VA	Southmost Nature Trail Pl V, from International Blv 220 ft. N. of Alvarez St., along canal Loop around Downtown Elementary School from	Los Ebanos Blvd/Histo d Battlefield TRAIL 56 ft. S. of Huisache S Historic District & Garrig the Queen Isabella Memori	le BUSPASS- 1 sric BMPO- ST5 St BMPO- LF2 ga ial PIDTSAFE	0921-06-372 0921-06-361 5.33 0921-06-334	Construction of bus passenger loading areas and facility improvements 3 Construct 10' concrete trail Construct Hike & Bike (Los Fresson Hike & Bike Trail) Construction of sidewalks	City of Brownsville City of Brownsville City of Los Fresnos	\$ 920,000 \$ 3,772,102	\$ 1,030,400 \$ 4,224,754 \$ 3,334,653	S	45,977	S 82,665 S 18,30 S 188,605 S 377,211 S 277,462 S 61,75	BROWNS 88 \$ 1,177,350 0 \$ 4,790,569 33 \$ 3,919,520 00 \$ 1,405,783	FY 2027 FY VILLE 5 S 1,030,400 S 4,790,569 S 3,612,115 S 1,405,785 S 39,854,210	2027 FY 2027	FY 2027	FY 2027 FY 202'	FY 2027			\$ 0.92 \$ 4.00			\$ 0.79	\$ \$ \$ \$ \$	1.03 4.79 3.61 1.41
с	VA VA DT Bike & Ped Safe	Southmost Nature Trail PW V, from International Bik 200 fit. N. of Alvarez St., along canal Loop around Downtown Elementary School from Cause	Los Ebanos Blvd/Histo d Battlefield TRAIL 56 ft. S. of Huisache S Historic District & Garrig the Queen Isabella Memori way⊡	le BUSPASS- 1 rric BMPO- ST5 St BMPO- LF2 pa ial PIDTSAFE 2	0921-06-372 0921-06-361 5.33 0921-06-334 0921-06-379 1.58	Construction of bus passenger loading areas and facility improvements 3 Construct 10' concrete trail Construct Hike & Bike (Los Fresnos Hike & Bike Trail) 8 Construction of sidewalks and ADA ramps	City of Brownsville City of Brownsville City of Los Fresnos Port Isabel	\$ 920,000 \$ 3,772,102 \$ 3,087,642	\$ 1,030,400 \$ 4,224,754 \$ 3,334,653 \$ 995,785	\$ 2 - \$ 5	45,977 154,320 110,000	S 82,665 S 18,30 S 188,605 S 377,211 S 277,462 S 61,75 S 120,000 S 180,000	BROWNS 8 \$ 1,177,350 0 \$ 4,790,563 13 \$ 3,919,520 0 \$ 1,405,785 HARLINGEN/5	FY 2027 FY VILLE * S 1.030,400 S 4,790,569 S 3,612,115 S 1,405,785 S 39,854,210 SAN BENITO	2027 FY 2027	FY 2027	FY 2027 FY 202'	FY 2027			\$ 0.92 \$ 4.00			\$ 0.79	S S S S	1.03 4.79 3.61 1.41
C C	VA VA DT Bike & Ped Safe	Southmost Nature Trail PI V, from International BN 220 ft. N. of Alvarez St., along canal 220 ft. N. of Alvarez St., along canal Elementary School from Cause Con S. Parallel Corridor, from FM 2520	a Los Ebanos Blvd/Histo Battlefield TRAIL 56 ft. S. of Huisache S Historic District & Garrig Way⊡ FM 1577	le BUSPASS-1 ric BMPO- ST5 BMPO- LF2 p p p IDTSAFE 2 HSB-110	0921-06-372 0921-06-361 5.33 0921-06-379 1.58 0921-06-379 2.2	Construction of bus passenger loading areas and facility improvements Gonstruct 10' concrete trail Construct 10' concrete trail Construct 10' concrete trail Construct Aike & Bike (Los Fresnos Hike & Bike (Los Fresnos	City of Brownsville City of Brownsville City of Los Fresnos Port Isabel Cameron County	\$ 920,000 \$ 3,772,102 \$ 3,087,642 \$ 9,000,000	\$ 1,030,400 \$ 4,224,754 \$ 3,334,653 \$ 995,785	S - S S - S S 1,200,000 S	45,977 154,320 110,000 466,049	S 82,665 S 18,30 S 188,605 S 377,211 S 277,462 S 61,75 S 120,000 S 180,000 S 621,081 S 405,000	BROWNS 8 \$ 1,177,350 0 \$ 4,790,569 3 \$ 3,919,520 0 \$ 1,405,785 HARLINGEN/S 0 \$ 14,687,955	FY 2027 FY VILLE			FY 2027 FY 202'	FY 2027			\$ 0.92 \$ 4.00	S	5.00	\$ 0.79 \$ 0.61 \$ 0.57	S S S S S S S S S S S S S S	1.03 4.79 3.61 1.41 12.34
С	VA VA DT Bike & Ped Safe	Southmost Nature Trail PW V, from International Bik 200 fi. N. of Alvarez St., along canal Loop around Downtown Elementary School from Cause	Los Ebanos Blvd/Histo d Battlefield TRAIL 56 ft. S. of Huisache S Historic District & Garrig the Queen Isabella Memori way⊡	le BUSPASS-1 ric BMPO- ST5 BMPO- LF2 p p p IDTSAFE 2 HSB-110	0921-06-372 0921-06-361 5.33 0921-06-334 0921-06-379 1.58	Construction of bus passenger loading areas and facility improvements 3 Construct 10' concrete trail 3 Construct 10' concrete trail Construct Hike & Bike (Los Fresnos Hike & Bike Trail) 8 Construction of sidewalks and ADA ramps□ □ □ New Location - 2 lane Rural roadway in a proposed 120 Foot ROW	City of Brownsville City of Brownsville City of Los Fresnos Port Isabel	\$ 920,000 \$ 3,772,102 \$ 3,087,642	\$ 1,030,400 \$ 4,224,754 \$ 3,334,653 \$ 995,785	S - S S - S S 1,200,000 S	45,977 154,320 110,000	S 82,665 S 18,30 S 188,605 S 377,21 S 277,462 S 61,75 S 120,000 S 180,000 S 621,081 S 405,000	BROWNS 8 \$ 1,177,350 0 \$ 4,790,569 3 \$ 3,919,520 0 \$ 1,405,785 HARLINGEN/S 0 \$ 14,687,955	FY 2027 FY VILLE	2027 FY 2027		FY 2027 FY 202'	FY 2027			\$ 0.92 \$ 4.00 \$ 3.0	S	5.00	\$ 0.79	S S S S S S S S S S S S S S S S S S	1.03 4.79 3.61 1.41 12.34 22.23
C	y FM 509	Southmost Nature Trail PI Southmost Nature Trail PI V, from International BIs 220 ft. N. of Alvarez St., along canal Loop around Downtown Elementary School from Cause On S. Parallel Corridor, from FM 2520 FM 508 On Inspiration Dr., from	a Los Ebanos Blvd/Histo Battlefield TRAIL 56 ft. S. of Huisache S Historic District & Garrig the Queen Isabella Memori way□ FM 1577 FM 1599	le BUSPASS- 1 BMPO- St BMPO- LF2	0921-06-372 0921-06-361 5.33 0921-06-374 - 0921-06-379 1.58 0921-06-257 2.2 0921-06-254 2.3	Construction of bus passenger loading areas and facility improvements Construct 10' concrete trail Construct 10' concrete trail Construct Aike & Bike (Los Fresnos Hike & B	City of Brownsville City of Brownsville City of Los Freanos Port Isabel Cameron County CCRMA	\$ 920,000 \$ 3,772,102 \$ 3,087,642 \$ 9,000,000 \$ 18,507,668	\$ 1,030,400 \$ 4,224,754 \$ 3,334,653 \$ 995,785 \$ 11,720,000 \$ 19,987,634	S - S S 1,200,000 S S 2,000,000 S	45,977 154,320 110,000 466,049 958,355	S 82,665 S 18,30 S 188,605 S 377,21 S 277,462 S 61,75 S 120,000 S 180,00 S 621,081 S 405,000 S 1,277,155 S 1,051,20	BROWNS 8 \$ 1,177,350 0 \$ 4,790,569 3 \$ 3,919,520 0 \$ 1,405,785 HARLINGEN/S 0 \$ 1,405,785 HARLINGEN/S 1 \$ 25,841,535 HIDAI	FY 2027 FY VILLE FY S 1,030,400 S 4,790,569 S 3,612,115 S 1,405,785 S 39,854,210 SAN BENITO S S 12,341,081 S 22,223,144			FY 2027 FY 202'	6.77			\$ 0.92 \$ 4.00 \$ 3.0	S	5.00	\$ 0.79 \$ 0.61 \$ 0.57 \$ 1426	S S S S S S S S	1.03 4.79 3.61 1.41 12.34 22.23
с с с.се с.е.я 20 с.се с.се с.е.я 20		Southmost Nature Trail PI Southmost Nature Trail PI V, from International BIs 220 ft. N. of Alvarez St., along canal Loop around Downtown Elementary School from Cause On S. Parallel Corridor, from FM 2520 FM 508 On Impiration Dc:, from Inspiration Rd.	h Los Ebanos Bŀd/Histo Battlefield TRAIL 56 ft. S. of Huisache 15 Historic District & Garrigg He Queen Isabella Memori way⊡ FM 1577 FM 1599 FM 1016	le BUSPASS- 1 BUSPASS- 1 BMPO- ST5 BMPO- LF2 pa PIDTSAFE PIDTSAFE HSB-110 HSB-509 HC-341-2	0921-06-372	Construction of bus passenger loading areas and facility improvements Construct 10' concrete trail Construct 10' concrete trail Construct Hike & Bike (Los Fresnos Hike & Bike (Los Fresnos Hike & Bike Trail) Construction of side-walks and ADA ramps: Construction of side-walks and ADA ramps: New Location - 2 lanc Rural roadway in a proposed 120 Foot ROW New Location - Construct 2 New Location - Construct 2 New Location - Construct 2 Widen from 2 to 4 lanc divided urban	City of Brownsville City of Brownsville City of Isono Port Isabel City of Loss Fresnos County Cameron County CCRMA	\$ 920,000 \$ 3,772,102 \$ 3,087,642 \$ 9,000,000 \$ 9,000,000 \$ 18,507,068 \$ 19,216,035	\$ 1,030,400 \$ 4,224,754 \$ 3,334,653 \$ 995,785 \$ 11,720,000 \$ 19,987,634	S - S S - S S - S S 1,200,000 S S 2,000,000 S S 2,000,000 S	45,977 154,320 110,000 466,049 958,355 1,900,000	S 82,665 S 18,30 S 188,605 S 377,21 S 277,462 S 61,75 S 120,000 S 180,00 S 621,081 S 405,000 S 1,277,155 S 1,051,20 S 2,305,924	BROWNS 8 \$ 1,177,350 0 \$ 4,790,563 13 \$ 3,919,520 0 \$ 1,405,785 HARLINGEN/S 0 \$ 14,687,955 11 \$ 25,841,535 HIDA1 \$ 27,459,242	FY 2027 FY VILLE F S 1.030,400 S 4,790,569 S 3,612,115 S 3,612,115 S 1,405,785 S 3,9854,210 SAN BENITO S S 12,341,081 S 22,223,144 LGO S			FY 2027 FY 202'	6.77			\$ 0.92 \$ 4.00 \$ 3.0	S	5.00	\$ 0.79 \$ 0.61 \$ 0.57	S S S S S S S S S S	1.03 4.79 3.61 1.41 12.34 22.23 23.06
C		Image: Southmost Nature Trail PI Southmost Nature Trail PI V, from International BIs 220 ft. N. of Alvarez St., along canal 220 ft. N. of Alvarez St., along canal Elementary School from Cause Image: Construction of the state of the stat	a Los Ebanos Blvd/Histo Battlefield TRAIL 56 ft. S. of Huisache S Historic District & Garrig Historic District & Garrig FM 1577 FM 1579 FM 1599 FM 1016 Military Pkwy.	le BUSPASS- 1 BUSPASS- 1 BMPO- ST5 BMPO- LF2 pa PIDTSAFE PIDTSAFE HSB-110 HSB-509 HC-341-2	0921-06-372 0921-06-361 5.33 0921-06-374 - 0921-06-379 1.58 0921-06-257 2.2 0921-06-254 2.3	Construction of bus passenger loading areas and facility improvements Construct 10' concrete trail Construct 10' concrete trail Construct 10' concrete trail Construct Nike & Bike (Los Fresnos Hike & Bike (Los New Location - 2 lanc Rural New Location - 2 lanc Rural New Location - 2 lanc Rural New Location - Construct 2 lanc Rural Roadway Widen from 2 to 4 lanc divided urban	City of Brownsville City of Brownsville City of Los Fresnos Port Isabel Cameron County CCRMA CCRMA Mission	\$ 920,000 \$ 3,772,102 \$ 3,087,642 \$ 9,000,000 \$ 18,507,668	\$ 1,030,400 \$ 4,224,754 \$ 3,334,653 \$ 995,785 \$ 11,720,000 \$ 19,987,634	S - S S - S S - S S 1,200,000 S S 2,000,000 S S 2,000,000 S	45,977 154,320 110,000 466,049 958,355 1,900,000	S 82,665 S 18,30 S 188,605 S 377,21 S 277,462 S 61,75 S 120,000 S 180,00 S 621,081 S 405,000 S 1,277,155 S 1,051,20 S 2,305,924	BROWNS 8 \$ 1,177,350 0 \$ 4,790,569 3 \$ 3,919,520 0 \$ 1,405,785 HARLINGEN/S 0 \$ 1,405,785 HARLINGEN/S 1 \$ 25,841,535 HIDAI	FY 2027 FY VILLE F S 1.030,400 S 4,790,569 S 3,612,115 S 3,612,115 S 1,405,785 S 3,9854,210 SAN BENITO S S 12,341,081 S 22,223,144 LGO S			FY 2027 FY 202'	6.77			\$ 0.92 \$ 4.00 \$ 3.0	S	5.00	\$ 0.79 \$ 0.61 \$ 0.57 \$ 1426	S S S S S S S S S S	1.03 4.79 3.61 1.41 12.34 22.23 23.06 16.39
с с с.се с.е.я 20 с.се с.се с.е.я 20		Image: Constraint of the second se	a Los Ebanos Bŀd/Histo Battlefield TRAIL 56 ft. S. of Huisache S Historic District & Garrig FM 1577 FM 1577 FM 1599 FM 1016 Military Pkwy. Tom Gill Rd.	le BUSPASS- 1 BUSPASS- 1 BUF0- ST5 ST BUF0- LF2 a IDTSAFE III IDTSAFE III IDTSAFE IIII IDTSAFE IIII IDTSAFE IIII IDTSAFE IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	0921-06-372	Construction of bus passenger loading areas and facility improvements 3 Construct 10' concrete trail Construct 10' concrete trail Construct 10' concrete trail Construct Nike & Bike (Los Fresnos Hike & Bike (Los Fresnos Hike & Bike Trail) Image: State of the state of	City of Brownsville City of Snownsville City of Loss Fresnos County Cameron County CCRMA Mission Mission Mission CRMA Mission CRMA Mission CRMA Mission CRMA Mission CRMA CRMA Mission CRMA MIS MISSION CRMA MIS MISSION CRMA MIS MISSION CRMA MIS MISSION C	\$ 920,000 \$ 3,772,102 \$ 3,087,642 \$ 9,000,000 \$ 9,000,000 \$ 18,507,068 \$ 19,216,035	S 1,030,400 S 4,224,754 S 3,334,653 S 995,785 S 11,720,000 S 19,987,634 S 20,753,318 S 14,756,657	S	45,977 154,320 110,000 466,049 958,355 1,900,000 1,530,000	S 82,665 S 18,30 S 188,605 S 377,21 S 277,462 S 61,75 S 120,000 S 180,00 S 621,081 S 405,000 S 1,277,155 S 1,051,20 S 2,305,924	BROWNS 8 \$ 1,177,350 0 \$ 4,790,563 13 \$ 3,919,520 0 \$ 1,405,785 HARLINGEN/S 0 \$ 14,687,955 11 \$ 25,841,535 HIDAI \$ 27,459,242 \$ 18,925,657	FY 2027 FY VILLE FY S 1.030,400 S 4,790,569 S 3,612,115 S 3,612,115 S 3,612,115 S 3,854,210 SAN BENITO S S 12,341,081 S 22,223,144 GO S S 16,395,657			FY 2027 FY 202' S S S S S S S S S S S S S	6.77			\$ 0.92 \$ 4.00 \$ 3.0	S	5.00	\$ 0.79 \$ 0.61 \$ 0.57 \$ 14.26 \$ 16.11 \$ 1.09	S S	1.03 4.79 3.61 1.41 12.34 22.23 23.06 16.39 10.80
с. с. с.е. с.е.я 20 с.се 20		Southmost Nature Trail PI Southmost Nature Trail PI V, from International Bik 220 ft. N. of Alvarez St. along canal Loop around Downtown Elementary School from Cause On S. Parallel Cornidor, from FM 2520 On Inspiration Dr., from Inspiration Rd, from H-2 On Mile 3 N. (Phase II),	a Los Ebanos Bŀd/Histo Battlefield TRAIL 56 ft. S. of Huisache S Historic District & Garrig FM 1577 FM 1577 FM 1599 FM 1016 Military Pkwy. Tom Gill Rd.	le BUSPASS- 1 BUSPASS- 1 BUPO- ST5 ST5 BMPO- LF2- pa PIDTSAFE 2 HSB-110 HSB-509 HC-341-2 HC-341 HC-286b	0921-06-372	Construction of bus passenger loading areas and facility improvements 3 Construct 10' concrete trail Construct 10' concrete trail Construct Hike & Bike (Los Fresnos Hike & Bike (Los Fresnos Hike & Bike Trail) 8 Construction of sidewalks and ADA ramps□ □ □ Wex Location - 2 lane Rural roadway in a proposed 120 Foot ROW New Location - 2 lane Rural macRural Roadway Widen from 2 to 4 lane divided urban Widen from 2 to 4 lane divided urban New Location - 2 Lane Rural	City of Brownsville City of Los Frenos Port Isabel CCRMA CCRMA Mission Mission HC 3	\$ 920,000 \$ 3,772,102 \$ 3,087,642 \$ 9,000,000 \$ 18,507,068 \$ 19,216,035 \$ 13,663,571	\$ 1,030,400 \$ 4,224,754 \$ 3,334,653 \$ 995,785 \$ 995,785 \$ 11,720,000 \$ 19,987,634 \$ 20,753,318 \$ 14,756,657 \$ 9,772,392	s s s	45,977 154,320 110,000 466,049 958,355 1,900,000 1,530,000 486,582	S 82,665 S 18,30 S 188,605 S 377,211 S 277,462 S 61,75 S 120,000 S 180,00 S 621,081 S 405,00 S 1,277,155 S 1,051,20 S 2,305,924	BROWNS 8 \$ 1,177,350 0 \$ 4,790,563 13 \$ 3,919,520 0 \$ 1,405,785 HARLINGEN/S 10 \$ 14,687,955 11 \$ 25,841,535 HIDAI \$ 27,459,242 \$ 18,925,657 13 \$ 12,104,640	FY 2027 FY VILLE F S 1.030,400 S 4,790,569 S 3,612,115 S 3,612,115 S 1,405,785 S 3,9854,210 SAN BENITO S S 22,223,144 S 23,059,242 S 10,796,358			FY 2027 FY 202' S S S S S S S S S S S S S	6.77			\$ 0.92 \$ 4.00 \$ 3.0	S	5.00 5.00 5.00 5.00 5.00 5.00 5.00 5.00	\$ 0.79 \$ 0.61 \$ 0.57 \$ 14.26 \$ 16.11 \$ 1.09	S S	3.61 1.41 12.34 22.23 23.06 16.39
C	 VA VA DT Bike & Ped Safe GT Sike & Ped Safe FM 509 FM 509 GCS GCS	Image: Constraint of the second se	h Los Ebanos Bŀd/Histo Battlefield TRAIL 56 ft. S. of Huisache S Historic District & Garrig Me Queen Isabella Memori way⊡ FM 1577 FM 1599 FM 1016 Military Pkwy. Tom Gill Rd.	le BUSPASS- 1 BUFO- SST BMFO- BT	0921-06-372 5.33 0921-06-361 5.33 0921-06-374 7 0921-06-379 1.58 0921-06-379 2.22 0921-06-374 2.33 0921-06-375 2.23 0921-06-254 2.33 0921-02-540 1 0921-02-540 1 0921-02-325 1 0921-02-342 2	Construction of bus passenger loading areas and facility improvements 3 Construct 10' concrete trail Construct 10' concrete trail Construct 10' concrete trail Construct 10' concrete trail Construct network Bite 4: Bike (Los Fresnos Hike & Bike (Los Fresnos Hike & Bike Trail) I Construction of sidewalks and ADA ramps: I New Location - 2 lane Rural roadway in a proposed 120 Foot ROW Widen from 2 to 4 lane divided urban Widen from 2 to 4 lane divided urban New Location - 2 Lane Rural Realignment - Videning from Realignment - Widening from Construction - Construct	City of Brownsville City of Los Frenos Port Isabel CCRMA CCRMA Mission Mission HC 3	\$ 920,000 \$ 3,772,102 \$ 3,087,642 \$ 3,087,642 \$ 9,000,000 \$ 9,000,000 \$ 18,507,068 \$ 19,216,035 \$ 19,216,035 \$ 9,396,531	s 1,030,400 s 4,224,754 s 3,334,653 s 995,785 s 11,720,000 s 19,987,634 s 19,987,634 s 14,756,657 s 9,772,392 s 7,560,000	s s s	45,977 154,320 110,000 466,049 958,355 1,900,000 1,530,000 486,582 364,575	S 82,665 S 18,30 S 188,605 S 377,21 S 277,462 S 61,75 S 120,000 S 180,00 S 621,081 S 405,00 S 621,081 S 405,00 S 1,277,155 S 1,051,20 S 1,230,5924 - S 1,639,000 - S 648,446 S 533,722 S 441,954 S 440,300	BROWNS 8 \$ 1,177,350 0 \$ 4,790,563 13 \$ 3,919,520 0 \$ 1,405,785 HARLINGEN/S 0 \$ 1,405,785 HARLINGEN/S 1 \$ 25,841,535 HIDAI \$ 27,459,242 \$ 18,925,657 3 \$ 12,104,640 \$ 9,372,598	FY 2027 FY VILLE F S 1,030,400 S 4,790,569 S 3,612,115 S 1,405,785 S 3,9854,210 SAN BENITO S CO 5 S 12,341,081 CO S S 23,059,242 S 16,395,657 S 10,796,358 S 8,351,954			FY 2027 FY 202'	6.77			\$ 0.92 \$ 4.00 \$ 3.0		5.00	\$ 0.79 \$ 0.61 \$ 0.57 \$ 14.26 \$ 16.11 \$ 1.09 \$ 1.17	S S	3.61 1.41 12.34 22.23 23.06 16.39
C	 VA VA DT Bike & Ped Safe GT Sike & Ped Safe FM 509 FM 509 GCS GCS	Image: Constraint of the second se	h Los Ebanos Bŀd/Histo Battlefield TRAIL 56 ft. S. of Huisache S Historic District & Garrig Me Queen Isabella Memori way⊡ FM 1577 FM 1579 FM 1599 FM 1016 Military Pkwy. Tom Gill Rd. SH 364 (La Homa Rd	le BUSPASS- 1 BUFO- SST BMFO- BT	0921-06-372 9 0921-06-361 5.33 0921-06-374 9 0921-06-379 1.58 0921-06-379 1.58 0921-06-379 1.58 0921-06-379 1.58 0921-06-379 1.58 0921-06-379 1.58 0921-06-379 1.58 0921-06-379 1.58 0921-06-379 1.58 0921-06-370 1.58 0921-06-370 1.58 0921-06-370 1.58 0921-06-370 1.58 0921-06-370 1.58 0921-06-370 1.58 0921-06-370 1.58 0921-06-370 1.58 0921-06-370 1.58 0921-06-370 1.58 0921-06-370 1.58 0921-06-370 1.58 0921-06-370 1.58 0921-06-370 1.58 0921-06-370 1.58 0921-06-370 1.58 0921-06-370 1.58 <td< td=""><td>Construction of bus passenger loading areas and facility improvements 3 Construct 10' concrete trail Image: train train traint Image: traint</td><td>City of Brownsville City of Brownsville City of Brownsville City of Loss Fresnos Courty Courte Court</td><td>\$ 920,000 \$ 3,772,102 \$ 3,087,642 \$ 3,087,642 \$ 9,000,000 \$ 18,507,068 \$ 19,216,035 \$ 19,216,035 \$ 19,236,035 \$ 19,396,531 \$ 7,000,000</td><td>\$ 1,030,400 \$ 4,224,754 \$ 3,334,653 \$ 995,785 \$ 995,785 \$ 11,720,000 \$ 19,987,634 \$ 20,753,318 \$ 14,756,657 \$ 9,772,392 \$ 7,560,000 \$ 22,208,355</td><td>s s s s s s s s s 1,200,000 s 2,000,000 s 2,000,000 s 2,000,000 s 1,000,000 s 2,000,000 s 3,000,000 s 3,000,000 s 3,050,000 s 3,50,000 s 2,526,860</td><td>45,977 154,320 110,000 466,049 958,355 1,900,000 1,530,000 486,582 364,575</td><td>S 82,665 S 18,30 S 188,605 S 377,21 S 277,462 S 61,75 S 120,000 S 180,00 S 621,081 S 405,00 S 621,081 S 405,00 S 1,277,155 S 1,051,20 S 2,305,924 - S 1,639,000 - S 648,446 S S 441,954 S S 975,621 S</td><td>BROWNS 8 \$ 1,177,350 0 \$ 4,790,563 3 \$ 3,919,520 0 \$ 1,405,785 HARLINGEN/S 0 \$ 1,405,785 HARLINGEN/S 0 \$ 14,687,955 11 \$ 25,841,533 HIDAI \$ 27,459,242 \$ 18,925,657 3 \$ 12,104,640 0 \$ 9,372,598</td><td>FY 2027 FY VILLE FY ILLE S ILLE S <td>S 7.</td><td></td><td>FY 2027 FY 202'</td><td>6.77</td><td></td><td></td><td>\$ 0.92 \$ 4.00 \$ 3.0</td><td>S</td><td>5.00 5.00 5.00 5.00 5.00 5.00 5.00 5.00</td><td>\$ 0.79 \$ 0.61 \$ 0.57 \$ 14.26 \$ 16.11 \$ 1.09 \$ 1.17</td><td>S <td< td=""><td>3.61 1.41 12.34 22.23 23.06 16.39</td></td<></td></td></td<>	Construction of bus passenger loading areas and facility improvements 3 Construct 10' concrete trail Image: train train traint Image: traint	City of Brownsville City of Brownsville City of Brownsville City of Loss Fresnos Courty Courte Court	\$ 920,000 \$ 3,772,102 \$ 3,087,642 \$ 3,087,642 \$ 9,000,000 \$ 18,507,068 \$ 19,216,035 \$ 19,216,035 \$ 19,236,035 \$ 19,396,531 \$ 7,000,000	\$ 1,030,400 \$ 4,224,754 \$ 3,334,653 \$ 995,785 \$ 995,785 \$ 11,720,000 \$ 19,987,634 \$ 20,753,318 \$ 14,756,657 \$ 9,772,392 \$ 7,560,000 \$ 22,208,355	s s s s s s s s s 1,200,000 s 2,000,000 s 2,000,000 s 2,000,000 s 1,000,000 s 2,000,000 s 3,000,000 s 3,000,000 s 3,050,000 s 3,50,000 s 2,526,860	45,977 154,320 110,000 466,049 958,355 1,900,000 1,530,000 486,582 364,575	S 82,665 S 18,30 S 188,605 S 377,21 S 277,462 S 61,75 S 120,000 S 180,00 S 621,081 S 405,00 S 621,081 S 405,00 S 1,277,155 S 1,051,20 S 2,305,924 - S 1,639,000 - S 648,446 S S 441,954 S S 975,621 S	BROWNS 8 \$ 1,177,350 0 \$ 4,790,563 3 \$ 3,919,520 0 \$ 1,405,785 HARLINGEN/S 0 \$ 1,405,785 HARLINGEN/S 0 \$ 14,687,955 11 \$ 25,841,533 HIDAI \$ 27,459,242 \$ 18,925,657 3 \$ 12,104,640 0 \$ 9,372,598	FY 2027 FY VILLE FY ILLE S ILLE S <td>S 7.</td> <td></td> <td>FY 2027 FY 202'</td> <td>6.77</td> <td></td> <td></td> <td>\$ 0.92 \$ 4.00 \$ 3.0</td> <td>S</td> <td>5.00 5.00 5.00 5.00 5.00 5.00 5.00 5.00</td> <td>\$ 0.79 \$ 0.61 \$ 0.57 \$ 14.26 \$ 16.11 \$ 1.09 \$ 1.17</td> <td>S <td< td=""><td>3.61 1.41 12.34 22.23 23.06 16.39</td></td<></td>	S 7.		FY 2027 FY 202'	6.77			\$ 0.92 \$ 4.00 \$ 3.0	S	5.00 5.00 5.00 5.00 5.00 5.00 5.00 5.00	\$ 0.79 \$ 0.61 \$ 0.57 \$ 14.26 \$ 16.11 \$ 1.09 \$ 1.17	S S <td< td=""><td>3.61 1.41 12.34 22.23 23.06 16.39</td></td<>	3.61 1.41 12.34 22.23 23.06 16.39
C	Image: Constraint of the sector of	Image: Constraint of the section o	a Los Ebanos Bŀd/Histo Battlefield TRAIL 56 ft. S. of Huisache S Historic District & Garright Metho Queen Isabella Memori way⊡ FM 1577 FM 1579 FM 1016 Military Pkwy. Tom Gill Rd. Rooth Rd SH 364 (La Homa Rd Mile 8 North	Ie BUSPASS- 1 Buspass- st BMPO- ST5 St BMPO- ST5 R BSB-ST6 R HC-ST6 R HC-ST6 R HC-ST6	0921-06-372 9 0921-06-361 5.33 0921-06-374 9 0921-06-379 1.58 0921-06-379 1.58 0921-06-379 2.23 0921-06-370 2.23 0921-06-374 2.33 0921-02-302 9 0921-02-332 9 0921-02-340 9 0921-02-340 2.33 0921-02-340 9 0921-02-340 9 0921-02-340 9	Construction of bus passenger loading areas and facility improvements 3 Construct 10' concrete trail and ADA ramps: Image: New Location - 2 lane Rural rootway in a proposed 120 Foot ROW Widen from 2 to 4 lane divided urban Widen from 2 to 4 lane divided urban Realignment - Videning from 2 to 4 lane urban rood/way with Shoulders Realignment - Widening from 2 to 4 lane divided urban Roadway with Shoulders Construct 4 lane divided	City of Brownsville City of Brownsville City of Loss Port Label CCRMA CCRMA CCRMA Mission Mission HC 3 PCT 4	S 920,000 S 3,772,102 S 3,087,642 S 9,000,000 S 18,507,068 S 19,216,035 S 13,663,571 S 9,396,533 S 7,000,000 S 15,452,627	\$ 1,030,400 \$ 4,224,754 \$ 3,334,653 \$ 995,785 \$ 995,785 \$ 11,720,000 \$ 19,987,634 \$ 20,753,318 \$ 14,756,657 \$ 9,772,392 \$ 7,560,000 \$ 22,208,355 \$ 11,209,333	s s s s s s s s s 1,200,000 s s 2,000,000 s s 2,000,000 s s 2,500,000 s s 3,75,520 s s 3,75,520 s s 2,526,660 s s 1,159,550 s	45,977 154,320 110,000 466,049 958,355 1,900,000 1,530,000 486,582 364,575 3,130,867	S 82,665 S 18,30 S 188,605 S 377,21 S 277,462 S 61,75 S 120,000 S 180,00 S 621,081 S 405,00 S 621,081 S 405,00 S 1,277,155 S 1,051,20 S 1,2305,924 - - S 1,639,000 - - S 441,954 S 533,722 S 441,954 S 440,300 S 975,621 S 971,971 S 1,100,917 - -	BROWNS 8 \$ 1,177,350 0 \$ 4,790,569 3 \$ 3,919,520 0 \$ 1,405,785 HARLINGEN/S 0 \$ 1,405,785 HARLINGEN/S 0 \$ 14,687,955 11 \$ 25,841,535 12 \$ 27,459,2422 2 \$ 18,925,657 13 \$ 12,104,640 14 \$ 2,7,459,2422 15 \$ 2,7,459,2422 16 \$ 2,7,459,2422 17 \$ 2,7,459,2422 18 \$ 2,7,459,2422 19 \$ 2,7,459,2422 10 \$ 2,7,459,2422 13 \$ 2,2,943,924 10 \$ 2,7,963,924	FY 2027 FY VILLE FY S 1.030,400 S 4,790,569 S 3,612,115 S 3,612,115 S 3,612,115 S 3,612,115 S 3,9854,210 SAN BENITO S S 12,341,081 S 22,023,144 CO C CO S S 10,796,358 S 8,351,954 S 22,208,355 S 13,469,800	S 7.		FY 2027 FY 202' FY 202' S S S S S S S S S S S S S	6.77 6.77 6.95 15.30 7.19 4.95			\$ 0.92 \$ 4.00 \$ 3.0		5.00	\$ 0.79 \$ 0.61 \$ 0.57 \$ 14.26 \$ 16.11 \$ 1.09 \$ 1.17 \$ 3.40	S S	3.61 1.41 12.34 22.23 23.06 16.39 10.80 8.35 22.21
C 1 C 1 C,CE 20 C,CE 20 C,CE 20 C,CE 20 C,CE 20 C,CE,R 20 C,ER 20 C,ER 20	Image: Constraint of the sector of	Southmost Nature Trail PI Southmost Nature Trail PI V, from International BI 220 ft. N. of Alvarez St. along canal Loop around Downtown Elementary School from Caracterized On S. Parallel Cornidor, from FM 2520 FM 508 On Inspiration Dr., from Inspiration Rd. On Inspiration Rd. On Inspiration Rd. On State St. (Phase II), from FM 2221 On Mile 3 N. (Phase II), from FM 2221 On Nile St. (Phase II), from FM 2221 On Nile 1 East, from BH-2220 (Ware Rd) On Nile 1 East, from BH-2220 (Name Rd) On Nolana Loop (4C) from FM	h Los Ebanos Bŀad/Histo Battlefield TRAIL 56 ft. S. of Huisache S Historic District & Garrig Medical Control (Control (Ie BUSPASS-1 ic BMPO- SI st BMPO- LF2 path PUTSAFE path PUTSAFE path PUTSAFE path PUTSAFE path PUTSAFE path PUTSAFE path HSB-110 path HSB-509 path HC-341-2 path HC-341-2 path HC-346 path HC-386 path HC-80 path HC-269 path HC-152d	0921-06-372 5.33 0921-06-361 5.33 0921-06-361 5.33 0921-06-370 1.58 0921-06-370 2.22 0921-06-257 2.23 0921-06-254 2.3 0921-06-254 2.3 0921-06-254 2.3 0921-02-540 5.3 0921-02-540 5.3 0921-02-322 5.3 0921-02-342 5.3 0921-02-342 5.3 0921-02-342 5.3 0921-02-342 5.3 0921-02-342 5.3 0921-02-342 5.3 0921-02-342 5.3	Construction of bus passenger loading areas and facility improvements 3 Construct 10' concrete trail and ADA rangs: I New Location - 2 lane Rural roadway in a proposed 120 Foot ROW Widen from 2 to 4 lane divided urban Widen from 2 to 4 lane divided urban Widen from 2 to 4 lane divided urban Readingment - Widening from 2 to 4 lane construct 1 and wided urban Construct 4 lane divided Readignment - Widening from 2 to 4 lane 2 to 4 lane urban roadway 2 to 4 lane urban roadway 2 lanes & shoulders Proposed 4 Lane Divided	City of Brownsville City of Brownsville City of Brownsville City of Loss Fresnos County Count	\$ 920,000 \$ 3,772,102 \$ 3,087,642 \$ 3,087,642 \$ 9,000,000 \$ 18,507,068 \$ 19,216,035 \$ 19,216,035 \$ 19,396,531 \$ 7,000,000 \$ 15,452,627 \$ 10,008,333	\$ 1,030,400 \$ 4,224,754 \$ 3,334,653 \$ 995,785 \$ 995,785 \$ 11,720,000 \$ 19,987,634 \$ 20,753,318 \$ 14,756,657 \$ 9,772,392 \$ 7,560,000 \$ 22,208,355 \$ 11,209,333	s s s s s s s s s 1,200,000 s s 2,000,000 s s 2,000,000 s s 2,500,000 s s 3,75,520 s s 3,75,520 s s 2,526,660 s s 1,159,550 s	45,977 154,320 110,000 466,049 958,355 1,900,000 1,530,000 486,582 364,575 3,130,867	S 82,665 S 18,30 S 188,605 S 377,21 S 277,462 S 61,75 S 120,000 S 180,00 S 621,081 S 405,00 S 621,081 S 405,00 S 1,277,155 S 1,051,20 S 1,2305,924 - - S 1,639,000 - - S 441,954 S 533,722 S 441,954 S 440,300 S 975,621 S 971,971 S 1,100,917 - -	BROWNS 8 \$ 1,177,350 0 \$ 4,790,563 13 \$ 3,919,520 0 \$ 1,405,785 HARLINGEN/S 0 \$ 1,405,785 HARLINGEN/S 11 \$ 25,841,535 HIDAI \$ 27,459,242 \$ 18,925,657 13 \$ 9,372,598 0 \$ 27,963,924 5 16,600,667	FY 2027 FY VILLE 1,030,400 S 1,030,400 S 4,790,569 S 3,612,115 S 3,612,115 S 3,612,115 S 3,9,854,210 S 39,854,210 S 22,223,144 CCO 5 S 23,059,242 S 16,395,657 S 10,796,358 S 22,208,355 S 13,469,800 S 13,469,800	S 7.		FY 2027 FY 202" FY 2027 FY 20 FY 20 FY 20 FY 20 FY 20 FY 20 FY 20	6.95 15.30 7.19 7.38			\$ 0.92 \$ 4.00 \$ 3.0	S		\$ 0.79 \$ 0.61 \$ 0.57 \$ 14.26 \$ 16.11 \$ 1.09 \$ 1.17 \$ 3.40 \$ 3.40	S S <td< td=""><td>3.61 1.41 12.34 22.23 23.06 16.39 10.80 8.35 22.21 13.47</td></td<>	3.61 1.41 12.34 22.23 23.06 16.39 10.80 8.35 22.21 13.47
C 1 C 1 C,CE 20 C,CE 20	Image: Constraint of the sector of	Image: Constraint of the section o	 Los Ebanos Blvd/Histo Battlefield TRAIL 56 ft. S. of Huisache S Historie District & Garright Queen Isabella Memori wary FM 1577 FM 1577 FM 1579 FM 1016 Military Pkwy. Tom Gill Rd. SH 364 (La Homa Rd Mile & North Nictoria Rd. 	Ie BUSPASS-1 ic SUPO- 1 st BMPO- 1/2 st BMPO- 1/2 ai JIDTSAFE ai JIDTSAFE bill HSB-110 bill HSB-509 bill HSC-341-2 bill HC-341-2 bill HC-369 bill HC-152	0921-06-372 9 0921-06-361 5.33 0921-06-374 9 0921-06-379 1.58 0921-06-379 1.58 0921-06-379 2.23 0921-06-379 2.23 0921-06-379 2.23 0921-06-257 2.23 0921-02-332 9 0921-02-332 9 0921-02-340 1 0921-02-354 1 0921-02-254 1 0921-02-254 1	Construction of bus passenger loading areas and facility improvements Construct 10' concrete trail Construction of side-walks and ADA rampsD Construction - 2 lanc Rural roadway in a proposed 120 Foot ROW New Location - Construct 2 lanc Rural from 2 to 4 lanc divided urban Widen from 2 to 4 lanc divided urban Widen from 2 to 4 lanc divided urban Realignment - Widening from 2 to 4 lanc urban roadway Construct 4 lanc divided urban section Reconstruct 4 lanc divided S Proposed 4 Lanc Divided Construct 6 lanc divided urban	City of Brownsville City of Brownsville City of Loss Port Losbel Cameron County CCRMA CCRMA Mission Mission Mission CCRMA Mission CCRMA Mission CCRMA Mission CCRMA Mission CCRMA Mission CCRMA Mission CCRMA Mission CCRMA Mission CCRMA Mission CCRMA Mission CCRMA Mission CCRMA Mission CCRMA Mission CCRMA CCRMA Mission CCRMA CC	\$ 920,000 \$ 3,772,102 \$ 3,087,642 \$ 3,087,642 \$ 9,000,000 \$ 9,000,000 \$ 19,216,035 \$ 19,216,035 \$ 19,216,035 \$ 19,396,531 \$ 7,000,000 \$ 15,452,627 \$ 10,008,333	\$ 1,030,400 \$ 4,224,754 \$ 3,334,653 \$ 995,785 \$ 995,785 \$ 11,720,000 \$ 19,987,634 \$ 20,753,318 \$ 14,756,687 \$ 9,772,392 \$ 7,560,000 \$ 22,208,355 \$ 11,209,333 \$ 6,940,267	s s s s s s s s s 1,200,000 s 2,000,000 s 2,000,000 s 2,000,000 s 1,000,000 s 2,000,000 s 3,000,000 s 3,000,000 s 3,000,000 s 3,00,000 s 3,00,000 s 3,00,000 s 2,526,860 s 1,19,550 s 1,003,500	45,977 154,320 110,000 466,049 958,355 1,900,000 1,530,000 486,582 364,575 3,130,867	S 82,665 S 18,30 S 188,605 S 377,21 S 277,462 S 61,75 S 120,000 S 180,00 S 120,000 S 180,00 S 621,081 S 405,00 S 6,21,081 S 405,00 S 2,305,924 - - S 1,639,000 - - S 648,446 S 533,72 S 441,954 S 440,20 S 975,621 S 971,97 S 1,100,917 - - S 743,660 - -	BROWNS 8 \$ 1,177,350 0 \$ 4,790,569 3 \$ 3,919,520 0 \$ 1,405,785 HARLINGEN/S 0 \$ 1,405,785 HARLINGEN/S 0 \$ 14,687,955 11 \$ 25,841,535 12 \$ 27,459,242 13 \$ 12,104,640 14 \$ 27,963,924 15 \$ 27,963,924 16 \$ 27,963,924 17 \$ 27,963,924 18 \$ 27,963,924 19 \$ 27,963,924 10 \$ 27,963,924 10 \$ 27,963,924 10 \$ 27,963,924 10 \$ 27,963,924 10 \$ 27,963,924 10 \$ 27,963,924 10 \$ 16,600,667 10 \$ 3,500,000	FY 2027 FY VILLE 1,030,400 S 1,030,400 S 4,790,569 S 3,612,115 S 3,612,115 S 3,612,115 S 3,9,854,210 S 1,405,785 S 39,854,210 S 12,341,081 S 22,223,144 CCO 5 S 10,796,358 S 10,796,358 S 22,208,355 S 13,469,800 S 6,940,267 S 3,500,000	S 7.		FY 2027 FY 202" FY 2027 FY 2027 S S S S S S S S S S S S S	6.77 6.77 6.78 15.30 7.19 4.95 7.38 4.00			\$ 0.92 \$ 4.00 \$ 3.0		5.00 5.00 5.00 5.00 5.00 5.00 5.00 5.00	\$ 0.79 \$ 0.61 \$ 0.57 \$ 14.26 \$ 16.11 \$ 1.09 \$ 1.17 \$ 3.40 \$ 3.40	S S	3.61 1.41 12.34 22.23 23.06 16.39 10.80 8.35 22.21 13.47 6.94
C 1 C 1 C.C.E 20 C.E.R 20 C.C.E.R 20 C.C.E.R 20 C.E.R 20	Image: Constraint of the sector of	Image: Southmost Nature Trail PI Southmost Nature Trail PI V, from International BIs 220 ft. N. of Alvarez St., along canal 220 ft. N. of Alvarez St., along canal Elementary School from Cause Image: Souther St., from FM 2520 On S. Parallel Corridor, from FM 2520 Image: Souther St., from FM 2520 On Impiration Dr., from Impiration Rd., from H-2 On Impiration Rd., from H-2 On Sousell Rd., from FM 2220 (Ware Rd) Veterarts BIsd, from H-3 220 (Ware Rd) On Nile 1 East, from Bus 83 On Nolana Loop (4C) fror FM 493 On Nolana Loop (4C) for FM 493	 Los Ebanos Blvd/Histo Battlefield TRAIL 56 ft. S. of Huisache S Historic District & Garright Queen Isabella Memori wary: FM 1577 FM 1577 FM 1599 FM 1016 Military Pkwy. Tom Gill Rd. SH 364 (La Homa Rd Mile 8 North N Kies Rd. FM 88 	Ie BUSPASS-1 BITS BMTO- St BMTO- St BMTO- Id PIDTSAFE JUSTSAFE HSB-100 HSB-509 HC-341-2 HC-341-2 HC-341-2 HC-341-2 HC-341-2 JUSTSAFE HC-341-2 HC-341-2 HC-341-2 JUSTSAFE HC-341-2 HC-341-2 HC-341-2 JUSTSAFE HC-341-2 JU	0921-06-372 9 0921-06-361 5.33 0921-06-374 9 1 0921-06-379 1.58 0921-06-379 1.58 0921-06-379 1.58 0921-06-379 2.23 0921-06-257 2.2 0921-06-257 2.2 0921-06-358 2.3 0921-02-332 0 0921-02-332 0 0921-02-342 1 0921-02-354 1 0921-02-354 1 0921-02-354 7.65 0921-02-354 7.65 0921-02-354 7.65	Construction of bus passenger loading areas and facility improvements 3 Construct 10' concrete trail Construct 10' concrete trail Construct 10' concrete trail Construct Nike & Bike (Los Fresnos Hike & Bike (Los Fresnos Hike & Bike Trail) B Construction of sidewalks and ADA ramps:: I I New Location - 2 lane Rural New Location - Construct 2 lane Rural Roadway Widen from 2 to 4 lane divided urban Widen from 2 to 4 lane divided urban New Location - 2 Lane Rural Roadway with Shoulders Realignment - Widening from 2 to 4 lane urban roadway Construct 4 lane divided urban section Reconstruct 4 urban roadway S Proposed 4 Lane Divided S Proposed 4 Lane Divided Construct 6 lane divided urban Construct 6 lane divided	City of Brownsville City of Brownsville City of Label Port Isabel City of Label City of Lab	\$ 920,000 \$ 3,772,102 \$ 3,087,642 \$ 3,087,642 \$ 9,000,000 \$ 9,000,000 \$ 19,216,035 \$ 19,216,035 \$ 9,396,531 \$ 9,396,531 \$ 7,000,000 \$ 15,452,627 \$ 10,008,333 \$ 6,196,667	s 1,030,400 s 4,224,754 s 3,334,653 s 995,785 s 11,720,000 s 19,987,634 s 19,987,634 s 14,756,657 s 9,772,392 s 7,560,000 s 22,208,355 s 11,209,333 s 6,940,267 s 12,204,000	Image: Constraint of the section of the sec	45,977 154,320 110,000 466,049 958,355 1,900,000 1,530,000 1,530,000 486,582 3,64,575 3,64,575 3,130,867 2,494,750 5,88,528	S 82,665 S 18,30 S 188,605 S 377,211 S 277,462 S 61,75 S 120,000 S 180,000 S 120,000 S 180,000 S 621,081 S 405,000 S 1,277,115 S 1,051,200 S 1,277,115 S 1,051,200 S 1,39,000	BROWNS 8 \$ 1,177,350 0 \$ 4,790,563 13 \$ 3,919,520 0 \$ 4,790,563 0 \$ 1,405,785 HARLINGEN/S 0 \$ 1,405,785 HARLINGEN/S 0 \$ 14,687,955 11 \$ 25,841,533 HIDAT \$ 27,459,242 \$ 18,925,657 3 \$ 12,104,640 0 \$ 27,963,924 \$ 16,600,667 \$ 10,878,967 \$ 10,878,967 \$ 3,500,000 \$ 14,565,050	FY 2027 FY VILLE F S 1.030,400 S 4,790,569 S 3,612,115 S 3,612,115 S 3,612,115 S 3,854,210 SAN BENITO 5 S 22,223,144 CO 5 S 10,796,358 S 10,796,358 S 22,208,355 S 3,500,000 S 3,500,000	S 7.		FY 2027 FY 202' FY 2027 S S S S S S S S S S S S S	6.77 6.77 6.78 15.30 7.19 4.95 7.38 4.00			\$ 0.92 \$ 4.00 \$ 3.0			\$ 0.79 \$ 0.61 \$ 0.57 \$ 14.26 \$ 16.11 \$ 1.09 \$ 1.17 \$ 3.40 \$ 3.40	S S <td< td=""><td>3.61 1.41 12.34 22.23 23.06 16.39 10.80 8.35 22.21 13.47 6.94 3.50</td></td<>	3.61 1.41 12.34 22.23 23.06 16.39 10.80 8.35 22.21 13.47 6.94 3.50

Project Phase AFA Execution Year	Highway	From	To	MTP# CSJ#	(iiii) US Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction Cost Estimate	ROW Cost	Preliminary Engineering Cost Construction Fonineerine Cost	Contingencies	0	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat3 - TMF	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CB1	CAT 10 Ear/CRP/NEVI	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
C,CE	CS	On Bentsen Rd., from FM 676 (Mile 5)	FM 1924 (Mile 3)	HC-900 0921-02-512	Widen from 2 to 4 lanes an continuous turn lane w/ cur and gutter	d b McAllen	\$ 10,644,480 \$	15,665,928 \$	1,100,000 \$	554,387 \$ 1,8	879,900 \$ 66	i69,538 \$	20,197,860 \$	17,545,828				s	\$ 4.06							s	13.49	s	17.55
с	FM 2220 Underground Trail Passing	Houston Ave. and Ware Rd.	Westside Park and Fie	ld FMUTP-2 2094-01-074	700 ft. FM2220 Underground Trai Passing at Houston Ave & Ware Rd.□	il McAllen	s	2,797,139				s	2,797,139 \$	2,797,139							\$ 2.	80						s	. 2.80
с	Cano Trail Safety Improvements	On Cano St., from 13th Ave.	Veterans Blvd.	EDCTS-2 0921-02-533	01.11	City of Edinburg	s s	1,107,531				s	1,107,531 \$	1,107,531							\$ 1.	11						s	; 1.11
С	I Road H&B Ph-I	Regional Linear Park	Rancho Blanco Rd.	IRDHB-2 0921-02-532	1.2 10' wide shared-use path	City of Pharr	s	1,190,280				s	1,190,280 \$	1,190,280							\$ 1.	19						s	1.19
С	FM 3362	SH 495	BUS 83 S	TX-021 3468-01-021	Widen & reconstruct roadway (4 to 6 lanes divide urban)	ed TXDOT	\$ 10,747,993 \$	21,638,625	s	559,778 \$ 6	678,588 \$ 67	576,049 \$	23,884,337 \$	21,638,625		\$ 21.64	4											s	21.64
		•		FY 2028	FY 2028 FY 2028	FY 2028	FY 2028	FY 2028 F	FY 2028 FY	2028 FY 202	28 FY 2	2028 F	s Y 2028 FY	223,967,320 2028 FY	2028	FY 2028 H	FY 2028 FY	2028	\$ 53,330,000 FY 2028 FY 2	2028 FY	2028 FY 2	2028 FY 20	128 FY 2	028		4	ļ.		
<u> </u>	VA	Vicinity of GSA Facility at	Veterans Intl Bridge at		Construction of Border Safe	ty TxDOT	\$ 32,005,225 \$	34,565,643 \$	4,458,725 \$	1,603,855 \$1,	440,197 \$ 72		BROWNSVIL 43,744,160 \$	JLE 34,565,643								\$ 67	n	\$ 27.87					34.57
		Brownsville On West Blvd. , from FM	Tomates FM 802 (Ruben Torre	LSI7	Inspection Facility Roadway/ Trail Construction	m																		\$ 21.07					54.57
C, CE	CS	3248 (Alton Gloor)	Blvd)	WBL	2.2 Phase of Multi Modal Corridor Construction of 4 to 6 land	c	\$ 6,378,902 \$	9,178,398 \$			780,164 \$ 45		11,288,968 \$	9,958,562				S	0.15							s	9.81	S	9.96
C,CE C 2020	CS Morrison Rd Seg. 2	On East Loop, from I-69E Dana Rd.	SH 4 FM 511	BMPO-E4 0921-06-315 BMPO-M1- 0921-06-362	9.9 roadway partially on new location 3 Construct 4 lane urban		\$ 157,678,219 \$ \$ 20,336,000 \$	176,599,605 \$ 23,443,708 \$			881,223 \$ 8,95		208,727,301 \$	23,443,708				S	\$ 0.88						S	6.34 \$	23.44	S	3 187.48 23.44
R R	Dana Ave.	FM 3248	FM 802	2 0921-06-330 BMPO- DR1 0921-06-330	2.4 Widen roadway and add sidewalks	CCRMA	\$ 16,189,686 \$	18,132,448	1,000,000 \$, ,		104,500 \$	23,777,948 \$	1,000,000												s	1.00	s	1.00
с	FM 3248	IH-69E	FM 1847	BMPO- AG1 2717-01-027	2.12 Widen from 4 lanes to 6 lan with raised median.	es TxDOT	\$ 19,289,858 \$	32,627,456 \$	- \$	1,004,656 \$ 1,3	217,889 \$ 1,21	813,332 \$	36,657,926 \$	32,627,456		\$ 32.63	3											s	32.63
R	CS	On Morrison Rd., from FM 1847 On Morrison Rd., from FM	Dana Rd	ВМРО-М1 0921-06-291	1.3 Construct 4 lane urban roadway (Seg. 1)	CCRMA	\$ 13,687,602 \$	15,200,000 \$			292,000 \$ 38		s	1,000,000				s	\$ 0.10							s	0.90	\$	1.00
C,CE 2020	CS	1847	Dana Rd	BMPO-M1 0921-06-291	1.3 roadway (Seg. 1)	CCRMA	\$ 13,687,602 \$	15,200,000 \$	1,000,000 \$	348,837 \$ 1,2	292,000 \$ 38	80,000	s s	16,492,000 25,267,200					s -							ŝ	16.19	\$	16.19
с	Bus 77X	Commerce St.	Arroyo Bridge	HSB-136 0039-12-254	Construct Raised Median	TxDOT	\$ 4,000,000 \$	8,215,439	s - s	208,328 \$ 2	252,545 \$ 25		LINGEN/ SAN 9,051,208 \$	8,215,439		\$ 8.22	2											s	8.22
		1			Construct 4 lanes w/								s HIDALGO	8,215,439			1		s -			-							
с	US 281	7.4 Mi. N. of SH 186	3.9 Mi. N. of SH 186	5 TX-073 0255-06-073	overpasses and two 2-lane frontage roads Widen from 4 to 6 Lanes w		\$ 56,892,857 \$	84,390,866	s	3,064,016 \$ 3,3	370,418 \$ 5,63	i38,082 \$	98,276,779 \$	84,390,866			s	28.45							s	55.95		s	84.39
C,CE	CS	On Nolana Loop, from FM 2220 (Ware Rd)	FM 1926 (23rd st)	HC-155a 0921-02-396	1 median, cont. left turn lane, bike lanes		\$ 11,774,452 \$	13,380,059 \$	1,099,198 \$	183,637 \$ 1,6	605,600 \$ 24	\$	16,615,236 \$	14,985,659				s	\$ 3.42							s	11.57	s	14.99
С	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	s	222,272 \$ 3	899,637 \$ 8	88,508 \$	6,803,157 \$	4,981,380									\$ 1.18			s	3.80	s	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 \$ 2,3	366,760 \$	- s	30,904,702 \$	26,464,680				s	\$ 18.93								7.54	s	26.47
C & CE 2021	CS	On Mile 6 W., from SH 107 On Cesar Chavez Rd.,	Mile 14 1/2	HC-148bba 0921-02-448	2 Widen from 2 to 4 Lanes Divided	HC I	\$ 12,788,550 \$	14,323,176 \$			406,741	s	17,813,547 \$	15,729,917				s	§ 12.00							s	3.73	s	15.73
C,CE 2019	CS	from BUS 83 On Cesar Chavez Rd.,	Nolana Loop Ridge Rd.	HC-326 0921-02-405	2.8 Widen from 2 to 4 lanes 1 Widen from 2 to 4 lanes	HC 2 HC 2	\$ 18,064,345 \$ \$ 6,193,200 \$	20,232,066 \$ 6,936,384 \$			567,723 \$ 1,13 555,000 \$	32,200 \$	30,208,040 \$ 8,841,378 \$	22,799,789				S	\$ 20.63							s	2.17	s	22.80
с	FM 1426 (Raul	from BUS 83 Nolana Loop	I-2	нс-з45 1429-02-036	2 Widen from 4 lanes to 6 lane	es TxDOT	\$ 19,583,717 \$	28,640,322 \$			236,443 \$ 1,23	131,816 \$	32,732,192 \$	28,640,322		\$ 28.64	4		9 0.05								0.74	s	28.64
с	Longoria) CS	On Los Ebanos Rd., from I- 2	Military Parkway	HCLEb-1 0921-02-521	2 with raised median 2.2 Construct 4-lane Urban Roadway			15,826,771 \$			025,225 \$ 92		20,143,701 \$	15,826,771				s	\$ 4.00							s	11.83	s	6 15.83
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 \$ 9	915,200	s	13,967,937 \$	13,967,937												s	13.97	s	s 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 S	972,500 \$	3,430,281 \$ 1,0	001,000	s	14,412,781 \$	14,412,781												s	14.41	s	6 14.41
С,Е 2020	cs	On Liberty Blvd. (Ph. II), from FM 2221	Mile 3 Rd.	HC-284b 0921-02-322	3.8 New Location (from Mile - to FM 2221) and reconstruction of existing roadway (Mile 3 to Mile 4) a 2 lane rural facility with shoulders	to HC 3	\$ 8,786,444 \$	9,298,629 \$	2,030,000 \$	475,427 \$ 1,5	576,755 \$ 57	574,177 \$	14,236,363 \$	10,875,384				5	\$ 10.88									s	5 10.88
с	CS	On Moore Rd. from Jackson Rd	Cage Blvd.	HC-379 0921-02-436	center turning lane and	Phare	\$ 6,388,200 \$	6,899,256 \$	605,000 \$	332,711 \$ 4	403,327 \$ 40	101,818 \$	8,839,023 \$	6,899,256				s	\$ 6.08							s	0.82	s	\$ 6.90
C,CE	CS	On Mile 6 W., from Mile 14 1/2	Mile 11 N	НС-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 \$ 1,5	502,643 \$ 1,49	197,020 \$	33,474,485 \$	25,704,000				s	\$ 22.61							s	3.09	s	\$ 25.70
C,R,E 2021	CS	On Hi Line West, from Jackson Rd	Cage Blvd	HC-339 0921-02-376	Widen to 2 lane with continuous left turn lane Widen to 2 lane with	Pharr	\$ 14,992,372 \$	16,191,762 \$	2,665,000 \$	780,834 \$ 9	946,562 \$ 94	443,020 \$	21,989,304 \$	19,803,324				s	\$ 6.13							S	13.67	s	s 19.80
C 2020	CS	On Hi-Line East, From Cage Blvd	Veterans Rd	HC-336 0921-02-375	1 continuous left turn and shoulders Phase 1, Construct non-tolle		\$ 14,498,057 \$	15,657,901 \$	350,000 \$	755,089 \$ 9	915,353 \$ 91	911,928 \$	19,037,161 \$	15,657,901				. S	\$ 6.67							S	8.99	s	5 15.66
с	SS 81	3.85 Mi. S. of IH-2 along SH 68	FM 493 @ 1.5 Mi. N. US 281	of RMA-5 3100-02-002	4 lane divided (at grade) highway (interim)	TxDOT	\$ 40,000,000 \$	40,000,000	s	1,959,477 \$ 2,0	511,303 \$ 2,14	49,312 \$	47,879,782 \$	40,000,000		\$ 20.00	D	s	\$ 20.00									s	s 40.00
с	FM 3072	Veterans Rd. (I Rd.)	FM 907 (Alamo Rd.)) RMA-4 3098-01-022	Phase 1, Construct non-tolle 4 lane divided (at grade) highway (interim)	rd TxDOT	\$ 30,276,983 \$	30,276,983	S	1,567,839 \$ 2,0	089,386 \$ 1,71	⁷ 19,733 \$	36,581,846 \$	30,276,983			s	10.28 \$	\$ 20.00									s	30.28
с	SH 68	IH-2	FM 907 (Alamo Rd.)) RMA-3 3629-02-002	Phase 1, Construct non-tolle 4 lane divided (at grade) highway (interim)	ed TXDOT	\$ 167,568,412 \$	167,568,412	s	8,736,347 \$ 6,9	935,590 \$ 10,72	124,378 \$	199,135,218 \$	167,568,412											s	167.57		s	6 167.57
с	CS	On Freddy Gonzalez Dr., from US BUS 281 (Closner Blvd.)	I-69C (US 281)	HC-120 0921-02-440	Widen and Reconstruct 1.13 Roadway (2 to 4 Lanes) Divided Urban		\$ 5,196,846 \$	6,080,656 \$	560,000 \$	370,663 \$ 4	128,109 \$ 38	186,882 \$	8,826,310 \$	6,080,656				s	\$ 5.52							s	0.56	s	§ 6.08

Project Phase	AFA Execution Year Highway	From	ę	MTTP# CSJ#	(iii) iiii Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Vear Construction Cost Estimate	ROW Cost Prefininary Engineering Cost	Construction Engineering Cost	Contingencies	Total Project Cost	Acar of Expenditure Dollars 4'351'155	Cat1	Cat 2	Cat 3 - TMF Cat 45/6	Cat 2 Funding Cat 2 Funding S 163'250'000	Cart 8	Cat9	CAT 10 CB1 CAT 10 CB1 CAT 10 EarCBPUEVI	Cat 11	Rider 11 Cart 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
с	cs	On International Dr., fi Intersection of US 83/ 755 S	om M Starr-Camargo POE @ Bridge Rd.	ST-01 0921-26-113	Construct 4-lane rural roadway with shared use pa	ath Rio Grande City	\$ 4,000,000 \$	4,320,000	\$ 207.	,133 \$ 276,036	\$ 227,200 \$	STARR 5,152,958 \$	4,320,000									\$ 4.00	s	0.32	\$ 4.32
			1	FY 202	9 FY 2029 I	FY 2029	FY 2029 FY	2029 FY	2029 FY 202	9 FY 2029	FY 2029	\$ FY 2029		FY 20	29 FY	2029 FY 2029	FY 2029	FY 2029 F	Y 2029 F	Y 2029 FY 20)29	μ		+	
с	FM 173	2 US 281	IH-69E	BMPO- BB1 0684-03-019	5 Widen from 2 lanes to 4 lan Urban	nes TxDOT	\$ 45,000,000 \$	50,400,000 \$	- \$ 2,343	1,695 \$ 2,841,132	\$ 2,830,500 \$	BROWNSVII 54,402,411 \$		s	7.45								s	42.95	\$ 50.40
с	Dana A	Dana Aua @ Main Di			Bridge Replacement		\$ 697,006 \$	780,647		,161 \$ 67,810	\$ 20,562 \$	924,989 \$	780,647			\$ 0.	40						s	0.38	\$ 0.78
с	2020 VA	2 Mi North of FM 511 1847 int.	FM Along Canal, .7 mi E, .3 mi N, 0.3 mi W	8 BMPO- BL1 0921-06-322	Construct 10' Hike and Bik 1.1 Trail between Brownsville and Los Fresnos	ke City of Brownsville	\$ 999,080 \$	999,080 \$	- \$ 48,	,954 \$ -	\$ 39,663 \$	1,143,557 \$	1,143,557					s	0.64				s	0.50	\$ 1.14
C, CE	2020 Whipple	Rd On Whipple Rd, FM 1	147 FM 1575	ВМРО-Р2 0921-06-292	1.3 Proposed 2 lane roadway with continous left turn lan	e CCRMA	\$ 8,375,029 \$	9,380,032 \$	139,338 \$ 278,	,677 \$ 711,877	\$ 209,375 \$	11,766,174 \$	10,091,909				\$ 4.54						s	5.6	\$ 10.09
											HA	s RLINGEN/ SAN	i 10,091,909 N BENITO		1		\$ 4,540,000	<u> </u>	ł	ų.					
с	Bus 77.	X 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				s						s	2.75	\$ 2.75
C	FM 192	5 FM 681	Wallace Rd	HC-348 1803-01-095	4 75 Proposed 4 lane curb &	TXDOT	\$ 28,152,000 \$	31,530,240 \$	- \$ 1,466	215 \$ 1 777 412	\$ 1,770,761 \$	34,034,148 \$		s	31.53										\$ 21.52
с	SH 10			0342-03-040	4.73 gutter w/ shoulders Widen from 2 to 4 lane roadway		\$ 13,767,575 \$	15,419,684	\$ 717.		\$ 865,980 \$	16,644,206 \$	15,419,684	s	15.42										\$ 15.42
с	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	s	10.80										\$ 10.80
с	SH 68	US 83	FM 1925	HC-295c 3629-01-001	10 Construct new 4 lane divide rural highway facility	IXDOI	\$ 266,161,040 \$	298,100,365 \$	21,996,250 \$ 13,876	i,572 \$ 11,016,299	\$ 17,034,307 \$	338,297,133 \$	298,100,365			\$ 76.	22					S :	221.88		\$ 298.10
С	FM 2220 (W	are Rd) SH 107	Mile 5 N (Auburn Ave)	HC-19a 2094-01-062	2.5 Widen from 2 to 6 lane w. median	i/ TxDOT	\$ 29,849,170 \$	33,431,070 \$	15,691,803 \$ 1,554	1,884,565	\$ 1,877,513 \$	51,777,732 \$	33,431,070 5,003,204,979	S	33.43										\$ 33.43
		New Location, US 83	a.		Construct Rio Grande							STARR					3 -								
С	SL 19	Loma Blanca	@ Fm 649	ST-05 3632-01-003	City/Roma Relief Route	1XD01	\$ 90,352,435 \$	101,194,727 \$			\$ 5,132,018 \$	112,990,418 \$	101,194,727			\$ 64.							\$	36.87	\$ 101.19
				FY 203	· · · · · · · ·	. [1		2030 FY 203		FY 2030	BROWNSVII	LLE	FY 20	30 FY	2030 FY 2030			Y 2030 F	Y 2030 FY 20)30				
C,CE	Dana Av	re. FM 3248	FM 802	BMPO- DR1 0921-06-330	2.4 Widen roadway and add sidewalks	CCRMA	\$ 16,189,686 \$	18,132,448 \$	1,000,000 \$ 843.	,200 \$ 1,375,300	\$ 404,500 \$	23,777,948 \$	19,507,748 19,507,748				\$ 16.18 \$ 16,180,000						S	3.33	\$ 19.51
												3					\$ 16,180,000								
											HAI	RLINGEN/ SAN	N BENITO				\$ 16,180,000	=							
C,CE	Trenton	Rd I-69 C/US 281	FM 907	HC-177a 0921-02-442	1.3 Construct 4 Lanc	Edinburg / HC 4	\$ 26,428,198 \$	29,599,582 \$	2,480,648 \$ 1,556	i,458 \$ 1,708,954		ALINGEN/ SAN HIDALGO 35,345,642 \$	N BENITO O				s 16,180,000 S 14.44						s	16.87	\$ 31.31
C,CE C	US 28			HC-177a 0921-02-442 HC-281 0255-06-069	1.3 Construct 4 Lane Contruct 4 Lanes with overpasses and two-2 lane frontage roads		\$ 26,428,198 \$ \$ 63,346,154 \$	29,599,582 \$ 65,880,000 \$				HIDALGO	N BENITO O 31,308,536									S	5.88	16.87	\$ 31.31 \$ 65.88
C,CE C C		1 3.9 Mi. N. of SH 18	5 SH 186		Contruct 4 Lanes with overpasses and two-2 lane frontage roads Construct 4 Lanes with Overpasses and Two 2-Lan	e TXDOT				,564 \$ 3,752,721	S	HIDALGO 35,345,642 \$	N BENITO O 31,308,536 65,880,000										\$ 65.88 73.50 \$	16.87 22.49	S 31.31 S 65.88 S 95.99
C,CE C C C	US 28	3.9 Mi. N. of SH 18 4.4 Mi. S. of Hidalgo/Brooks CL	5 SH 186 7.4 Mi. N. of SH 186	HC-281 0255-06-069	Contruct 4 Lanes with overpasses and two-2 lanc frontage roads Construct 4 Lanes with	e TXDOT	\$ 63,346,154 \$	65,880,000 \$	1,662,875 \$ 3,411 \$ 4,615	,564 \$ 3,752,721	\$ 6,277,604 \$	HIDALG(35,345,642 \$ 83,003,853 \$	N BENITO O 31,308,536 65,880,000 95,988,136									S			\$ 31.31 \$ 65.88 \$ 95.99 \$ 94.72
C,CE C C C C C	US 28	3.9 Mi. N. of SH 18 4.4 Mi. S. of Hidalgo/Brooks CL	5 SH 186 7.4 Mi. N. of SH 186 4.4 Mi. S.of Hidalgo/Brooks CL	HC-281 0255-06-069	Contruct 4 Lanes with overpasses and two-2 lane frontage roads Construct 4 Lanes with Overpasses and Two 2-Lan Frontage Roads Construct 4 Lanes with Overpasses and Two 2-Lan Frontage Roads	e TXDOT	\$ 63,346,154 \$ \$ 85,703,693 \$	65,880,000 \$	1,662,875 S 3,411 S 4,615 S 4,554	,564 \$ 3,752,721	S 6,277,604 S S 8,493,236 S S 8,381,196 S	HIDALGO 35,345,642 \$ 83,003,853 \$ 106,621,504 \$	N BENITO 0 31,308,536 65,880,000 95,988,136 94,721,894	5	65.18							S	73.50 \$	22.49	\$ 31.31 \$ 65.88 \$ 95.99 \$ 94.72 \$ 149.97
C,CE C C C C C C C C	US 28 US 28 US 28	3.9 Mi. N. of SH 18 4.4 Mi. S. of Hidalgo/Brooks CL Hidalgo/Brooks CL I GO Connector, from <i>60C/US</i> 281	5 SH 186 7.4 Mi. N. of SH 186 4.4 Mi. S. of Hidalgo Brooks CL HH IH-69E/US 77	HC-281 0255-06-069 TX-074 0255-06-074 TX-075 0255-06-075 0921-02-353 0921-02-466	Contruct 4 Lanes with overpasses and two-2 lane frontage roads Construct 4 Lanes with Overpasses and Two 2-Lane Frontage Roads Construct 4 Lanes with Overpasses and Two 2-La Frontage Roads Construct 4 Lane Divide Construct	e TXDOT nne TXDOT d t Edinburg	S 63,346,154 S S 85,703,693 S S 84,573,120 S	65,880,000 \$ 95,988,136 94,721,894 149,968,000 4,995,200 \$	1,662,875 S 3,411 S 4,615 S 4,554 S 6,981	,564 \$ 3,752,721 ,650 \$ 5,077,214 ,762 \$ 5,010,238 ,010 \$ 5,542,067	S 6,277,604 S S 8,493,236 S S 8,381,196 S	HIDALCG 35,345,642 \$ 83,003,853 \$ 106,621,504 \$ 105,214,991 \$ 159,124,296 \$ 7,075,315 \$	N BENITO 0 31,308,536 65,880,000 95,988,136 94,721,894 149,968,000 4,995,200	S	65.18							S	73.50 \$	22.49 86.95	\$ 95.99 \$ 94.72 \$ 149.97 \$ 149.97 \$ 4.50
C,CE C C C C C C C C C C C	US 28 US 28 US 28 US 28 CS	3.9 Mi. N. of SH 18 4.4 Mi. S. of Hidalgo/Brooks CL Hidalgo/Brooks CL Hidalgo/Brooks CL Hidalgo/Brooks CL GOC/US 281	5 SH 186 7.4 Mi. N. of SH 186 14.4 Mi. S. of SH 186 H-4 Hidalgo/Brook CL H+ IH-69E/US 77 SH 336 (N 10th St) SH 336 (N 10th St)	HC-281 0255-06-069 TX-074 0255-06-075 TX-075 0255-06-075 0921-02-353 0921-02-466	Contruct 4 Lanes with overpasses and two-2 lane frontage roads Construct 4 Lanes with Overpasses and Two 2-Lane Frontage Roads Construct 4 Lanes with Overpasses and Two 2-La Frontage Roads Construct 4 Lane Divide Construct	e TXDOT nne TXDOT d t Edinburg	S 63,346,154 S S 85,703,693 S S 84,573,120 S S 133,900,000 S S 4,460,000 S	65,880,000 \$ 95,988,136 94,721,894 149,968,000	1,662,875 \$ 3,411 \$ 4,615 \$ 4,554 \$ 6,981 951,200 \$ 244	.564 \$ 3,752,721 .650 \$ 5,077,214 .762 \$ 5,010,238 .010 \$ 5,542,067 .765 \$ 249,760	S 6,277,604 S S 8,493,236 S S 8,381,196 S S 8,369,600 S	HIDALG 35,345,642 \$ 83,003,853 \$ 106,621,504 \$ 105,214,991 \$ 159,124,296 \$	N BENITO 0 31,308,536 65,880,000 95,988,136 94,721,894 149,968,000 4,995,200	S S	65.18		S 14.44					S	73.50 \$	22.49 86.95	\$ 95.99 \$ 94.72 \$ 149.97
C,CE C C C C C C C C	US 28 US 28 US 28 US 28 CS Sprague 4	3.9 Mi. N. of SH 18 4.4 Mi. S. of Hidalgo/Brooks CL Hidalgo/Brooks CL Hidalgo/Brooks CL Hidalgo/Brooks CL GOC/US 281	5 SH 186 5 SH 186 7.4 Mi. N. of SH 186 Hidalgo/Brooks CL HH HI-69E/US 77 SH 336 (N 10th St) SH 336 (N 10th St) 4) FM 676 (Mile 5 N)	HC-281 0255-06-069 TX-074 0255-06-074 TX-075 0255-06-075 0921-02-353 0921-02-466	Contruct 4 Lanes with overpasses and two-2 lanc frontage roads Construct 4 Lanes with Overpasses and Two 3-Lan Frontage Roads Construct 4 Lane Divide 6.5 Rural Roadway on New Location 2.13 Widen to 4 Lane	e TXDOT nne TXDOT d t t t t t t t t t t t t t t t t t t	S 63,346,154 S S 85,703,693 S S 84,573,120 S S 133,900,000 S S 4,460,000 S	65,880,000 \$ 95,988,136 \$ 94,721,894 \$ 149,968,000 \$ 4,995,200 \$ 20,442,240 \$	1,662,875 \$ 3,411 \$ 4,615 \$ 4,554 \$ 6,981 951,200 \$ 244	.564 \$ 3,752,721 .650 \$ 5,077,214 .762 \$ 5,010,238 .010 \$ 5,542,067 .765 \$ 249,760	S S S 6,277,604 S S 8,493,236 S S 8,381,196 S S 8,569,600 S S 324,688 S	HIDALGG 35,345,642 \$ 83,003,853 \$ 106,621,504 \$ 105,214,991 \$ 159,124,296 \$ 7,075,315 \$ 23,327,757 \$	N BENITO O 31,308,536 65,880,000 95,988,136 94,721,894 149,968,000 4,995,200 20,442,240 5 463,304,006 Y 2031	s 5 FY 203	20.44		S 14.44			FY 2031	FY 20	s s 	73.50 \$	22.49 86.95	\$ 95.99 \$ 94.72 \$ 149.97 \$ 149.97 \$ 4.50
C,CE C C C C C C C C C	US 28 US 28 US 28 US 28 CS Sprague 4	1 3.9 Mi. N. of SH 18 1 4.4 Mi. S. of Hidalgo/Brooks CL 1 Hidalgo/Brooks CL 1 Hidalgo/Brooks CL 1 1-69 Connector, from 69C/US 281 1 Sugar Rd 1 Sugar Rd 1 1924 N (Mile 3)	5 SH 186 5 SH 186 7.4 Mi. N. of SH 186 Hidalgo/Brooks CL HH HI-69E/US 77 SH 336 (N 10th St) SH 336 (N 10th St) 4) FM 676 (Mile 5 N)	HC-281 0255-06-069 TX-074 0255-06-074 TX-075 0255-06-075 0021-02-353 0921-02-353 HC-170 0921-02-466 HC-224 0528-01-113	Contruct 4 Lanes with overpasses and two-2 lan Frontage roads Construct 4 Lanes with Overpasses and Two 3-Lan Frontage Roads Construct 4 Lanes with Overpasses and Two 3-Lan Frontage Roads Construct 4 Lane Divide 6.5 Construct 4 Lane Divide Raral Roadway on New Location 2.13 Widen to 4 Lane to 4 Lane divided rural	e TXDOT nn TXDOT d TXDOT d Edinburg TxDOT/HC 3	S 63,346,154 S S 85,703,693 S S 84,573,120 S S 133,900,000 S S 4,460,000 S S 16,200,000 S	65,880,000 S 95,988,136 9 94,721,894 9 149,968,000 S 20,442,240 S 1	1,662,875 \$ 3,411 \$ 4,615 \$ 4,615 \$ 4,615 \$ 4,615 \$ 4,615 \$ 24,54 \$ 6,981 951,200 \$ 244 \$ 8 843, FY 2031	,564 \$ 3,752,721 ,650 \$ 5,077,214 ,762 \$ 5,010,238 ,010 \$ 5,542,067 ,765 \$ 249,760 ,730 \$ 1,022,807	S S S 6,277,604 S S 8,493,236 S S 8,381,196 S S 8,369,600 S S 324,688 S S 1,018,980 S	HIDALG 35,345,642 \$ 83,003,853 \$ 106,621,504 \$ 105,214,991 \$ 159,124,296 \$ 7,075,315 \$ 23,327,757 \$ \$ \$	N BENITO O O () () () () () () () () (S FY 203 S	20.44	FY 2031	S 14.44			FY 2031	FY 20	s s 	73.50 \$	22.49 86.95	\$ 95.99 \$ 94.72 \$ 149.97 \$ 149.97 \$ 4.50
C,CE C C C C C C C C C C C C	US 28 US 28 US 28 US 28 CS Sprague A SH 107 (Co	1 3.9 Mi. N. of SH 18 1 4.4 Mi. S. of Hidalgo/Brooks CL 1 Hidalgo/Brooks CL 1 Hidalgo/Brooks CL 1 1-69 Connector, from 69C/US 281 1 Sugar Rd 1 Sugar Rd 1 1924 N (Mile 3)	5 SH 186 7.4 Mi, N. of SH 186 Hidalgo/Brooks CL Hidalgo/Brooks CL Hidalgo/Brooks CL SH 336 (N 10th St) SH 336 (N 10th St) i) FM 676 (Mile 5 N)	HC-281 0255-06-069 TX-074 0255-06-074 TX-075 0255-06-075 0921-02-353 HC-170 0921-02-466 HC-224 0528-01-113	Contract 4 Lanes with overpasses and two-2 lane frontage roads Construct 4 Lanes with Overpasses and Two 2-Lane Frontage Roads Construct 4 Lanes with Overpasses and Two 2-La Frontage Roads Construct 4 Lane Divide Construct 4 Lane Divide Construct 4 Lane Divide Construct 4 Lane Divide Construct 4 Lane Divide Widen from 4 to 6 lane divided rural FY 2031	e TXDOT nne TXDOT d TXDOT d Edinburg TxDOT/HC 3	s 63,346,154 S s 85,703,693 S s 84,573,120 S s 133,900,000 S s 4,460,000 S s 16,200,000 S	65,880,000 S 95,988,136 9 94,721,894 9 149,968,000 S 20,442,240 S 1	1,662,875 \$ 3,411 \$ 4,615 \$ 4,615 \$ 4,615 \$ 4,615 \$ 4,615 \$ 24,54 \$ 6,981 951,200 \$ 244 \$ 8 843, FY 2031	.564 \$ 3,752,721 .5650 \$ 5,077,214 .762 \$ 5,010,238 .010 \$ 5,542,067 .765 \$ 249,760 .730 \$ 1,022,807	S S S 6,277,604 S S 8,493,236 S S 8,381,196 S S 8,369,600 S S 324,688 S S 1,018,980 S	HIDALG 35,345,642 \$ 83,003,853 \$ 106,621,504 \$ 105,214,991 \$ 159,124,296 \$ 7,075,315 \$ 23,327,757 \$ 8 \$ BROWNSVII \$	N BENITO O O () () () () () () () () (20.44	FY 2031	S 14.44			FY 2031	FY 20	s s 	73.50 \$	22.49 86.95	\$ 95.99 \$ 94.72 \$ 149.97 \$ 4.50 \$ 20.44
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c c c c c c c c	US 28 US 28 US 28 US 28 CS Sprague A SH 107 (Co SH 107 (Co SH 184 Hendersor FM 184	A 3.9 Mi N, of SH 18 3.9 Mi N, of SH 18 4.4 Mi S, of Hidalgo/Brooks CL 1.0 Hidalgo/Brooks CL 1.0 Connector, from 0.0 COUS 281 Nve Sugar Rd Nve Sugar Rd Nve Sugar Rd Nue Sugar Rd SH 4 Nue Sugar Rd Nue Sugar Rd SH 4 Nue Sugar Rd SH 4 SH 4 SH 4 SH 4 SH 4 SH 4 SH 4 SH 4 SH 4 SH 1847 6 BUS 77 SH 1847 6 SH 1847 1 SH 1847 1 S	5 SH 186 5 SH 186 6 7.4 Mi. N. of SH 186 1 4.4 Mi. S. of SH 186 1 H-dialgo Brook CL 1 IH-69E/US 77 2 SH 336 (N 10th St) 3 FM 576 (Mile 5 N) 5 FM 511 6 FM 511 7 FM 1575 8 Jose Ranch Rd. 7 FM 106 General Brant R	HC-281 0255-06-069 TX-074 0255-06-074 TX-075 0255-06-075 TX-075 0255-06-075 HC-2170 0921-02-466 HC-170 0921-02-466 HC-224 0528-01-113 FF 2031 500 BMPO-G2 0220-05-076 I 0921-02-309 I 0921-06-309	Contruct 4 Lanes with overpasses and two-2 lane frontage roads Construct 4 Lanes with Overpasses and Two 2-Lan Frontage Roads Construct 4 Lanes with Overpasses and Two 2-Lan Frontage Roads Construct 4 Lane Divided Rural Roadway on New Location 2.13 Widen to 4 Lane Widen from 4 to 6 lane divided rural FY 2031 3.7 Proposed 6 lanes with raise median F Widen from 2 to 4 lanes Widen from 2 to 4 lanes Widen from 2 to 4 lanes Viden from 2 to 4 lanes	e TXDOT nne TXDOT nne TXDOT d TXDOT d TXDOT e Edinburg txDOT/HC3 TxDOT/HC3 ed TxDOT FY 2031 FY 2031 ed TxDOT FY 2032 CCRMA de TXDOT ed TXDOT	s 63,346,154 S s 85,703,603 S s 85,703,603 S s 84,573,120 S s 133,900,000 S s 14,460,000 S s 16,200,000 S s 28,043,000 S s 28,043,000 S s 6,733,807 S s 6,733,807 S s 6,000,000 S s 120,000,000 S	65,880,000 \$ 95,988,136 94,721,894 149,968,000 \$ 20,442,240 \$ 1 31,408,160 FY 2032 \$ 7,300,000 \$ 6,720,000,00 \$ 134,400,000 \$	1,662,875 \$ 3,411 1,662,875 \$ 3,411 \$ \$ 4,615 \$ \$ 4,554 \$ \$ 4,554 \$ \$ 6,981 951,200 \$ 244, \$ \$ 843, FY 2031 \$ 1,460 \$ \$ 1,460 \$ \$ 7,853 \$ \$ \$ \$ \$ 7,853 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$,564 \$ 3,752,721 ,650 \$ 5,077,214 ,762 \$ 5,010,238 ,010 \$ 5,542,067 ,765 \$ 249,760 ,760 \$ 1,022,807 FY 2031 FY 2031 FY 2033 0.000 \$ 5,552,500 ,493 \$ 378,818 4,000	s s s 6.277,604 s s 8.493,236 s s 8.381,106 s s 8.381,106 s s 8.369,600 s s 3.24,688 s s 1.018,980 s s 1.0763,005 s s 1.763,900 s s 455,000 s s 377,400 s s 377,400 s	HIDALG 35,345,642 \$ 83,003,853 \$ 106,621,504 \$ 105,214,991 \$ 159,124,296 \$ 23,327,757 \$ 23,327,757 \$ BROWNSVII \$ 33,902,373 \$ HIDALGC \$ 9,547,500 \$ 7,788,710 \$ \$ \$ RLINGEN/ SAN \$ 156,600,000 \$	N BENITO O 31,308,536 65,880,000 95,988,136 94,721,894 149,968,000 20,442,240 31,409,5200 20,442,240 31,403,0400 Y 2031 LLE 7,852,500 6,720,000 145,725,500 139,400,000 28,350,000 28,350,000	S	20.44 1 31.41 F 0.50	Y 2032 FY	S 14.44	FY 2031		FY 2031	FY 20	s s 	73.50 \$	22.49 86.95 84.79 84.79 5 84.79 5 8 7.85 6.22 139.40	\$ 95.99 \$ 94.72 \$ 94.72 \$ 149.97 \$ 20.44 • •
c c c c c c c c	US 28 US 28 US 28 US 28 CS Sprague A SH 107 (Co SH 107 (Co SH 184 Hendersor FM 184	1.3.9 Mi. N. of SH 18 3.9 Mi. N. of SH 18 4.4 Mi. S. of Hidalgo/Brooks CI 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 0.00 <tr< td=""><td>5 SH 186 5 SH 186 6 7.4 Mi. N. of SH 186 1 4.4 Mi. S. of SH 186 1 H-dialgo Brook CL 1 IH-69E/US 77 2 SH 336 (N 10th St) 3 FM 576 (Mile 5 N) 5 FM 511 6 FM 511 7 FM 1575 8 Jose Ranch Rd. 7 FM 106 General Brant R</td><td>HC-281 0255-06-069 TX-074 0255-06-074 TX-075 0255-06-075 TX-075 0255-06-075 HC-2170 0921-02-466 HC-224 0528-01-113 HC-224 0528-01-113 HC-224 0528-01-113 HC-224 0528-01-113 HC-224 0528-01-113 HC-224 0528-01-013 HC-224 0528-01-014 HC-224 0521-06-309 HC-224 0521-06-303 HC-224 0521-06-303 HC-224 0521-06-303 HC-224 0521-06-303 HC-224 0521-06-303 HC-224 0521-06-303</td><td>Contruct 4 Lanes with overpasses and two-2 lane frontage roads Construct 4 Lanes with Overpasses and Two 2-Lan Frontage Roads Construct 4 Lanes with Overpasses and Two 2-Lan Frontage Roads Construct 4 Lane Divided Rural Roadway on New Location 2.13 Widen to 4 Lane Widen from 4 to 6 lane divided rural FY 2031 3.7 Proposed 6 lanes with raise median F Widen from 2 to 4 lanes Widen from 2 to 4 lanes Widen from 2 to 4 lanes Viden from 2 to 4 lanes</td><td> TXDOT TXDOT TXDOT TXDOT TXDOT Edinburg TxDOT/IC3 </td><td>S 63,346,154 S S 85,703,603 S S 84,573,120 S S 133,900,000 S S 14,460,000 S S 16,200,000 S S 16,200,000 S S 28,043,000 S FY 20322 5 5 S 6,733,807 S S 6,000,000 S S 120,000,000 S S 24,000,000 S</td><td>65,880,000 \$ 95,988,136 94,721,894 149,968,000 \$ 20,442,240 \$ 1 31,408,160 FY 2032 \$ 7,300,000 \$ 6,720,000,00 \$ 134,400,000 \$</td><td>1,662,875 \$ 3,411 \$ \$ 4,615 \$ \$ 4,554 \$ \$ 4,554 \$ \$ 6,981 951,200 \$ 244, \$ \$ 244, \$ \$ 3,8411 FY 2031 \$ 1,460 \$ \$ 1,460 \$ \$ 7,855 \$ \$ 7,855 \$ \$ 7,855 \$ \$ 7,855 \$ \$ 7,855 \$ \$ 7,855 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$</td><td>,564 \$ 3,752,721 ,650 \$ 5,077,214 ,762 \$ 5,010,238 ,010 \$ 5,542,067 ,765 \$ 249,760 ,765 \$ 249,760 ,760 \$ 1,022,807 FY 2031 FY 2031 FY 203 ,538 \$ 1,770,530 FY 203 ,538 \$ 3,78,818 ,000 \$ 552,500 ,493 \$ 3,78,818 ,000 \$ 2284000 ,000 \$ 2284000</td><td>s s s 6.277,604 s s 8.493,236 s s 8.381,106 s s 8.381,106 s s 8.369,600 s s 3.24,688 s s 1.018,980 s s 1.0763,005 s s 1.763,900 s s 455,000 s s 377,400 s s 377,400 s</td><td>HIDALCG 35,345,642 \$ 83,003,853 \$ 106,621,504 \$ 105,214,994 \$ 159,124,296 \$ 23,327,757 \$ 23,327,757 \$ BROWNSVII \$ 33,902,373 \$ BROWNSVII \$ 9,547,500 \$ 7,788,710 \$ RLINGEN/SAR \$ 156,600,000 \$ 33,37,440,000 \$</td><td>N BENITO O 31,308,536 65,880,000 95,598,136 94,721,894 149,968,000 4,995,200 20,442,240 5 463,04,006 7 2031 LLE 31,408,160 5 31,408,160 5 31,408,100 5 31,4</td><td>S</td><td>20.44 1 31.41 F 0.50</td><td>Y 2032 FY Y 2032 FY</td><td>S 14.44</td><td>FY 2031</td><td></td><td>Image: Control of the sector of the secto</td><td>FY 20</td><td>s s </td><td>73.50 \$</td><td>22.49 86.95 84.79 84.79 5 84.79 5 8 7.85 6.22 139.40</td><td>\$ 95.99 \$ 94.72 \$ 94.72 \$ 149.97 \$ 20.44 • • </td></tr<>	5 SH 186 5 SH 186 6 7.4 Mi. N. of SH 186 1 4.4 Mi. S. of SH 186 1 H-dialgo Brook CL 1 IH-69E/US 77 2 SH 336 (N 10th St) 3 FM 576 (Mile 5 N) 5 FM 511 6 FM 511 7 FM 1575 8 Jose Ranch Rd. 7 FM 106 General Brant R	HC-281 0255-06-069 TX-074 0255-06-074 TX-075 0255-06-075 TX-075 0255-06-075 HC-2170 0921-02-466 HC-224 0528-01-113 HC-224 0528-01-113 HC-224 0528-01-113 HC-224 0528-01-113 HC-224 0528-01-113 HC-224 0528-01-013 HC-224 0528-01-014 HC-224 0521-06-309 HC-224 0521-06-303 HC-224 0521-06-303 HC-224 0521-06-303 HC-224 0521-06-303 HC-224 0521-06-303 HC-224 0521-06-303	Contruct 4 Lanes with overpasses and two-2 lane frontage roads Construct 4 Lanes with Overpasses and Two 2-Lan Frontage Roads Construct 4 Lanes with Overpasses and Two 2-Lan Frontage Roads Construct 4 Lane Divided Rural Roadway on New Location 2.13 Widen to 4 Lane Widen from 4 to 6 lane divided rural FY 2031 3.7 Proposed 6 lanes with raise median F Widen from 2 to 4 lanes Widen from 2 to 4 lanes Widen from 2 to 4 lanes Viden from 2 to 4 lanes	 TXDOT TXDOT TXDOT TXDOT TXDOT Edinburg TxDOT/IC3 	S 63,346,154 S S 85,703,603 S S 84,573,120 S S 133,900,000 S S 14,460,000 S S 16,200,000 S S 16,200,000 S S 28,043,000 S FY 20322 5 5 S 6,733,807 S S 6,000,000 S S 120,000,000 S S 24,000,000 S	65,880,000 \$ 95,988,136 94,721,894 149,968,000 \$ 20,442,240 \$ 1 31,408,160 FY 2032 \$ 7,300,000 \$ 6,720,000,00 \$ 134,400,000 \$	1,662,875 \$ 3,411 \$ \$ 4,615 \$ \$ 4,554 \$ \$ 4,554 \$ \$ 6,981 951,200 \$ 244, \$ \$ 244, \$ \$ 3,8411 FY 2031 \$ 1,460 \$ \$ 1,460 \$ \$ 7,855 \$ \$ 7,855 \$ \$ 7,855 \$ \$ 7,855 \$ \$ 7,855 \$ \$ 7,855 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$,564 \$ 3,752,721 ,650 \$ 5,077,214 ,762 \$ 5,010,238 ,010 \$ 5,542,067 ,765 \$ 249,760 ,765 \$ 249,760 ,760 \$ 1,022,807 FY 2031 FY 2031 FY 203 ,538 \$ 1,770,530 FY 203 ,538 \$ 3,78,818 ,000 \$ 552,500 ,493 \$ 3,78,818 ,000 \$ 2284000 ,000 \$ 2284000	s s s 6.277,604 s s 8.493,236 s s 8.381,106 s s 8.381,106 s s 8.369,600 s s 3.24,688 s s 1.018,980 s s 1.0763,005 s s 1.763,900 s s 455,000 s s 377,400 s s 377,400 s	HIDALCG 35,345,642 \$ 83,003,853 \$ 106,621,504 \$ 105,214,994 \$ 159,124,296 \$ 23,327,757 \$ 23,327,757 \$ BROWNSVII \$ 33,902,373 \$ BROWNSVII \$ 9,547,500 \$ 7,788,710 \$ RLINGEN/SAR \$ 156,600,000 \$ 33,37,440,000 \$	N BENITO O 31,308,536 65,880,000 95,598,136 94,721,894 149,968,000 4,995,200 20,442,240 5 463,04,006 7 2031 LLE 31,408,160 5 31,408,160 5 31,408,100 5 31,4	S	20.44 1 31.41 F 0.50	Y 2032 FY Y 2032 FY	S 14.44	FY 2031		Image: Control of the sector of the secto	FY 20	s s 	73.50 \$	22.49 86.95 84.79 84.79 5 84.79 5 8 7.85 6.22 139.40	\$ 95.99 \$ 94.72 \$ 94.72 \$ 149.97 \$ 20.44 • •

Project Phase	AFA Execution Year	Highway	From	ß	MITP# CSJ#	(m) High Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction Cost Estimate	ROW Cost Prefiminary Engineering Cost	Construction Engineering Cost	Contingencies	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cart 2 Cart 3 - TMF	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CB1	CAT 10 Ear/CRP/NEVI	Cat I I Rider I I	Cat 12	Other Funds (Local, Bond, etc) TRENDS - Innovative Financing	TOTAL
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	Pharr	\$ 6,744,537 \$	8,777,781 \$	605,000 \$ 330,4	82 \$ 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 \$ 275,6	25 \$ 618,750		\$ 7,986,375 \$	6,918,750				\$ 6.24							\$ 0.68	\$ 6.92
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	\$ 5,780,4	152 \$ 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)	TXDOT	\$ 28,008,607 \$	31,369,640 \$	- \$ 1,458,7	1,768,359	\$ 1,761,741	\$ 36,358,487 \$	31,369,640	s	31.37										\$ 31.37
	-		ļ I	I	+ + +	divided urban	2033	FY 2033	FY 2033	FY 2033	FY 203	3	s FY 2033 FY	199,560,582 2033	FY 203.	3 FY 2033	B FY	\$ 14,190,000 2033 FY	2033	FY 2033	ļ ļ	I		ļ ļ		
							1						BROWNSVILL													
													HARLINGEN/ SAN B	BENITO												
C, CE		Mile 2 W.	SH 107	I-2	MI-2W Pending	9.7 Restore and reconstruct existing roadway to meet	HC 1	\$ 10,000,000 \$	11,200,000	\$ 1,000,00	00 \$ 1,200,000		HIDALGO \$ 13,400,000 \$	12,400,000											\$ 12.40	\$ 12.40
						current design standards	2034	FY 2034	FY 20	34 FY 2	2034	FY 203	s FV	12,400,000 2034	F	Y 2034	FY 2034	FY 2034		FY 2034						
							2001		1120			11200	BROWNSVILL													
													HARLINGEN/ SAN B	BENITO												
													HIDALGO													
				FY 2035 - FY	2041 FY	7 2035 - FY 2041	1	5 - FY 2041	FY 2035 - F	Y 2041	FY 2035 - FY	2041	FY 2035 - F BROWNSVILL			FY 2035 - FY 2041		FY 2035 - FY 2041	F	Y 2035 - FY 204		FY 2035	- FY 2041			
с		SPI 2nd Access	FM 106	PR 100	BMPO- SPI2 0775-02-002	Construct New Causeway at New Location (SPI 2nd Access)		\$ 689,474,240 \$	772,211,148.32	\$ 35,703,1	82 \$ 47,579,955	\$ 39,162,137	\$ 833,049,969 \$	772,211,148											\$ 772.21	\$ 772.21
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 \$	- \$ 517,4	40 \$ 523,776	\$ 210,144	\$ 13,078,560 \$	12,350,976				\$ 10.56							\$ 12.35	\$ 22.91
с		San Roman Rd.	FM 2480	SH 100	BMPO- SR3 0921-06-335	3 Full road reconstruction	CCMRA	\$ 2,472,216 \$	2,768,882 \$		39 \$ 122,622			2,768,882				\$ 2.47							\$ 2.77	\$ 5.24
с		Old Port Isabel Rd 14th Street	Morrison Road Security Dr.	240' NE of Randy Lee Rd. Tyler Street	1. OP4 0921-06-332 BMPO- CB3 0921-06-328	1.4 Full road reconstruction 1.62 Reconstruction of Roadway	CCRMA City of Brownsville	\$ 3,300,000 \$ \$ 3,888,000 \$	3,696,000 \$ 4,354,560 \$	396,000 \$ 161,7 - \$ 190,5	00 \$ 163,680 12 \$ 192,845			3,696,000 4,354,560				\$ 3.30 \$ 3.89							\$ 3.70 \$ 4.35	\$ 7.00 \$ 8.24
с		IH-69E Grade Seperation		.5 MI S of University Blvd	DUDO	Construct a grade seperation	TxDOT	\$ 11,000,000 \$	12,320,000	\$ 588,7				12,320,000											\$ 12.32	\$ 12.32
с		FM 1847 International Blvd	FM 510 IH-69E	FM 2925 Washington St.	BMPO- PL3 1801-02-020 BMPO-IB3 1504-01-038	13.4 Widen from 2 to 4 lanes 0.8 Install raised median	TxDOT TxDOT/ Brownsville	\$ 27,500,000 \$ \$ 600,000 \$	30,800,000 672,000 \$	\$ 1,432,2 - \$ 29,6	158 \$ 1,736,247 15 \$ 37,955			30,800,000											\$ 30.80 \$ 0.60	\$ 30.80 \$ 0.60
с		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	\$ 74,0	37 \$ 94,888	\$ 10,950	\$ 1,903,692 \$	1,500,000											\$ 1.50	\$ 1.50
с		SH 48	1/4 mile East of FM 511	1/4 mile East of entrace to the Fishing Harbor	D BMPO- SH5 0220-07-065	Construct 2 lane frontage road and ramps (East bound)	TxDOT	\$ 9,500,000 \$	10,640,000	\$ 508,4	66 \$ 791,754	\$ 876,850	\$ 13,117,998 \$	10,640,000											\$ 10.64	\$ 10.64
с		SH 48	1/4 mile East of entrace 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	\$ 529,8	74 \$ 825,091	\$ 913,770	\$ 13,670,335 \$	11,088,000											\$ 11.09	\$ 11.09
с		FM 3248 Extension to Flor the Mayo Intl	US 281	Flor de Mayo Brdige	BMPO- 0921-06-331	Construct 4 divided highway to the Flor de Mayo Intl.		\$ 10,880,000	\$12,185,600	\$ 545.2	22 \$ 489,587	\$ 246,976	\$ 13,790,067 \$	12,185,600											\$ 12.19	\$ 12.19
		Bridge		· · · · · · · · · · · · · · · · · · ·	AG4 0921-00-331	Bridge			,,	• • • • • •			s	102,304,018											-	
C		Loop 499	Business 77	SS 206	HSB-137 1137-02-038	Widen from 4 lanes to 6 lanes	, TxDOT	\$ 12,566,684 \$	14,048,162 \$	- \$ 6157	66 \$ 746,459	\$ 743.666	HARLINGEN/SAN B \$ 15,712,063 \$	ENITO 14,048,162											\$ 14.05	\$ 14.05
C		Bus 77X	Arroyo Colorado Bridge	FM 510	HSB-122 0039-12-057	with Raised Median Widen from 4 lanes to 6 lanes		\$ 32,880,364 \$	36,826,008 \$	- \$ 1,712,4		\$ 2,068,175		36,826,008											\$ 36.83	\$ 36.83
		565777	ninojo colorado bitago	111 310	100 112 0009 12 007	1.0 with Raised Median	TADOT	φ 32,000,001 φ	50,020,000 0	······································	2,010,010	2,000,175	· · · · · · · · · · · · · · · · · · ·	50,020,000											÷ 56.65	
			ļ					+ +					s HIDALGO	50,874,170					_		ļļ			I I		
с		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 \$ 691,4	88 \$ 635,040	\$ 917,280		14,112,000											\$ 14.11	\$ 14.11
С		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 \$ 296,3	52 \$ 492,273	\$ 393,120	\$ 8,904,721 \$	6,048,000											s	6.05 \$ 6.05
с		FM 88	SH 107	0.2mi N of FM 1925	HC-39cb 0698-02-043	1.65 Widen to 4 Lane Divided Widen to 2 lane curb and	Elsa/ HC 1	\$ 8,147,277 \$	9,124,950	\$ 193,2	75 \$ 719,229		\$ 10,037,454 \$	9,124,950											\$ 9.12	\$ 9.12
C,R,E		Minnesota Rd West	Jackson Rd	IH-69C		1.25 gutter road with shoulders and left turn lane		\$ 7,792,544 \$	8,727,649		52 \$ 491,992			7,792,544				\$ 7.79								\$ 7.79
C,R C		SH 68 - Phase II SH 68 - Phase III	FM 1925 IH 2 / US 83	IH 69C / US 281 IH 69C / US 281	HC-327 3629-01-002 HC-328 3629-01-003	12.38 Divided Rural Highway 20 Main Lanes with Overpasses	TxDOT TxDOT	\$ 81,819,137 \$ \$ 319,032,483 \$	91,637,433 \$ 357,316,381 \$	38,636,495 \$ 4,265,7 - \$ 16,633,0		\$ 5,236,425 \$ 20,418,079		130,273,928 357,316,381											\$ 130.27 \$ 357.32	\$ 130.27 \$ 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 \$ 330,4	82 \$ 597,125		\$ 9,245,007 \$	8,459,525				\$ 8.46								\$ 8.46
С		SH 107	West Levee	FM 1425	0342-02-052	Reconstruct and Widen to 4 lane rural	TxDOT	\$ 67,831,808 \$	75,971,625 \$	- \$ 3,532,8	\$ 4,282,647	\$ 4,266,621	\$ 60,486,423 \$	75,971,625											\$ 75.97	\$ 75.97
C,R,E		Minnesota Rd East	IH-69C	I Rd	HC-382 0921-02-439	Widen to 3 lane curb and 1.25 gutter road with shoulders and left turn lane	Pharr	\$ 7,792,544 \$	8,727,649	\$ 405,8	52 \$ 491,992	\$ 490,151	\$ 10,355,843 \$	7,792,544				\$ 7.79								\$ 7.79
с		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 \$ 253,9	00 \$ 259,081	\$ 336,806	\$ 7,112,465 \$	5,181,624											\$	5.18 \$ 5.18
С		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 \$ 246,9	60 \$ 252,000	\$ 327,600	\$ 7,239,040 \$	5,040,000											\$	5.04 \$ 5.04

Project Phase	AFA Execution y car Highway	From	ę	MTP# CSJ#	ful) 130 Project Description	Project Sponsor	Current Current Construction Cost Estimate	Letting Year Construction Cost Estimate	ROW Cost	Prefiminary 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 CB1	CAT 10 Ear/CRD/NEVI	Catll	Rider 11	Cat12	Other Funds (Local, Bond, etc) TRENDS - Innovative Financing	TOTAL
с	FM 3072 (Dicker Ro				8 4 Widen to 4 Lane Divided							76 \$ 650,832																10.01 \$ 10.01
	FM 1015 International Bridge	SH 107	FM 1925		6 lane non-tolled controlled																							3.49 \$ 3.49
С	Trade Corridor (IBTC Phase II ultimate		93 IH-2	RMA-3 0921-02-202	2 access facility with 4 lane access roads	HCRMA	\$ 158,805,648 \$	177,862,326	\$ 35,688,406	\$ 9,654,264	\$	- \$ -	\$ 223,204,99	\$ 177,862,326 \$ 818,478,72									_				\$ 177.86	\$ 177.86
													FY 2025 - 2034	Totals (\$Millions)		\$ 875.70	,	\$ 498.48	\$ 392	.50	\$ 16.7	75 \$ 8.	25 \$ 37.13	\$ 27.87	\$ 17.90	\$ 617.61		
				¥15.00¥151										egories	1	2	3	4,5,6	7	8	9		10 Ear/CRP/NE VI		Rider 11	12		
				UNFUN	DED PROJECTS U	NFUNDED P	ROJECTS	UNFUNDED	PROJECTS	UNFU	JNDED PRO	JJECTS	UNFUNDED BROWNS		UNFUN	NDED PROJECT	<u>s</u> t	JNFUNDED P	ROJECTS	UNFUNDED I	ROJECTS	UNFUND	ED PROJECT	S	1			
	SH 48			BMPO- SH9	Build a SH 48 overpass (with ramps) at the entrance to the Next Decade LNG facility.		\$ 15,000,000			\$ 735,000	\$ 744,0	00 \$ 298,500	\$ 16,777,500															
	SH 550 Connector		IH-169E	BMPO- SHC1 BMPO-	Construct direct connector Construct International	CCRMA	\$ 40,000,000			\$ 1,960,000		000 \$ 796,000																
	Flor de Mayo Bridge Old Port Isabel Rd	FM 3248 SH 550	US 281 SH 100	FMB1 BMPO- OP5	7.3 Construct two lane rural	CCRMA	\$ 20,000,000 \$ 20,000,000		\$ - \$ 500,000	\$ 980,000 \$ 980,000		000 \$ 398,000 000 \$ 398,000																
	N. Vermillion Ave.		FM 802	BMPO- NV1	Reconstruct roadway and add 1.5 shoulders	Cameron County			\$ 600,000			00 \$ 111,938																
	IH-69E	13th Steet	14th Street	BMPO- PR3	Construct a Park and Ride facility under IH-69E	City of Brownsville	\$ 3,000,000			\$ 147,000		00 \$ 59,700																
	FM 3248 Palo Alto Hike and Bi	On FM 3248, .2 miles ke Palo Alto Battlefield	west of IH-69E Eco Tourism at Laguna	BMPO- TS2	Construct a North-West side transit transfer station	City of Brownsville	\$ 1,250,000		\$ 250,000	\$ 61,250	\$ 62,0	00 \$ 24,875	\$ 1,648,125															
. <u> </u>	Trail	National Historical Par	c Vista	BMPO-PA3	15 Construct Hike and Bike trail	CCRMA	\$ 8,000,000			\$ 392,000	\$ 396,8	00 \$ 159,200	\$ 8,948,000															
	West Blvd.		IH-69E SB Frontage Ros vd. W. of Old Alice Rd.	ad, BMPO-WR2	7 Construct Multimodal Facilit	CCRMA	\$ 12,000,000			\$ 588,000	\$ 595,20	00 \$ 238,800	\$ 13,422,000															
	ITS changeable messa signs	IH-69E various locatio	15	BMPO-IT6	15 Install ITS changeable messa	g TxDOT	\$ 1,500,000			\$ 73,500	\$ 74,44	00 \$ 29,850	\$ 1,677,750															
											1		HIDA	LGO			-											
	Pharr Intl Bridge	At Pharr/Reynosa Intl bridge		HC-231c 0921-02-25	5 Improvements (cold storage) at Pharr/Reynosa Intl bridge	County	\$ 352,000		\$ 42,240	\$ 17,248	\$ 26,4	400 \$ 24,640	\$ 484,35	2														s -
C,CE	Taylor Road Widenin	g Lark Ave. (4 Mile Rd.)	Daffodil Ave. (2 Mile Ro	i.)	Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes with roundabouts a Dove Avenue and Lark Avenue.	t McAllen		17,,877,,426			\$ 2,145,5	300																
C,CE	29th Street Widening	FM1925 (Monte Cristo Rd.)	Russell Road		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes.	McAllen		13,,882,,092			\$ 1,665,5	900																
C,CE	29th Street Widening	Russell Road	SH107		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes.	McAllen		16,,148,,026			\$ 1,937,8	800																
C,CE	Freddy Gonzalez Widening	26th Street	SH336 (10th Street)		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes with roundabouts Taylor Road and Bentsen Road.	McAllen		12,,379,,609			\$ 1,485,6	500																
C,CE	Freddy Gonzalez Widening	FM2220 (Ware Rd.)	26th Street		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes with roundabouts Taylor Road and Bentsen Road.	McAllen		16,,807,,294			\$ 2,016,9	900																
C,CE	Freddy Gonzalez Widening	FM494 (Shary Rd.)	FM2220 (Ware Rd.)		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes with roundabouts Taylor Road and Bentsen Road.	McAllen		14,,813,,207			\$ 1,777,6	500																
C,CE	Sprague Rd. Widening	g FM2220 (Ware Rd.)	SH336 (10th St.)		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes and roundabout at 29th Street	McAllen		24,,814,,566			\$ 2,977,7	700																
C,CE	Sprague Rd. Widening	g FM494 (Shary Rd.)	FM2220 (Ware Rd.)		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes and roundabouts at Taylor Road and Bentsen Road.	McAllen		12,,697,,037			\$ 1,523,6	500																
C,CE	Taylor Road Widenin	g 6 Mile Rd. (Freddy Gl:	:.) Lark Ave. (4 Mile Rd.)		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes with roundabout at Freddy Gonzalez (6 Mile Rd.).	McAllen		17,,877,,426			\$ 2,145,5	300																
C,CE	Taylor Road Widenin	g SH107	6 Mile Rd. (Freddy Glz.)		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes with roundabuts a Dove Avenue and Lark Avenue.	t		13,,543,,506			\$ 1,625,5	200																

Project Phase AFA Execution Year	Highway	From	°F	MTP# CSJ#	(fu) to the 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	Cat3 - TMF	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CB1	CAT 10 Ear/CRP/NEVI	Cat II	Rider 11	Call2	Other Funds (Local, Bond, etc) TRENDS -	TOTAL	
C,CE	Taylor Road Extension	n IH-2	Industrial Park		New 4 lane curb and gutter urban roadway with turn lanes with roundabout at Ide Avenue.	a McAllen		22,,008,,196		s	2,641,000																			
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	s	732,721	s	s	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	s	\$ 1	12,047,101																
C,CE	Los Ebanos Rd.	SH 495	Mile 2 Rd.	New Project	Construct 4 lane urban 1 roadway	Mission	\$ 6,661,099 \$	6,661,099 \$	816,000	s	732,721	s	s	8,209,820																
с	Freddy Gonzalez	Shary Rd	Ware Rd	New Project	Construct & widen from 2 t 4 lanes w/ continuoues trur lane, curb & gutter		\$ 4,900,000 \$	4,900,000 \$	1,800,000 \$	196,000 \$	588,000	s	s :	7,484,000																
с	Freddy Gonzalez	Ware Rd	26th St	New Project	Construct & widen from 2 t 4 lanes w/ continuoues trur		\$ 7,253,500 \$	7,253,500 \$	967,750 \$	290,140 \$	870,420	s	s	9,381,810																
с	Kennedy Ave	Taylor Rd	Bentsen Rd.	New Project	lane, curb & gutter Construct & widen from 2 t 4 lanes w/ continuoues trur lane, curb & gutter, w/ bika	McAllen	\$ 4,100,000 \$	4,100,000 \$	630,000 \$	164,000 \$	492,000	:	s	5,386,000																
с	Chapin	FM 1926 (23rd)	34th lane	New Project	Construct 4 lane roadway w curb & gutter		\$ 5,215,000 \$	5,215,000.00 \$	644,000 \$	195,500 \$	625,000	s	\$	6,679,500																
E,R	Freddy Gonzalez	Shary Rd	Ware Rd	New Project	Construct & widen from 2 t 4 lanes w/ continuoues trur		\$ 4,900,000 \$	5,488,000 \$	1,800,000 \$	196,000 \$	588,000	s	s 8	8,072,000 \$	2,584,000												s	2.58	s	2.58
E,R	cs	On Freddy Gonzalez, from 26th St.	n 10th St	New Project	lane, curb & gutter Construct & widen from 2 t 4 lanes w/ cont. turn ln, cur		\$ 6,521,750 \$	6,521,750 \$	1,201,375 \$	260,870 \$	782,610	s	s	8,766,605 \$	2,244,855												s	2.24	s	2.24
C,E	SH 365 (Phase III)	FM 396 (Anzalduas	FM 1016 (Conway Ro	d) RMA-1b 3627-01-002	& gutter Toll improvement being a 4	HCRMA	\$ 37,620,524 \$	42,134,987 \$	5,406,143 \$	3,215,286 \$	1,380,765	s - s	\$ 5	52,907,943 \$	43,515,752												s	43.52	s	43.52
C,CE	SH 365 (Ultimate	rigiway)			Expansion from a 4-lane to lane controlled access toll	y i-	\$ 75,371,557 \$	84,416,144 \$		3,841,693 \$	4,899,151			94,287,561 \$	90,445,868													90.45		90.45
C,CE	Construction Phase IV	.,		·	facility (constructing an additional 2-lanes)	Edinburg /			- 3																		3	90.43	3	
c	SH 336 (10th st) FM 3461 (Nolana)	Trenton Rd FM 2061 (McColl Rd)	SH 107 US 281	HC-249b 0621-01-112 HC-113 1802-02-014	2.8 Widen to 6 Lanes	McAllen McAllen / Pharr	\$ 7,290,000 \$ \$ 7,250,000 \$	8,164,800 \$ 8,120,000 \$		400,075 \$ 397,880 \$	408,240	\$ 530,712 \$ \$ 527,800 \$		10,884,845 \$ 10,825,120 \$	8,164,800 8,120,000													5	8.16 \$ 8.12 \$	8.16
с	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 \$		523,308 \$	480,589			14,184,247 \$	10,679,760													s	10.68 \$	10.68
с	FM 493 (La Blanca)		Mile 14 N Rd	НС-34b 0863-01-051	2.3 Widen to 4 Lane Divided	HC 1-4	\$ 6,670,000 \$	7,470,400 \$		366,050 \$		\$ 485,576 \$		9,959,110 \$	7,470,400													s	7.47 \$	7.47
E,R	cs	On Chapin, from FM 1920 (23rd)	6 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	s	s	6,679,500 \$	1,464,500												s	1.46	s	1.46
PE, R	Canton Rd.	US 281 (IH-69C)	Cesar Chavez Rd	New Project	Construct 4-lane Urban Divided Highway	HC Pct 4	\$ 14,000,000 \$	15,680,000 \$	3,000,000 \$	1,580,000 \$	700,000	\$ 910,000 \$	\$ 2	21,870,000 \$	4,580,000												s	4.58	s	4.58
с	Airport Drive (Weslace	o) Bus 83	US 83	HC-85 0921-02-451	0.9 Widen to 4 Lane	Weslaco	\$ 2,011,500 \$	2,252,880 \$	241,380 \$	110,391 \$	112,644	\$ 146,437 \$	s	3,003,411 \$	2,252,880													s	2.25 \$	2.25
с	Sugar Rd	SH 107	Schunior Ave	HC-171 0921-02-467	0.5 Widen to 4 Lane	Edinburg	\$ 1,117,500 \$	1,251,600 \$	223,286 \$	61,328 \$	93,870	\$ 87,612 \$	s	1,795,296 \$	1,251,600													s	1.25 \$	1.25
с	SH 107	FM 681	FM 2220	HC-349 0528-01-116	5.75 Widen to 6 lane with raised median	HC 3	\$37,991,807	\$42,550,823	\$0	\$1,978,693	\$2,398,661	\$2,389,684	\$5	50,488,925	\$42,550,823												\$	42.55	s	42.55
с	FM 2062 (Bentsen Palm)	US 83 S	Bus 83	HC-18 0921-02-455	0.85 Widen to 4 Lane Divided	Mission	\$ 1,899,750 \$	2,127,720 \$	227,970 \$	104,258 \$	106,386	\$ 138,302 \$	s	2,836,555 \$	2,127,720													s	2.13 \$	2.13
С	SP 115 (S 23rd St)	US 83	FM 1016 (Military Hw	y) HC-51a 1804-01-057	2.9 Widen to 6 Lane Divided Urban	McAllen/Hidalgo/ HC 2	\$ 13,461,538 \$	15,076,923 \$	1,615,385 \$	738,769 \$	678,462	\$ 980,000 \$	\$ 2	20,024,307 \$	15,076,923													s	15.08 \$	15.08
С	FM 1925	3rd Street	FM 493 (La Blanca)	HC-12b 1803-02-901	2.1 Widen to 4 Lane Divided	HC 4	\$ 6,395,566 \$	7,163,034 \$	- \$	350,989 \$	358,152	\$ 465,597 \$	s	8,781,880 \$	7,163,034													s	7.16 \$	7.16
с	FM 493 (La Blanca)	Mile 14 N Rd	Mile 10 N Rd	HC-34a 0863-01-048	4 Widen to 4 Lane Divided	HC 1-4	\$ 30,000,000 \$	33,600,000		\$1,562,463 \$	1,894,088		\$3	39,868,274 \$	33,600,000												\$	33.60	\$	33.60
с	Sioux Rd	I Rd	FM 1426 (Raul Longor	ria) HC-167 0921-02-464	0.8 Widen to 4 Lane	San Juan	\$ 1,788,000 \$	2,002,560 \$	214,560 \$	98,125 \$	100,128	\$ 130,166 \$	s	2,669,699 \$	2,002,560													s	2.00 \$	2.00
с	Paso del Norte	Bus 83	2nd St	HC-242 0921-02-476	0.3 Widen to 4 Lane Divided	Weslaco	\$ 670,500 \$	750,960 \$	80,460 \$	36,797 \$	56,322			1,023,666 \$	750,960				_									s	0.75 \$	0.75
с	Schunior Ave	Sugar Rd	4th St	HC-166 0921-02-463	0.52 Widen to 4 Lane	Edinburg	\$ 1,162,200 \$	1,301,664 \$		63,782 \$		\$ 91,116 \$		1,825,756 \$	1,301,664													S	1.30 \$	1.30
с	Jackson Ave	S Bicentennial Ave	S 2nd St	HC-130 0921-02-457 f) HC-117a 1064-01-044	0.85 Widen to 4 Lane Widen to 4 Lane Rev TIP	McAllen	\$ 1,899,750 \$	2,355,690 \$		115,429 \$		\$ 153,120 \$		6,232,092 \$	2,355,690													\$	2.36 \$	2.36
c	FM 676 (Mile 5 N) Westgate	FM 492 (Doffing) Business 83	SH 364 (La Homa Ro Mile 5 N	 HC-117a 1064-01-044 HC-321 0921-02-469 	1.5 05'06 Revised Estimate 2.5 Widen to 4 lane divided	HC 3 Weslaco	\$ 3,352,500 \$ \$ 12,507,079 \$	3,754,800 \$ 14,007,928 \$	450,576 \$ 1,500,849 \$	183,985 \$ 686,388 \$	187,740 630,357			5,053,961 \$ 18,604,530 \$	3,754,800 14,007,928													\$	3.75 \$ 14.01 \$	3.75
c	Mile 6 N (18th St)		Mile 5 N Mile 2 W	HC-321 0921-02-469 HC-146 0921-02-459	3.2 Widen to 4 Lane	Weslaco/	\$ 7,152,000 \$	8,010,240 \$		392,502 \$	400,512			10,678,794 \$	8,010,240												2	8.01	s	8.01
C,CE	Coyote Rd Overpass		of FM 2221	New Project	Construct 4-lane Overpass	Mercedes/HC 1 HC 3	\$ 11,000,000 \$	12,320,000	s	1,100,000 \$	1,100,000			14,520,000 \$	13,420,000												s	13.42	s	13.42
PE	FM 396/I-2 Ph. 2	FM 396	I-2	New Project	Construct 2 access controlle direct connectors at intersection		\$ 40,945,050 \$	45,858,456 \$	5,000,000 \$		2,533,475	s		54,236,422 \$	844,491												s	0.84	s	0.84
E,R	CS	On Kennedy Ave, from Taylor Rd	Bentsen Rd.	New Project	Construct & widen from 2 t 4 lanes w/ continuous frun lane, curb & gutter, w/ bike	McAllan	\$ 4,100,000 \$	4,592,000 \$	630,000 \$	164,000 \$	492,000	:	s	5,878,000 \$	1,286,000												s	1.29	s	1.29
E,R	CS	On Freddy Gonzalez, from	n 26th St	New Project	Construct & widen from 2 t 4 lanes w/ continuoues trur	,	\$ 7,253,500 \$	8,123,920.00 \$	967,750 \$	290,140 \$	870,420		s ,	10,252,230 \$	2,128,310												\$	2.13	s	2.13
		Ware Rd			lane, curb & gutter Construct 2 access controlle	d						3															\$			
PE	FM 396/I-2 Ph. 1	FM 396	I-2	New Project	direct connectors at intersection	McAllen	\$ 35,000,000 \$	39,200,000 \$	5,000,000 \$	721,875 \$	2,533,475	5	» 4	47,455,350 \$	721,875												2	0.72	2	0.72

Project Phase	AFA Execution Year Highway	From	10	MTP# CSJ#	(B) Higher beckeribiou	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction Cost Estimate BOW Cost	Prefiminary Engineering Cost	Construction Construction Engineering Cost	Contingencies	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat I	Cat 2	Car 3 - TMF Car 3 - TMF Car 45/6	Cat 7 Funding	Cat 8	Cat9 Cat9 CAT 10 CB1	CAT 10 Ear/CRP/NEVI	Cat II	Rider 11 Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
E,R	CS	On Auburn Ave., from 33rd St	23rd St	New Project	Construct 4 lane roadway w/ curb & gutter	McAllen	\$ 3,075,000 \$	3,075,000 \$	615,000 \$ 1	123,000 \$ 369,0	00 \$	4,182,000	\$ 1,107,000										\$ 1.11		\$ 1.11
с	FM 396/I-2 Ph.	FM 396	I-2	New Project	Construct 2 access controlled direct connectors at intersection	McAllen	\$ 35,000,000 \$	39,200,000 \$ 5	5,000,000 \$ 7	721,875 \$ 2,533,-	75 \$	47,455,350	\$ 39,200,000										\$ 39.20		\$ 39.20
с	FM 396/I-2 Ph.	2 FM 396	I-2	New Project	Construct 2 access controlled direct connectors at intersection	McAllen	\$ 40,945,050 \$	45,858,456 \$ 5	5,000,000 \$ 8	344,491 \$ 2,533,-	75 \$	54,236,422	\$ 45,858,456										\$ 45.86		\$ 45.86
С	Mile 4 1/2 W R	US 83	Mile 9 N Rd	HC-244 0921-02-458	0.8 Widen to 4 Lane Divided	Weslaco	\$ 1,788,000 \$	2,002,560 \$	214,560 \$	98,125 \$ 100,1	28 \$ 130,166 \$	2,669,699	\$ 2,002,560											\$ 2.00	\$ 2.00
с	Trenton Rd	FM 1926 (23rd st)	SH 336 (10th St)	HC-253 0921-02-468	1 Widen 6 lanes divided with landscaped median	McAllen	\$ 2,445,000 \$	2,738,400 \$	401,538 \$ 1	134,182 \$ 136,5	20 \$ 177,996 \$	3,758,816	\$ 2,738,400											\$ 2.74	\$ 2.74
С	Hutto Rd	US 83	Bus 83	HC-125 0921-02-456	0.7 Widen to 4 Lane	Donna	\$ 1,564,500 \$	1,752,240 \$	187,740 \$	85,860 \$ 131,4	18 \$ 122,657 \$	2,388,553	\$ 1,752,240											\$ 1.75	\$ 1.75
С	6th St (Weslaco	Westgate Drive	Bus 83	HC-83 0921-02-449	2.3 Widen to 4 Lane	Weslaco	\$ 5,140,500 \$	5,757,360 \$	616,860 \$ 2	282,111 \$ 287,8	68 \$ 374,228 \$	7,675,383	\$ 5,757,360											\$ 5.76	\$ 5.76
с	Freddy Gonzale	z 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 \$ 2	260,870 \$ 782,0	10 \$	8,766,605													
С	Nolana Loop (S2) FM 907	FM 1423	HC-152b 0921-02-460	2.3 Widen to 4 Lane Divided	HC 1-2	\$ 2,903,952 \$	3,252,426 \$	348,474 \$ 2	230,275 \$ 162,0	21 \$ 211,408 \$	4,406,855	\$ 3,252,426											\$ 3.25	\$ 3.25
PE	SH 365 (Ultimat Construction Phase		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 \$	- \$ 3,9	924,032 \$ 4,708,3	38 \$ 4,710,722 \$	91,037,535	\$ 3,924,032										\$ 3.92		\$ 3.92
C	Nolana Loop (S) FM 1423	FM 493	HC-152c 0921-02-461	2.8 Widen to 4 Lane Divided	HC 1	\$ 3,816,526 \$	4,274,509 \$	457,983 \$ 2	230,275 \$ 213,7	25 \$ 277,843 \$	5,719,355	\$ 4,274,509											\$ 4.27	\$ 427
		,			Widen to 4 lane roadway w/		,,					-,,													
с	McColl Rd	Yuma Ave	Orange Dr	New Project	continuous turn lane & sidewalks	McAllen	\$ 4,320,000 \$	4,320,000 \$ 1	,080,000 \$ 1	172,800 \$ 518,4	00 S	6,091,200													
R,CE	FM 396/I-2 Ph.	2 FM 396	I-2	New Project	Construct 2 access controlled direct connectors at intersection	McAllen	\$ 40,945,050 \$	45,858,456 \$ 5	5,000,000 \$ 8	\$44,491 \$ 2,533,-	75 \$	54,236,422	\$ 7,533,475										\$ 7.53		\$ 7.53
E,R	CS	On McColl Rd., from Yuma Ave	Orange Dr	New Project	Widen to 4 lane roadway with continuous turn lane & sidewalks	McAllen	\$ 4,320,000 \$	4,320,000 \$ 1	,080,000 \$ 1	172,800 \$ 518,4	00 \$	6,091,200	\$ 1,771,200										\$ 1.77		\$ 1.77
С	Auburn Ave	33rd St	23rd St	New Project	Construct 4 lane roadway w/ curb & gutter	McAllen	\$ 3,075,000 \$	3,075,000 \$	615,000 \$ 1	123,000 \$ 369,0	00 \$	4,182,000													
R	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,	18 \$	12,047,101													
С	Trinity Rd.	FM 1016 (Military HWY)	Bryan Rd.	New Project	Construct 4 lane urban roadway	Mission	\$ 6,034,580 \$	6,034,580		\$ 724,1	50 \$	6,758,730													
R	Los Ebanos Rd	I-2	FM 1016 (Military HWY)	New Project	2.2 Construct 4 lane urban roadway	Mission	\$ 14,654,418 \$	14,654,418 \$ 1	,255,000	\$ 1,611,	86 \$	17,521,404													
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	\$ 732,5	21 \$	8,014,220													
R	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	\$ 732,7	21 \$	8,209,820													
с	Mission/Madero Reynosa Intl. Bon Crossing		Reynosa	New Project		Mission	\$ 95,000,000 \$	95,000,000 \$ E	3,000,000 \$ 11,0	000,000	\$ 5,000,000 \$	114,000,000													
с	Canton Rd.	US 281 (IH-69C)	Cesar Chavez Rd	New Project	Construct 4-lane Urban Divided Highway	HC Pct 4	\$ 14,000,000 \$	15,120,000 \$ 3	\$,000,000 \$ 1,5	580,000 \$ 700,0	00 \$ 910,000 \$	21,310,000													
	Trenton Rd	SH 336 (10th St)	FM 2061 (McColl Rd)	HC-252	0.5 Widen 6 lanes divided with landscaped median	Edinburg/ McAllen	\$ 1,222,500	s	146,700 \$	59,903 \$ 91,	i88 \$ 85,575 \$	1,682,160													s -
	FM 907 (Alamo Rd FM 907 (Alamo Rd	SH 107 FM 1925 (Monte Cristo)		HC-40 1586-01-075 HC-42	4.7 Proposed 4 Lanes curb and eutter 2.5 Widen to 4 Lanes	County 2-4 County	\$ 24,000,000 \$ 5,587,500				000 \$ 1,560,000 \$ 75 \$ 363,188 \$	32,184,000 7,520,775													s -
	US 83	0.25 Mi W of FM 2221		HC-178a	5.2 Wided to 6 lanes	TXDOT	\$ 12,714,000				30 \$ 826,410 \$	17,049,474													s -
	Bryan Rd Sioux Rd (La Vista	FM 676 (Mi 5 N) FM 2061 (McColl Rd)	FM 495	HC-94 HC-168	4 Widen to 4 Lane Divided 1.8 Widen to 4 Lane	Alton/Palmhurst/M ission McAllen / Phr /	\$ 8,940,000 \$ 4,023,000				000 \$ 581,100 \$ 50 \$ 261,495 \$	12,033,240 5,414,958								-					s -
	Ave) Mile 17 N Rd		US 281 FM 491	HC-139	1.8 Widen to 4 Lane 5.7 Widen to 4 Lane	County County	\$ 4,023,000 \$ 12,739,500				50 \$ 261,495 \$ 278 \$ 828,068 \$														s -
	Pike Blvd		US 83 US 281 Military Hwy	HC-159	1.9 Widen to 4 Lane Divided Widen to 6 Lanes Divided	Weslaco McAllen / Hidalgo	\$ 4,246,500				25 \$ 276,023 \$														s -
	SH 336 (10th st) FM 495	3 2liu 31.	(widening of Bridge)	HC-47 0621-01-095 HC-62b	4.8 Widen to 6 Lanes Divided 2966-01-009 5.1 Widen to 6 lane divided	/ County 2 McAllen	\$ 11,736,000 \$ 12,469,500				20 \$ 762,840 \$ 28 \$ 810,518 \$														s - s -
	FM 495 Roosmalt (Mile 12		FM 1015	HC-44	9 Extend 2 Lane FM Road	County	\$ 17,509,500				28 \$ 1,138,118 \$														s -
	Roosevelt (Mile 12 N rd) Cesar Chavez		FM 88 Sioux Rd	HC-160 HC-100	5.3 Widen to 4 Lane 6.3 Widen to 4 Lane	County County	\$ 11,845,500 \$ 14,080,500				148 \$ 769,958 \$ 123 \$ 915,233 \$	15,884,816 18,881,951													s -
	FM 492		FM 2221	HC-121	6.5 Widen to 4 Lane	County	\$ 14,527,500				38 \$ 944,288 \$	19,481,378													s -
	FM 492 (Doffing) Violet Ave (Minness		FM 2221 US 281	HC-30	4 Widen to 4 Lane Divided	Palmview	\$ 8,940,000 \$ 4,023,000				000 \$ 581,100 \$ 50 \$ 261,495 \$	12,033,240 5,414,958													s - s -
	Jackson Rd	FM 2061 (McColl Rd) FM 1925 (Monte Cristo)		HC-180 HC-132	1.8 Widen to 4 Lane 1.5 Widen to 4 Lane	McAllen Edinburg	\$ 4,023,000 \$ 3,352,500				50 \$ 261,495 \$ 525 \$ 217,913 \$	4,512,465													s -
	Victoria Rd		US 83	HC-179	1.5 Widen to 4 Lane	Donna / county	\$ 3,352,500				i25 \$ 217,913 \$	4,512,465													s -
	FM 2993 (N Conwa Sugar Rd	y) FM 1925 (Monte Cristo) FM 495		HC-25 HC-174	3 Widen to 4 Lane Rural 2 Widen to 4 Lane Divided	County Pharr	\$ 6,705,000 \$ 4,470,000				\$ 435,825 \$	9,024,930								-					s - s -
	FM 491 (Base Line)		SH 107	HC-174 HC-28	6.5 Widen to 4 Lane Divided	La Villa / county	\$ 4,470,000 \$ 14,527,500				38 \$ 944,288 \$	19,481,378													s -
	FM 1925			HC-11	3.6 Widen to 4 Lane Rural	County	\$ 8,046,000				i00 \$ 522,990 \$	10,829,916													s -
	El Rancho/Hall Acr Military Hwy	S Cage Blvd	S Cage Blvd Mile 3 E - Cameron	HC-123 HC-55 0220-01-903	2.4 Widen to 4 Lane 22.1 Widen to 4 Lane Divided	McAllen / Pharr County	\$ 5,364,000 \$ 49,393,500				200 \$ 348,660 \$ 208 \$ 4,445,415 \$	7,219,944									<u> </u>				s -
	Owassa Rd	5 cuge bird	County Line FM 1426 (Raul Longoria)		0.9 Widen to 4 Lane	Phr/SJ/Co	\$ 49,393,500 \$ 4,550,000				00 \$ 295,750 \$	6,124,300													s -
	FM 1425	SH 107	MILE 9 N	HC-6	6 Widen to 4 Lane Divided	County	\$ 13,410,000	\$	1,609,200 \$	657,090 \$ 603,	\$ \$ \$ \$71,650	17,982,810													\$ -

Project Phase AFA Execution Year	Highway	From	To	MTP# CSJ #	(m)	Project Sponsor	Current Construction Cost Estimate Estimate Letting Year	Construction Cost Estimate Bounder ROW Cost	Preliminary Engineering Cost	Contraction Engineering Cost Contingencies	Total Project Cost Vear of Expenditure Dollars	(100) Cat I	Cat 2	Cat3 - TMF	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CB1	CAT 10 Ear/CRP/NEVI	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
	FM 491 (Base Line)	SH 107	FM 1925 (Monte Cristo)	HC-29	1.5 Widen to 4 Lane Divided	La Villa	\$ 3,352,500	\$ 402,300	0 \$ 164,273 \$		\$ 4,512,465									-						s -
	Goodwin Rd Pleasantview Dr	US 83		HC-31	2.2 Widen to 4 Lane	County	\$ 4,917,000	\$ 590,040		245,850 \$ 319,605	\$ 6,618,282															s -
	(Mile 3 1/2 W Rd)	Mile 5 N	Mile 9 N	HC-243	4 Widen to 4 Lane Divided	Weslaco	\$ 8,940,000	\$ 1,072,800		447,000 \$ 581,100																<u>s</u>
	Mile 11 N Rd Mile 6 1/2 W Rd	Mile 6 West Mile 12 North	FM 491 Mile 5 N Rd	HC-137 HC-145	6 Widen to 4 Lane 7 Widen to 4 Lane W	County Weslaco / County	\$ 13,410,000 \$ 15,645,000	\$ 1,609,200 \$ 1,877,400			\$ 17,982,810 \$ 20,979,945															s - s -
	Tower Rd	US 83	SH 107	HC-176	7.2 Widen to 4 Lane	Alamo	\$ 16,092,000	\$ 1,931,040																		s -
	Abram Rd	US 83	FM 2221	HC-84b	6 Widen to 4 Lane	Palmview / County	\$ 13,410,000	\$ 1,609,200																		s -
	Trenton Rd	FM 1426 (Raul Longoria)	FM 1423 (Val Verde)	НС-177ь	4.3 Construct 4 Lane	County	\$ 9,610,500	\$ 1,153,260	0 \$ 470,915 \$	480,525 \$ 624,683	\$ 12,935,733															s -
	FM 1016 (S Conway)	US 83	Military Hwy	HC-4	2.15 Widen to 6 Lanes 1	Mission / county	\$ 5,256,750	\$ 630,810	0 \$ 257,581 \$	262,838 \$ 341,689	\$ 7,075,586															s -
	Sugar Rd	Schunior Ave	FM 1925	HC-172	2 Widen to 4 Lane	County	\$ 4,470,000	\$ 536,400	0 \$ 219,030 \$	223,500 \$ 290,550	\$ 6,016,620															s -
	FM 907 (Alamo Rd)	Ridge Rd	Military Hwy	HC-41	6 Widen to 4 Lane Divided	County	\$ 13,410,000	\$ 1,609,200		603,450 \$ 871,650	\$ 17,982,810															s -
	Wisconsin Rd Bentsen Palm Drive	.25 miles E of 2nd St	US 281	HC-182	2.9 Widen to 4 Lane	Edinburg	\$ 6,481,500	\$ 777,780		324,075 \$ 421,298	\$ 8,724,099															s -
	(FM 2062)	1 Mile Line Rd SH 107	US 83 FM 1925	HC-88 HC-260	0.2 Widen to 4 Lane 2.5 Widen to 4 lane	Palmview	\$ 447,000	\$ 53,640		33,525 \$ 31,290 \$	615,072															s - s -
	MonMack 8th St	Mile 5 1/2 W Rd	Airport Dr	HC-260 HC-247	1.5 Widen to 4 Lane Divided	Edinburg Weslaco	\$ 5,587,500 \$ 3,352,500	\$ 670,500 \$ 402,300		279,375 \$ 363,188 3 167,625 \$ 217,913 3	\$ 7,520,775 \$ 4,512,465															s -
	Owassa Rd	FM 1426 (Raul Longoria)		HC-157	2 Widen to 4 Lane	County	\$ 9,000,000	\$ 1,080,000		450,000 \$ 585,000	\$ 12,114,000															s -
	Mile 12 N Rd	Mile 6 West	FM 1015	HC-138	3 Widen to 4 Lane	County	\$ 6,705,000	\$ 804,600																		s -
	Los Ebanos Rd	FM 1924 (3 Mile N)	Bus 83	HC-135	3 Widen to 4 Lane P	almhurst/Mission /County	\$ 6,705,000	\$ 804,600	0 \$ 328,545 \$	335,250 \$ 435,825	\$ 9,024,930															s -
	Alberta Rd	I road	FM 1423 (Val Verde)	HC-86b	5.1 Widen to 4 Lane	County	\$ 11,398,500	\$ 1,367,820	0 \$ 558,527 \$	512,933 \$ 740,903	\$ 15,285,389															s -
	Nebraska Ave (Alamo)) Cesar Chavez	Border Ave	HC-151	2.5 Widen to 4 Lane	Alamo	\$ 5,587,500	\$ 670,500	0 \$ 273,788 \$	279,375 \$ 363,188	\$ 7,520,775															s -
	Goodwin Rd FM 2062 (Bentsen	Bus 83	FM 492	HC-122	1 Widen to 4 Lane	County	\$ 2,235,000	\$ 268,200		111,750 \$ 145,275																s -
	Palm)	Bus 83 S	Bentsen State Park	HC-17	2.7 Widen to 4 Lane Divided	County	\$ 6,034,500	\$ 724,140		301,725 \$ 392,243	\$ 8,122,437															s -
	FM 491 (Base Line)	US 83	Mile 10 N Rd	HC-43	3 Widen to 4 Lane Divided	Mercedes	\$ 6,705,000	\$ 804,600		335,250 \$ 435,825	\$ 9,024,930															s -
	FM 493 (La Blanca) FM 1425	SH 107 US 83	FM 1925 (Monte Cristo) Mile 9 N Rd	HC-33 HC-5	1.9 Widen to 4 Lane Divided 1.8 Widen to 4 Lane Rural	La Blanca County	\$ 4,246,500 \$ 4,023,000	\$ 509,580 \$ 482,760		212,325 \$ 276,023 \$ 201,150 \$ 261,495 \$	\$ 5,715,789 \$ 5,414,958															s - s -
	Seminary Rd	FM 1925	FM 2812 (W of US 281)		2.85 Widen to 4 lane	Edinburg	\$ 6,369,750	\$ 764,370		318,488 \$ 414,034	8 8,573,684															s -
	Russell Rd	Bus 281 (Closner)	Doolittle Road	HC-262	1.3 Widen to 4 lane	Edinburg	\$ 2,905,500	\$ 348,660		145,275 \$ 188,858	\$ 3,910,803															s -
	Doolittle Rd	FM 2128 (Richardson Road)	FM 1925	HC-261	2 Widen to 4 lane	Edinburg	\$ 4,470,000	\$ 536,400		223,500 \$ 290,550	\$ 6,016,620															s -
	Doolittle Rd	FM 1925	FM 2812	HC-227a	3.5 Widen to 4 Lane Divided w/ Br	dinburg / County	\$ 7,822,500	\$ 938,700	0 \$ 383,303 \$	391,125 \$ 508,463	\$ 10,529,085															s -
	Schunior Ave	MonMack Rd	Sugar Rd	HC-164	1.5 Widen to 4 Lane	Edinburg	\$ 3,352,500	\$ 402,300	0 \$ 164,273 \$	167,625 \$ 217,913	\$ 4,512,465															s -
	FM 2812	US 281	2 mi E of US 281	HC-24	2 Widen to 4 Lane with left turn lane	Edinburg	\$ 6,000,000	\$ 720,000																		s -
	FM 676 (Mile 5 N)	Jara Chinas	FM 492	HC-143	6.3 Extend 2 Lane FM Road	County	\$ 12,256,650	\$ 1,470,798																		s -
	SP 433 (Main St-Donn	-	Bus 83	HC-169	0.8 Widen to 4 Lane Divided	Donna	\$ 1,788,000	\$ 214,560 \$ 1,019,160			\$ 2,460,288															<u>s</u>
	El Gato Rd Military Hwy	S Cage Blvd FM 494 (Shary Rd)	FM 907 (Alamo Rd) FM 1427 (Abram)	HC-124 HC-149	3.8 Widen to 4 Lane 6 Construct 4 Lane	Pharr / San Juan Mission	\$ 8,493,000 \$ 13,410,000	\$ 1,019,160 \$ 1,609,200		424,650 \$ 552,045 5 603,450 \$ 871,650 5																s - s -
	28th St (Mile 5 1/2 N Rd)	S. Bridge St	FM 1015	HC-246	1.5 Widen to 4 Lane Divided	Weslaco	\$ 3,352,500	\$ 402,300	0 \$ 164,273 \$																	s -
	Border Ave	Bus 83	Mile 10 N Rd	HC-245	2.6 Widen to 4 Lane Divided	Weslaco	\$ 5,811,000	\$ 697,320		290,550 \$ 377,715	\$ 7,821,606															s -
	Moore Field Rd	FM 2221	US 83	HC-150	6.5 Widen to 4 Lane	County	\$ 14,527,500	\$ 1,743,300		653,738 \$ 944,288	\$ 19,481,378															s -
	Inspiration Rd	2 Mile Line Rd	US 83	HC-129	2.9 Widen to 4 Lane	Mission	\$ 6,481,500	\$ 777,780		324,075 \$ 421,298	\$ 8,724,099															<u>s</u>
	Delta Blvd Tower Rd	US 83 Bus 83	Mile 9 N Rd Ridge Rd	HC-226 HC-175	0.8 Construct new 4 Lane 0.75 Widen to 4 Lane	Weslaco Alamo	\$ 1,788,000 \$ 1,676,250	\$ 214,560 \$ 201,150		134,100 \$ 125,160 3 125,719 \$ 117,338 3	\$ 2,460,288 \$ 2,306,520															s - s -
	Jara Chinas	FM 2221	US 83	HC-175 HC-23	6.26 Widen to 4 Lane Divided	La Joya	\$ 1,676,250 \$ 13,991,100	\$ 1,678,932		629,600 \$ 909,422	\$ 2,306,520 \$ 18,762,065															s -
	Russell Rd	Doolittle	FM 907 (Alamo Rd)	HC-161	1.5 Widen to 4 Lane	County	\$ 3,352,500	\$ 402,300																		s -
	Wichita Ave	SH 336 (S 10th St)	2nd St	HC-181	0.6 Widen to 4 Lane	McAllen	\$ 1,341,000	\$ 160,920																		s -
	Oxford (Hobbs)	Ware Rd	FM 1926 (Depot Rd)	HC-158	1.2 Construct New 4 Lane	McAllen	\$ 2,682,000	\$ 321,840	0 \$ 131,418 \$	134,100 \$ 174,330	\$ 3,609,972															s -
	Colbath Ave	FM 2220	Taylor Rd	HC-101	1 Widen to 4 Lane	McAllen	\$ 2,235,000	\$ 268,200	0 \$ 109,515 \$	111,750 \$ 145,275	\$ 3,008,310															s -
	Mile 6 N (Mercedes)	FM 491 E to Mile 1 East	Mile 1 East	HC-78	0.5 Widen to 4 Lane	Mercedes	\$ 1,117,500	\$ 134,100		83,813 \$ 78,225																s -
	Nolana Loop	FM 494 (Shary Rd)	Taylor Rd	HC-153	0.5 Construct New 4 Lane	Mission / Palmhurst	\$ 558,750	\$ 67,050		41,906 \$ 39,113				-												s -
	FM 1427 Rooth Rd	US 83 Russell Rd	Abram	HC-7	4.5 Widen to 4 Lane Divided 1 Widen 4 lanes with left	County	\$ 10,057,500 \$ 2,225,000	\$ 1,206,900																		s -
	Rooth Rd Rooth Rd	Russell Rd SH 107	FM 1925 (Monte Cristo) Russell Rd	HC-251 HC-250	turn lane	McAllen McAllen	\$ 2,235,000 \$ 3,352,500	\$ 268,200 \$ 402,300		111,750 \$ 145,275 \$ 167,625 \$ 217,913 \$	\$ 3,008,310 \$ 4,512,465															s -
	Trenton Rd	FM 1423 (Val Verde)	FM 1015	HC-250 HC-178	1.5 Widen 4 lanes with left turn lane 7.2 Construct New 4 Lane Divided 7.5	County	\$ 3,352,500 \$ 16,092,000	\$ 402,300 \$ 1,931,040		724,140 \$ 1,045,980	\$ 4,512,465 \$ 21,579,372															s -
	Mile 4 1/2 W Rd	SH 107	Mile 9 N Rd	HC-142	7.5 Widen to 4 Lane	County	\$ 16,762,500	\$ 2,011,500			\$ 22,478,513															s -
	Mile 1 East	Mile 11 North	US 83	HC-136	3.7 Improve widen to 4 Lane	Mercedes	\$ 8,269,500	\$ 992,340		413,475 \$ 537,518	\$ 11,130,747															s -
	FM 1427	Abram E & N	Bus 83	HC-8	2.1 Widen to 4 Lane Divided	Peñitas / Mission	\$ 4,693,500	\$ 563,220	0 \$ 229,982 \$	234,675 \$ 305,078	\$ 6,317,451															s -
	FM 2812 W	Seminary Rd	US 281	HC-266	1.2 Construct new 4 lane	Edinburg	\$ 2,682,000	\$ 321,840	0 \$ 131,418 \$	134,100 \$ 174,330	\$ 3,609,972		·													s -
	Inspiration Rd	US 83	Military Hwy	HC-128	3.1 Widen to 4 Lane	Mission	\$ 6,928,500	\$ 831,420		346,425 \$ 450,353																s -
	Alberta Rd	US 281	I road	HC-86a	0.7 Widen to 4 Lane	County	\$ 1,564,500	\$ 187,740		117,338 \$ 109,515																s -
	FM 493 (Salinas)	Champion St	Military Hwy (US281)	HC-32	5.68 Widen to 4 Lane 3.95 Construct 52 foot urban	TxDOT	\$ 12,000,000	\$ 1,440,000																		s -
	Thomas Road	FM 2061 (McColl Rd)		HC-268	Toadway with curb and putter	County Weslaco / County	\$ 11,600,000 \$ 15,417,426	\$ 1,392,000																		s -
	Mile 5 N Wast Eldora Rd	FM 1015	Westgate US 281	HC-320	2.9 Widen to 4 lane divided V 1.2 Divided Urban Section	1	\$ 15,417,426 \$ 5,400,000	\$ 1,850,091	1 \$ 755,454 \$ 0 \$ 264,600 \$	770,871 \$ 1,079,220 : 270,000 \$ 378,000 :	\$ 20,828,943 \$ 7,947,400															s -
	West Eldora Rd US 83 @ 2nd St	FM 3662 (Jackson Rd) FM 2061 (McColl Rd)	US 281 SH 336 (10th St)	HC-324 HC-325 0039-17-1	88 1.2 Convert existing Underpass to M	Pharr McAllen / County	\$ 5,400,000 \$ 22,090,000	\$ 1,300,000 \$ 2,650,800		270,000 \$ 378,000 \$ 1,104,500 \$ 1,546,300 \$	\$ 7,947,400 \$ 29,843,590															s -
	Anzalduas Int'l POE	@ Anzalduas Int'l POE		HC-323 0039-17-10 HC-331	Construction of two	Anzalduas Int'l	\$ 5,300,000	\$	- \$ 265,000 \$	265,000 \$ 530,000	\$ 29,643,590 \$ 6,688,600															s -
	FM 1423 (Val Verde)	-	SH 107	HC-346 1427-01-0	additional northbound	Bridge County 4	\$ 24,000,000	\$ 2,880,000		1,200,000 \$ 1,680,000	\$ 32,424,000															s -
	Russell Rd	FM 2220	US 281	HC-347		dinburg/McAllen /County 4	\$ 10,000,000	\$ 1,300,000		500,000 \$ 700,000	\$ 13,610,000															s -
	Freddy Gonzalez Dr	Ware Rd (FM 2220)	10th St (SH 336)	HC-365	2.34 Construct & Widen 4 Lane N Urban Roadway	AcAllen / County 4	\$ 13,342,000	s -	- \$ 653,758 \$	667,100 \$ 933,940	\$ 16,424,002															s -
	S Jackson Rd	W Moore Rd	Bus 83	HC-375	2 Widen to 6 lane curb and gutter road	Pharr	\$ 16,000,000	\$ 320,000	0 \$ 960,000 \$	800,000 \$ 800,000	\$ 16,000,000									T	Т	$ $ \top	T		Γ	s -
C,R	CS	On Owassa Rd, from IH- 69 (US 281)	I road	HC-156a 0921-02-3		Pharr	\$ 4,500,000 \$	4,500,000 \$ 1,000,000) \$ 220,500 \$	225,000 \$ 292,500 \$	6,238,000															s -
	1	07 (05 201)	1	I <u>I</u>	Ioauway				+		II			II								L		I		

Project Phase	AFA Execution Year	Highway	From	ę	MTP# CSJ#	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)	Car1	Cat 2	Cat3 - TMF	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT I0 CBI	CAT 10 Ear/CRP/NEV1	Cat II	Rider 11	Cat 12 Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
C,R		CS	On Anaya Rd, from Cage Blvd	Veterans Blvd	HC-340 0921-02-4	00 1	Widen from 2 lanes to 5 lanes	Pharr	\$ 5,230,000	\$ 5,230,000 \$	700,000 \$	256,270 \$ 5	,230,000 \$ 33	39,950 \$	12,280,939															s -
		Owassa Rd	I Rd	Cesar Chavez Rd	HC-335r 0921-02-3	74 2	Construct a 4 lane urban roadway	Pharr	s -	s - s	800,000 \$	- \$	- \$	- \$	800,000															s -
	HARLINGEN/SAN BENITO																													
PE,R,C		E. Washington Ave	Loop 499	FM 106	HAR-11	3.45	Extend 2 lane roadway	Harlingen	\$ 13,200,000	s	1,650,000 \$	330,000		\$	15,180,000															
PE,C		I-69 N Frontage	Primera Rd	Loop 499	HAR-10		Reconfigure intersection and install traffic signal	Harlingen	\$ 4,400,000		s	110,000		\$	4,510,000															
с		Loop 499	N 77 Sunshine Strip	FM 106/E Harrison Rd	HAR-09	5.43	Installation of LED lighting along Loop 499	Harlingen	\$ 1,100,000					\$	1,100,000															
с		I-69E	TX-54 Spur W	TX-54 Spur E			Construct turnaround lanes at intersection	Harlingen	\$ 2,200,000					\$	2,200,000															
с		I-69E	FM 2629	Wilson Rd	HAR-08	8	Installation of LED lighting along I-69E	Harlingen	\$ 2,200,000					\$	2,200,000															
с		I-69E	I-69E/US-83/US-77	Lincoln St	HAR-07	0.2	Construct new southbound exit ramp	Harlingen	\$ 1,100,000					\$	1,100,000															
PE,C		I-2 Connector Bridge	I-2 Frontage Rd	W TX-54 Spur	HAR-06	0.3	Construct an Overpass bridge	Harlingen	\$ 16,500,000		s	110,000		s	16,610,000															
PE,R,C		Grimes St	FM 509	FM 106/Cemetary Rd	HAR-05	1.86	Extend 2 lane roadway	Harlingen	\$ 6,600,000	s	1,100,000 \$	220,000		\$	7,920,000															
PE,C		FM 509	BUS 77	FM 508	HAR-04	6.85	Widen from 2 to 4 lanes	Harlingen	\$ 33,000,000		s	550,000		s	33,550,000															
С		Dixieland Rd	Garret Rd	FM 1479/Rangerville Rd	HAR-03		Installation of LED lighting along Dixieland Rd	Harlingen	\$ 550,000					\$	550,000															
PE,C		Commerce St	N 77/Sunshine Strip	Taft Ave	HAR-02		Reconstruct Commerce St	Harlingen	\$ 18,700,000		s	550,000		s	19,250,000															
R,C		Chester Park Rd	Hand Rd	Chester Park Rd	HAR-01		Realignment and Install Traffic Signal	Harlingen	\$ 1,650,000	s	200,000			\$	1,850,000															
PE,C		BUS 77	N. Business 77X	S. Business 77x	HAR-77		Install traffic circle & pedestrian improvements	Harlingen	\$ 3,850,000		s	82,500		\$	3,932,500															

Transit - B-Metro Amendments for November 2024:

FY 2025-202		PORTATION IMPROVEMENT P	ROGRA	M
		PROJECT LISTING		м
PHARR DISTRICT	LLE AKEA - KGVMPU I KANS	PORTATION IMPROVEMENT P		INI f Expenditure
	roject Information	Funding Informatio		
Project Sponsor:	City of Brownsville	Federal Funding Category:		5310
MPO Project #	PHRBMPO141	Federal (FTA) Funds: State Funds from TxDOT:	\$	208,418
Apportionment Year:	2024	Other Funds:	\$	72,477
Project Phase:		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 &		Trans. Deve Credits Awarded		
Action:		(Date & Amount):		
	Project Information	<u>Funding Informatio</u>	<u>n (YOE)</u>	5220
Project Sponsor:	City of Brownsville	Federal Funding Category:	¢	5339
MPO Project #	PHRBMPO142	Federal (FTA) Funds: State Funds from TxDOT:	\$ ¢	282,323
Apportionment Year:	2024	Other Funds:	\$ \$	70,581
Project Phase:	2021	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):		

General Pro	<u>pject Information</u>	Funding Information (YOE)					
Project Sponsor:	City of Brownsville	Federal Funding Category:		5307			
MDO Broingt #	PHRBMPO149	Federal (FTA) Funds:	\$	2,280,551			
MPO Project #	FIRBWIF0149	State Funds from TxDOT:					
Apportionment Year:	2024	Other Funds:	\$	2,280,551			
Project Phase:		Fiscal Year Cost:	\$	4,561,102			
Brief Project	On anoting Assistance						
Description:	Operating Assistance	Total Project Cost (YOE):	\$	4,561,102			
Sec 5309 ID Number:		Trans. Dev. Credits Requested:					
Amendment Date &		Trans. Deve Credits Awarded					
Action:		(Date & Amount):					

General Pr	oject Information	Funding Information (YOE)					
Project Sponsor:	City of Brownsville	Federal Funding Category:		5307			
MPO Project #	PHRBMPO150	Federal (FTA) Funds:	\$	1,200,000			
WII O I TOJECC#		State Funds from TxDOT:	\$	-			
Apportionment Year:	2024	Other Funds:	\$	300,000			
Project Phase:		Fiscal Year Cost:	\$	1,500,000			
Brief Project	Preventative Maintenance						
Description:	The venturity of trainfolding of	Total Project Cost (YOE):	\$	1,500,000			
Sec 5309 ID Number:		Trans. Dev. Credits Requested:					
Amendment Date &		Trans. Deve Credits Awarded					
Action:		(Date & Amount):					
	<u>roject Information</u>	Funding Information	<u>1 (YOE)</u>				
Project Sponsor:	City of Brownsville	Federal Funding Category:		5307			
MPO Project #	PHRBMPO151	Federal (FTA) Funds:	\$	40,000			
Ŭ		State Funds from TxDOT:	\$	-			
Apportionment Year:	2024	Other Funds:	\$	10,000			
Project Phase:		Fiscal Year Cost:	\$	50,000			
Brief Project	Dispatching Software		۴	5 0,000			
Description:		Total Project Cost (YOE):	\$	50,000			
Sec 5309 ID Number:		Trans. Dev. Credits Requested:					
Amendment Date &		Trans. Deve Credits Awarded					
Action:		(Date & Amount):					
General Pr	oject Information	Funding Information	n (YOE))			
Project Sponsor:	City of Brownsville	Federal Funding Category:	<u> </u>	5307			
	PHRBMPO130	Federal (FTA) Funds:	\$	2,134,772			
MPO Project #	PHRBMP0130	State Funds from TxDOT:					
Apportionment Year:	0000	Other Funds:	\$	2 1 2 4 772			
reportionment rear.	2023		φ	2,134,772			
Project Phase:	2023	Fiscal Year Cost:	\$ \$	2,134,772 4,269,544			
••							
Project Phase:	2023 Operating						
Project Phase: Brief Project		Fiscal Year Cost:	\$	4,269,544			
Project Phase: Brief Project Description:		Fiscal Year Cost: Total Project Cost (YOE): Trans. Dev. Credits Requested: Trans. Deve Credits Awarded	\$	4,269,544			
Project Phase: Brief Project Description: Sec 5309 ID Number: Amendment Date & Action:	Operating	Fiscal Year Cost: Total Project Cost (YOE): Trans. Dev. Credits Requested: Trans. Deve Credits Awarded (Date & Amount):	\$ \$	4,269,544 4,269,544			
Project Phase: Brief Project Description: Sec 5309 ID Number: Amendment Date & Action: <u>General Project</u>	Operating roject Information	Fiscal Year Cost: Total Project Cost (YOE): Trans. Dev. Credits Requested: Trans. Deve Credits Awarded (Date & Amount): <u>Funding Information</u>	\$ \$	4,269,544 4,269,544			
Project Phase: Brief Project Description: Sec 5309 ID Number: Amendment Date & Action:	Operating	Fiscal Year Cost: Total Project Cost (YOE): Trans. Dev. Credits Requested: Trans. Deve Credits Awarded (Date & Amount): <u>Funding Information</u> Federal Funding Category:	\$ \$ <u>1 (YOE)</u>	4,269,544 4,269,544			
Project Phase: Brief Project Description: Sec 5309 ID Number: Amendment Date & Action: <u>General Pr</u> Project Sponsor:	Operating <u>roject Information</u> City of Brownsville	Fiscal Year Cost: Total Project Cost (YOE): Trans. Dev. Credits Requested: Trans. Deve Credits Awarded (Date & Amount): <u>Funding Information</u> Federal Funding Category: Federal (FTA) Funds:	\$ \$ <u>• (YOE)</u> \$	4,269,544 4,269,544			
Project Phase: Brief Project Description: Sec 5309 ID Number: Amendment Date & <u>Action:</u> <u>General Pr</u> Project Sponsor: MPO Project #	Operating <u>roject Information</u> City of Brownsville PHRBMPO131	Fiscal Year Cost: Total Project Cost (YOE): Trans. Dev. Credits Requested: Trans. Deve Credits Awarded (Date & Amount): <u>Funding Information</u> Federal Funding Category: Federal (FTA) Funds: State Funds from TxDOT:	\$ \$ <u>• (YOE)</u> \$ \$	4,269,544 4,269,544 5307 1,200,000			
Project Phase: Brief Project Description: Sec 5309 ID Number: Amendment Date & Action: <u>General Pr</u> Project Sponsor: MPO Project # Apportionment Year:	Operating <u>roject Information</u> City of Brownsville	Fiscal Year Cost: Total Project Cost (YOE): Trans. Dev. Credits Requested: Trans. Deve Credits Awarded (Date & Amount): <u>Funding Information</u> Federal Funding Category: Federal (FTA) Funds: State Funds from TxDOT: Other Funds:	\$ \$ <u>• (YOE)</u> \$ \$ \$	4,269,544 4,269,544 5307 1,200,000 300,000			
Project Phase: Brief Project Description: Sec 5309 ID Number: Amendment Date & Action: <u>General Pr</u> Project Sponsor: MPO Project # Apportionment Year: Project Phase:	Operating <u>roject Information</u> City of Brownsville PHRBMPO131	Fiscal Year Cost: Total Project Cost (YOE): Trans. Dev. Credits Requested: Trans. Deve Credits Awarded (Date & Amount): <u>Funding Information</u> Federal Funding Category: Federal (FTA) Funds: State Funds from TxDOT:	\$ \$ <u>• (YOE)</u> \$ \$	4,269,544 4,269,544 5307 1,200,000			
Project Phase: Brief Project Description: Sec 5309 ID Number: Amendment Date & <u>Action:</u> <u>General Pr</u> Project Sponsor: MPO Project # Apportionment Year: Project Phase: Brief Project	Operating <u>roject Information</u> City of Brownsville PHRBMPO131	Fiscal Year Cost: Total Project Cost (YOE): Trans. Dev. Credits Requested: Trans. Deve Credits Awarded (Date & Amount): <u>Funding Information</u> Federal Funding Category: Federal (FTA) Funds: State Funds from TxDOT: Other Funds: Fiscal Year Cost:	\$ \$ <u>• (YOE)</u> \$ \$ \$ \$	4,269,544 4,269,544 2 5307 1,200,000 300,000 1,500,000			
Project Phase: Brief Project Description: Sec 5309 ID Number: Amendment Date & Action: <u>General Pr</u> Project Sponsor: MPO Project # Apportionment Year: Project Phase: Brief Project Description:	Operating <u>roject Information</u> City of Brownsville PHRBMPO131 2023	Fiscal Year Cost: Total Project Cost (YOE): Trans. Dev. Credits Requested: Trans. Deve Credits Awarded (Date & Amount): <u>Funding Information</u> Federal Funding Category: Federal Funding Category: Federal (FTA) Funds: State Funds from TxDOT: Other Funds: Fiscal Year Cost: Total Project Cost (YOE):	\$ \$ <u>• (YOE)</u> \$ \$ \$	4,269,544 4,269,544 5307 1,200,000 300,000			
Project Phase: Brief Project Description: Sec 5309 ID Number: Amendment Date & Action: <u>General Pr</u> Project Sponsor: MPO Project # Apportionment Year: Project Phase: Brief Project Description: Sec 5309 ID Number:	Operating <u>roject Information</u> City of Brownsville PHRBMPO131 2023	Fiscal Year Cost: Total Project Cost (YOE): Trans. Dev. Credits Requested: Trans. Deve Credits Awarded (Date & Amount): <u>Funding Information</u> Federal Funding Category: Federal (FTA) Funds: State Funds from TxDOT: Other Funds: Fiscal Year Cost: Total Project Cost (YOE): Trans. Dev. Credits Requested:	\$ \$ <u>• (YOE)</u> \$ \$ \$ \$	4,269,544 4,269,544 2 5307 1,200,000 300,000 1,500,000			
Project Phase: Brief Project Description: Sec 5309 ID Number: Amendment Date & Action: <u>General Pr</u> Project Sponsor: MPO Project # Apportionment Year: Project Phase: Brief Project Description:	Operating <u>roject Information</u> City of Brownsville PHRBMPO131 2023	Fiscal Year Cost: Total Project Cost (YOE): Trans. Dev. Credits Requested: Trans. Deve Credits Awarded (Date & Amount): <u>Funding Information</u> Federal Funding Category: Federal Funding Category: Federal (FTA) Funds: State Funds from TxDOT: Other Funds: Fiscal Year Cost: Total Project Cost (YOE):	\$ \$ <u>• (YOE)</u> \$ \$ \$ \$	4,269,544 4,269,544 2 5307 1,200,000 300,000 1,500,000			

General	Project Information	Funding Information	n (YOE)	
Project Sponsor:	City of Brownsville	Federal Funding Category:		5307
		Federal (FTA) Funds:	\$	32,000
MPO Project #	PHRBMPO132	State Funds from TxDOT:	\$	-
Apportionment Year:	2023	Other Funds:	\$	8,000
Project Phase:		Fiscal Year Cost:	\$	40,000
Brief Project			Ψ	10,000
Description:	Dispatching Software	Total Project Cost (YOE):	\$	40,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	Ψ	40,000
Amendment Date &		Trans. Deve Credits Awarded		
Action:		(Date & Amount):		
	Project Information	<u>Funding Information</u>	<u>n (YOE)</u>	5310
Project Sponsor:	City of Brownsville	Federal Funding Category:	¢	
MPO Project #	PHRBMPO133	Federal (FTA) Funds:	\$	226,534
U U	2022	State Funds from TxDOT:	<i>.</i>	
Apportionment Year:	2023	Other Funds:	\$	77,006
Project Phase:		Fiscal Year Cost:	\$	303,540
Brief Project	ADA Coordinator (\$27,163)			
Description:	Preventative Maintenance	Total Project Cost (YOE):	\$	303,540
Description:	(\$187,611) Scheduling Software	Total Project Cost (YOE):	Ф	305,340
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date &		Trans. Deve Credits Awarded		
Action:		(Date & Amount):		
	Project Information	Funding Information	n (YOE)	
Project Sponsor:	City of Brownsville	Federal Funding Category:	<u> </u>	5339
	·	Federal (FTA) Funds:	\$	261,061
MPO Project #	PHRBMPO134	State Funds from TxDOT:	\$	201,001
Apportionment Year:	2023	Other Funds:	\$	65,625
* *	2025	Fiscal Year Cost:	\$	326,686
Project Phase:		Fiscal Year Cost:	Ф	520,080
Brief Project				
Description:	Rehab/Renovate -	Total Project Cost (YOE):	\$	326,686
-	Stations/Stops/Terminals	-		,
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date &		Trans. Deve Credits Awarded		
Action:		(Date & Amount):		
	Project Information	Funding Information	<u>n (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:		5310
MPO Project #	PHRBMPO121	Federal (FTA) Funds:	\$	232,093
		State Funds from TxDOT:	\$	-
Apportionment Year:	2022	Other Funds:	\$	72,305
Project Phase:		Fiscal Year Cost:	\$	304,398
	Other Capital Program Items			
Brief Project	· ·			
Description:	(PM), ADA Coordinator, Software	[°] Total Project Cost (YOE):	\$	304,398
	& Rolling Stock	u - /-		··· -
Remarks:		Trans. Dev. Credits Requested:		
Amendment Date &		Trans. Deve Credits Awarded		
		(Date & Amount):		
Action:		(Date & Amount):		

General Pro	ject Information	Funding Information (YOE)					
Project Sponsor:	City of Brownsville	Federal Funding Category:		5310			
MPO Project #	PHRBMPO164	Federal (FTA) Funds:	\$	16,000			
WII O I Toject #	THRBWI 0104	State Funds from TxDOT:					
Apportionment Year:	2024	Other Funds:	\$	4,000			
Project Phase:		Fiscal Year Cost:	\$	20,000			
Brief Project Description:	Scheduling Software	Total Project Cost (YOE):	\$	20,000			
Sec 5309 ID Number: Amendment Date & Action:		Trans. Dev. Credits Requested: Trans. Deve Credits Awarded (Date & Amount):					

General P	roject Information	Funding Information (YOE)				
Project Sponsor:	City of Brownsville	Federal Funding Category:		5307 (ARP)		
MPO Project #	PHRBMPO166	Federal (FTA) Funds:	\$	827,339		
MFO Froject #	FIIKBWI 0100	State Funds from TxDOT:				
Apportionment Year:	2021	Other Funds:	\$	300,000		
Project Phase:		Fiscal Year Cost:	\$	1,127,339		
Brief Project	Conital hug rank compart 25 ft					
Description:	Capital bus replacement 35 ft.	Total Project Cost (YOE):	\$	1,127,339		
Sec 5309 ID Number:		Trans. Dev. Credits Requested:				
Amendment Date &		Trans. Deve Credits Awarded				
Action:	Added Project	(Date & Amount):				

<u>General P</u>	roject Information	Funding Information	ı (YOE	
Project Sponsor:	City of Brownsville	Federal Funding Category:		5307 (ARP)
MPO Project #	PHRBMPO167	Federal (FTA) Funds:	\$	167,748
MIFO Froject #	FHRBMF0107	State Funds from TxDOT:		
Apportionment Year:	2021	Other Funds:		
Project Phase:		Fiscal Year Cost:	\$	167,748
Brief Project	Conital hug rankgaments 20 ft			
Description:	Capital bus replacements 30 ft.	Total Project Cost (YOE):	\$	167,748
Sec 5309 ID Number:		Trans. Dev. Credits Requested:		
Amendment Date &		Trans. Deve Credits Awarded		
Action:	Added Project	(Date & Amount):		

General F	Project Information	Funding Information (YOE)				
Project Sponsor:	City of Brownsville	Federal Funding Category:		5307 (ARP)		
MPO Project #	PHRBMPO168	Federal (FTA) Funds:	\$	154,775		
WII O I Tojett #		State Funds from TxDOT:				
Apportionment Year:	2021	Other Funds:				
Project Phase:		Fiscal Year Cost:	\$	154,775		
Brief Project	Bus support vehicles/equipment					
Description:	Bus support venicies/equipment	Total Project Cost (YOE):	\$	154,775		
Sec 5309 ID Number:		Trans. Dev. Credits Requested:				
Amendment Date &	Added Ducient	Trans. Deve Credits Awarded				
Action:	Added Project	(Date & Amount):				

General	Project Information	Funding Information (YOE)				
Project Sponsor:	City of Brownsville	Federal Funding Category:		5307 (ARP)		
MPO Project #	PHRBMPO169	Federal (FTA) Funds:	\$	420,938		
WIFO Froject #	FIRBMF0109	State Funds from TxDOT:				
Apportionment Year:	2021	Other Funds:				
Project Phase:		Fiscal Year Cost:	\$	420,938		
Brief Project	Conital Proventative Maintenance					
Description:	Capital Preventative Maintenance	Total Project Cost (YOE):	\$	420,938		
Sec 5309 ID Number:		Trans. Dev. Credits Requested:				
Amendment Date &	Added Dusiest	Trans. Deve Credits Awarded				
Action:	Added Project	(Date & Amount):				

<u>General P</u>	roject Information	Funding Information (YOE)					
Project Sponsor:	City of Brownsville	Federal Funding Category:		5307 (ARP)			
MPO Project #	PHRBMPO170	Federal (FTA) Funds:	\$	160,079			
MIFO Froject #	TIRDWI 0170	State Funds from TxDOT:					
Apportionment Year:	2021	Other Funds:					
Project Phase:		Fiscal Year Cost:	\$	160,079			
Brief Project	Rehab/renovate -						
Description:	Admin./Maintenance facilities	Total Project Cost (YOE):	\$	160,079			
Sec 5309 ID Number:		Trans. Dev. Credits Requested:					
Amendment Date &		Trans. Deve Credits Awarded					
Action:	Added Project	(Date & Amount):					

Federal Share (5307)	\$ 8,618,202
Local Share (5307)	\$ 5,333,323
State Share	
5307 Total	\$ 13,951,525
Federal Share 5310	\$ 683,045
Local Share 5310	\$ 225,788
Federal Share 5339	\$ 543,384
Local Share 5339	\$ 136,206
Total	\$ 15,539,948

Development Credits:

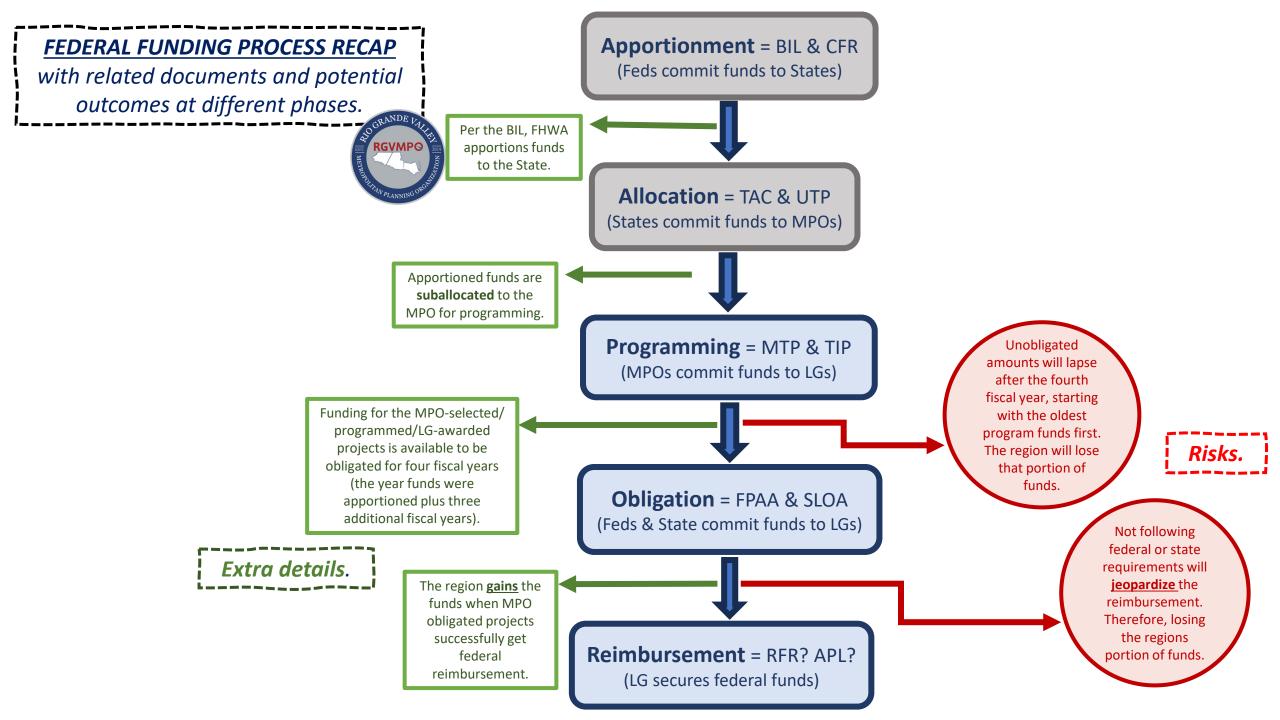
V. Presentation & Reports

A. Presentation and Discussion regarding the Transportation Alternatives Set-Aside (TASA; also known as Category 9) Program

□ Action

☑ Information

- Presenter: Eva Garcia, RGVMPO Planner III
- **Summary:** RGVMPO Staff will report the status of FY2019-2020 projects (working to reimburse funds), FY2021-2022 projects (working to obligate funds) and FY2023-2024 projects (working to execute AFAs) to ensure transparency with the RGVMPO's policymakers and transportation officials. Additionally, Members will receive an update to the upcoming FY2025-2027 RGVMPO TASA Call for Projects. This Call for Projects is anticipated to Open on Friday, November 1, 2024, with an accompanying TASA Workshop being held (virtually) the same day at 1:30pm. A second TASA Workshop will be held, also virtually, the following Friday, November 13, 2024, at 1:30pm. The content will be the same and the recordings will be posted on the RGVMPO's Website and YouTube channel.
- **Background:** RGVMPO Staff have been leading TASA Working Group Meetings to collect feedback on the Program Guide, Scoring Criteria and Application, as part of the public involvement process for the competitive process for federal funds. We thank those engaged during those Working Group meetings for their valuable time and input. Regarding the updates to previously programmed projects, Staff continues to work with the Texas Department of Transportation Pharr District (TxDOT) and Local Government (LG) project sponsors to provide these updates to RGVMPO Members. Thank you to all those involved for their continued communication and coordination.



RGVMPO Transportation Alternatives Set-Aside (TASA; Category 9) Funding Groups

FY2019-2020

- The are the oldest group of funds being tracked and reflect 'inherited' projects.
- The projects presented successfully obligated their awarded funds.
- This group is in the 'Reimbursement' phase of the federal funding process.

FY2021-2022

- These funds were the first to be awarded/programmed by the merged RGVMPO.
- These projects have scheduled letting dates and are working to obligate the federal funds.
- This group is in the 'Obligation' phase of the federal funding process.

FY2023-2024

- These funds were officially awarded through resolution by the Policy Board in Oct. 2023
- These projects were added to the MPO's TIP and MTP during the Nov. 2023 Revision Cycle.
- This group is in the 'Programmed' phase of the federal funding process and are working with TxDOT to execute Advance Funding Agreements (AFA).

FY2019-2020 TASA Projects Reimbursement Phase

CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDE	ERAL AWARD	<u>Q4 2024 STATUS</u>
0921-02-430	Hidalgo County Mobility Plan	LRGVDC	\$	264,000	Seeking Plan Adoption January 2025 Submitting monthly RFRs
0921-02-431	Jackson Rd. Hike & Bike Trail	McAllen	\$	808,232	
0921-02-432*	PSJA Tri-City Ped. Safety, Phase II	Pharr	\$	1,296,136	
0921-06-322	Brownsville to Los Fresnos Connect	Brownsville	\$	512,000	
0921-06-325*	North High School Park Connection	Los Fresnos	\$	308,810	
0921-06-326	Olmito Sidewalks	Cameron Co.	\$	318,965	
0921-06-327	Las Palmas Sidewalks	Cameron Co.	\$	240,934	
0921-02-480	Hike & Bike Trail + Bike Racks	UTRGV	\$	285,300	
Total FY2019-2020 OBLIGATED RGVMPO TA Funds:			\$4,034,377		

This Table reflects the FY2019-2020 RGVMPO Transportation Alternatives Set-Aside (TASA; also known at Category 9) Projects that have **successfully obligated funds** and are progressing in receiving reimbursement of the federal funds.

Once contracts are awarded (for professional services or construction work), Local Governments should be submitting *monthly requests for reimbursement (RFR)* to TxDOT for the work activities completed, invoiced and paid.

FY2021-2022 TASA Projects Obligation Phase

CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDER	AL AWARD	<u>Q4 2024 STATUS</u>
<u>0921-02-495</u>	Elsa Getting Connected	Elsa	\$	81,920	
<u>0921-02-496</u>	Bridge Street BikePed Plan	Hidalgo	<u>\$</u>	0	TERMINATED
0921-02-497*	Freddy Gonzalez Trail	Edinburg	\$	699,996	
0921-06-349	Arroyo Colorado Phase III Study	Harlingen	\$	176,568	
<u>0921-06-350</u>	West Rail Trail - Amenities	Brownsville	\$	900,000	
0921-06-351*	Bejarano-McFarland-Gonzalez Trail Ext.	Port Isabel	\$	435,300	
Total F	Total FY2021-2022 Programmed RGVMPO TA Funds:				\$2,293,784

The Table reflects the FY2021-2022 RGVMPO TASA Projects programmed with Resolution 2021-15 (September 2021). Award notice letters, outlining program and project details, were sent to Project Sponsors in Oct. 2021.

Prior to submitting a request for an FPAA/SLOA, the 100% Plans + Bid Documents + Final Project Certifications must be <u>completed by May 2025</u> to signal the project's Ready-to-Let (RTL) status. FPAAs signal successful obligation.

FY2021-2022 TASA Projects Obligation Phase

FY2021-2022 TASA Program Schedule of Activities

Jan.-Mar. 2024 Deadline for final consideration(s) of *funding/project changes* - Resolutions to Policy for Action.

March 2024 Deadline to fully execute AFA Amendment(s) for final approved funding/project changes.

(A*) June 2024_100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)

July 2024 Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request

August 2024 Funds obligated by receival of FPAA + SLOA

(c-) May 2025 100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)

June 2025 Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request

August 2025 FINAL OPPORTUNITY to have funds obligated by receival of FPAA + SLOA

September 2025

Funds Expire!!!

The obligation of funds occurs through the receival of a State Letter of Authority (SLOA; TxDOT's approval of project/funds) and Federal Participation Agreement Authorization (FPAA; FHWA's approval of project/funds).

FY2023-2024 TASA Projects

Programmed Phase

CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDERAL AWARD	Q4 2024 STATUS
0921-06-374	Dixieland Reservoir/Park Corridor PE	Harlingen	\$276,000	
0921-02-531	Mission Comprehensive TA Assessment	Mission	\$200,000	
0921-06-375	West Rail Trail to Brownsville Sports Park PE	Brownsville	\$325,820	
0921-06-376	Morrison Road to Monte Bella Park PE	Brownsville	\$153,457	
0921-02-532	I Road/Hike & Bike Phase I	Pharr	\$952,224	
0921-02-533	Cano St. & Veterans Blvd. Trail Improvements	Edinburg	\$886,025	
0921-06-377	Arroyo Colorado Hike & Bike Trail Safety Improvements	Harlingen	\$890,836	
2094-01-074	FM2220 Underground Crossing at Houston & Ware	McAllen	\$2,237,711	
0921-06-379	Downtown Port Isabel Bicycle & Pedestrian Safety	Port Isabel	\$1,124,628	
0921-06-378	Old Alice Road Sidewalks	CCRMA	\$1,953,299	
Total FY2023-2024 Programmed RGVMPO TA Funds:				\$9,000,000

The Table reflects the list of FY2023-2024 RGVMPO TASA Projects programmed with Resolution 2023-19 (October 2023).

Prior to submitting a request for an FPAA/SLOA, the 100% Plans + Bid Documents + Final Project Certifications must be <u>completed by May 2027</u> to signal the project's Ready-to-Let (RTL) status. FPAAs signal successful obligation.

FY2023-2024 TASA Projects

Programmed Phase

FY2023-2024 TASA Program Schedule of Activities

October 2024 All projects should have fully executed Advanced Funding Agreements (AFA) with TxDOT.

January 2025 Deadline for final consideration(s) of *funding/project changes* - Resolutions to Policy for Action.

May 2026 Deadline to fully execute AFA *Amendment(s)* for final approved funding/project changes.

June 2026 100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)

(A) July 2026 Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request

August 2026 Funds obligated by receival of FPAA + SLOA

June 2027 100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)

2 July 2027 Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request

August 2027 FINAL OPPORTUNITY to have funds obligated by receival of FPAA + SLOA

September 2027 FY2023-2024 FUNDS EXPIRE!!!

The obligation of funds occurs through the receival of a State Letter of Authority (SLOA; TxDOT's approval of project/funds) and Federal Participation Agreement Authorization (FPAA; FHWA's approval of project/funds).

RGVMPO's FY2025-2027 TASA Call for Projects

\$9,288,425 Federal Funding available to program!

Call Opens November 1st

Technical Assistance Request Deadline December 23rd

Project Proposal Application Deadline January 31st



ABOUT US COMM

OUR FUNDING WORK OPPORTUNITIES

MAPS RESOURCES

TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

5310 PROGRAM

CARBON REDUCTION PROGRAM

CATEGORY 7 (STP MM)

RESOURCES

- <u>RGVMPO Active</u> <u>Transportation</u> <u>Plan</u>
- <u>TxDOT Local</u> <u>Government</u> <u>Project Toolkit</u>
- <u>Rails-to-Trails</u> <u>Conservancy's Trail</u> <u>Building Toolbox</u>
- <u>NACTO Guides and</u>
 <u>Publications</u>
- AASHTO Guide for the Development of Bicycle Facilities
- <u>TxDOT Bicycle</u> <u>Tourism Trails</u> <u>Study</u>
- Local Covernment
 Project Procedures
 (LGPP)
 Qualification
 Program

Funding Opportunities »

Transportation Alternatives Set-Aside Program

🚔 <u>Print</u> 🗭 <u>Feedback</u> 📑 <u>Share & Bookmark</u> Font Size: 🖶 🚍

The RGVMPO is currently in the process of preparing for the next Transportation Alternatives Set-Aside (TASA) Program Call for FY 2025-2027

In consultation with the Texas Department of Transportation (TxDOT), the RGVMPO is responsible for selecting projects for TASA funding, by providing adequate public involvement and transparency through a competitive process (23 U.S.C. 133(h)(4)
 (C)). A competitive process should allow project sponsors to understand the project selection evaluation criteria and how projects will be evaluated.

Draft- FY 2025-	Draft- FY 2025-	Draft- FY 2025-
2027 TASA	2027 TASA	2027 TASA
Program Guide 🖉 🗧	Scoring Criteria	Application

How many FY's should the RGVMPO make available to program for this TASA Call for Projects?

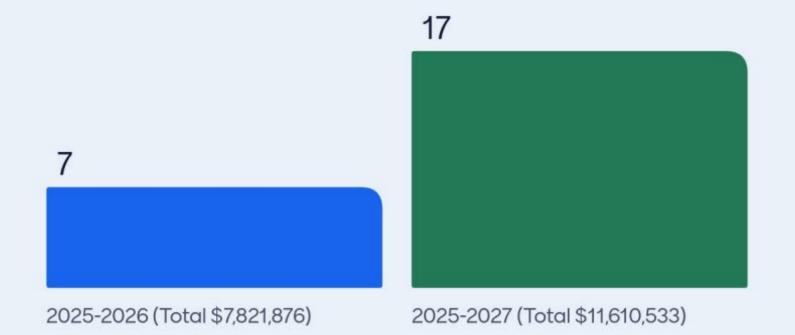


TABLE 18: CATEGORY 9: TRANSPORTATION ALTERNATIVES

DISTRICT/MPO/DIVISION/PROGRAM	FY 2025	FY 2026	FY 2027
PHR - Rio Grande Valley MPO	\$3,872,213	\$3,949,663	\$3,788,657

Overall Program Feedback?



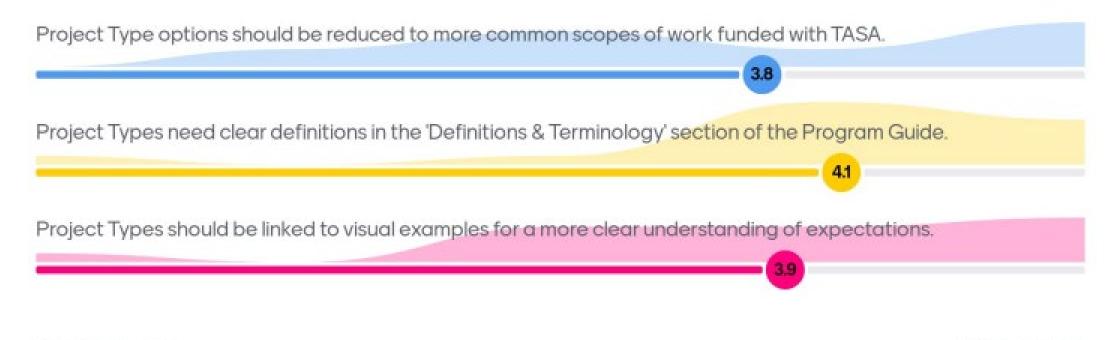
Last programmed call went very well. Only minor tweaks are really needed Provide examples from across the nation that were funded with TASA funds Program gets better every year!

Eva and Melany 2024

Evaluators should have participated in 2 of the 3 workshops. Persistency in pushing program!

I liked the idea of having nonbiased evaluators. I am all for seeking a RFQ to have evaluators from not our region I do like the idea about small cities vs large city pot of TASA.

Please rate the following statements regarding #2. Project Type:

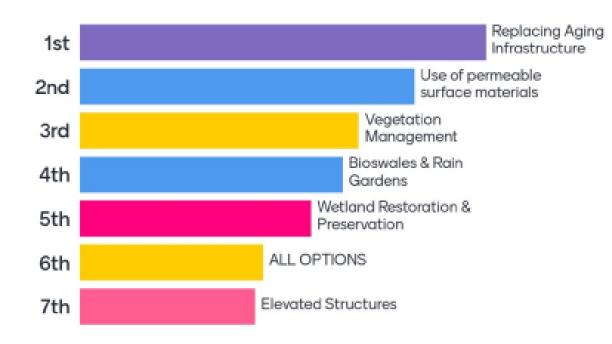


Strongly disagree

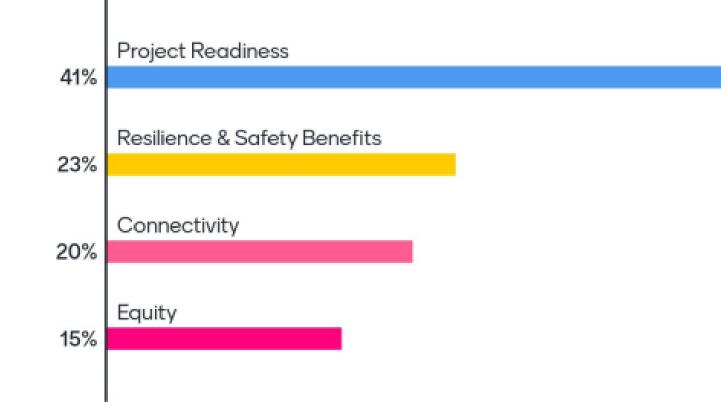
Strongly agree

Draft Application Feedback

Which Adaptive Development (Resiliency) recommendations should be added to the application



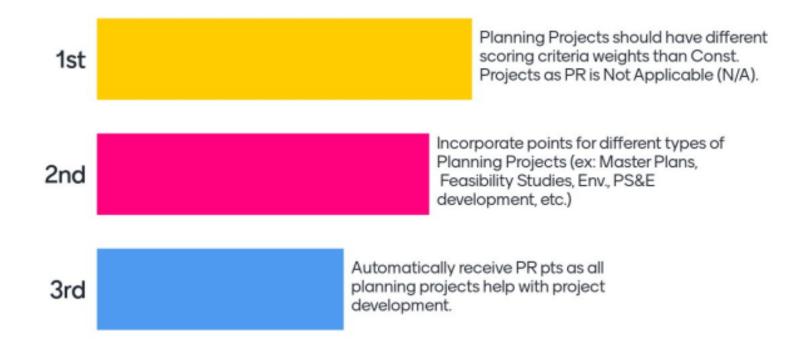
Weight each criteria category for Construction Projects scoring:



Draft Scoring Criteria Feedback

0 0 + 1

How should Planning Projects communicate their Project Readiness in the Application?



Draft Scoring Criteria Feedback

Please share any additional feedback or comments regarding the Draft FY 25-26 TASA Scoring Criteria:

Will provide better feedback once scoring criteria percentages are defined We need to assure scoring criteia is captured into process \ project requirements. Please try to keep it simple. Please don't over complicate it for the reviewers. Ensure that staff factchecks the information submitted in the applications. Can we have a defined process to get TxDOT Environmental approval for projects seeking either planning or construction projects? If possible getting a headstart prior to AFA is executed due to time

They way we include sample AFA, perhaps resources for planning scopes, procurement policy regs, etc. would be useful for planning project applicants

Draft Scoring Criteria Feedback

0 6

FY25-27 TASA Call for Projects Timeline of Activities

Date	Milestones
November 1, 2024	RGVMPO FY 2025-2027 TASA Call for Projects Opens (12 p.m.).
November 1, 2024	RGVMPO TASA Program Virtual Workshop (Microsoft Teams).
November 13, 2024	RGVMPO TASA Program Virtual Workshop (Microsoft Teams).
November 27, 2024*	Responses to TASA Workshop questions posted.
December 23, 2024	Deadline to request Technical Assistance (5 p.m., more info. on page #12).
January 31, 2025	Deadline to submit application/project proposals (5 p.m.).
February 2025	RGVMPO & TxDOT Staff application review (may seek clarification).
March 2025	Complete applications proceed to RGVMPO BPAC Voting Members for review.
April 2025	Special RGVMPO BPAC Meeting for application evaluation and project scoring.
May 8, 2025	Recommendations presented to RGVMPO Technical Advisory Committee (TAC).
May 28, 2025*	RGVMPO Transportation Policy Board (TPB) awards/programs TASA funds.

*Target dates

FY2025-2027 TASA Project Development Milestones

October 2026 All projects should have fully executed Advanced Funding Agreements (AFA) with TxDOT.

January 2027 Deadline for final consideration(s) of *funding/project changes* - Resolutions to Policy for Action.

May 2027 Deadline to fully execute AFA *Amendment(s)* for final approved funding/project changes.

June 2027 100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)

(A) July 2027 Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request

August 2027 Funds obligated by receival of FPAA + SLOA

June 2028 100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)

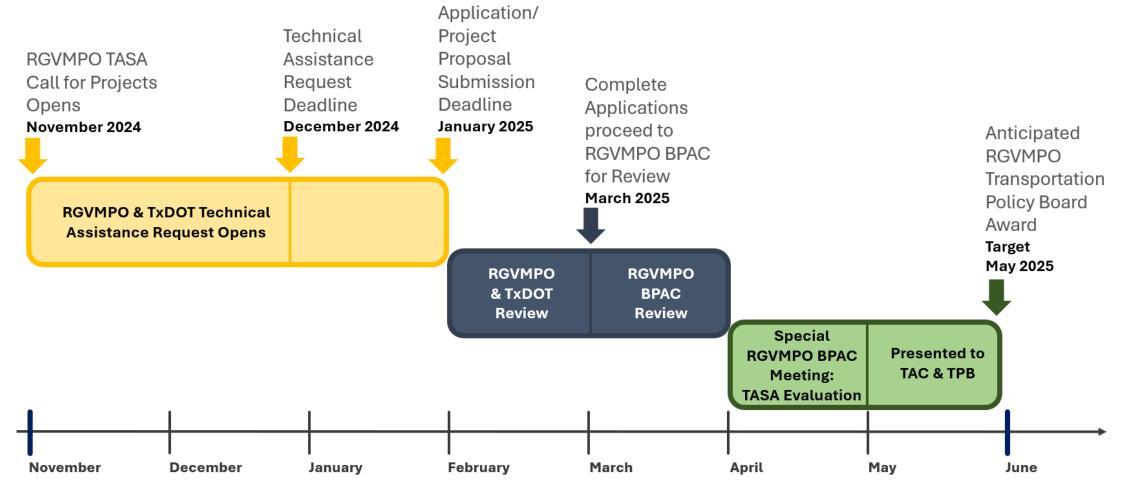
(*C*-) July 2028 Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request

August 2028 FINAL OPPORTUNITY to have funds obligated by receival of FPAA + SLOA

F+) September 2029 FY2025-2027 FUNDS EXPIRE!!!

The obligation of funds occurs through the receival of a State Letter of Authority (SLOA; TxDOT's approval of project/funds) and Federal Participation Agreement Authorization (FPAA; FHWA's approval of project/funds).

FY25-27 TASA Call for Projects Timeline of Activities



2024 - 2025

V. Presentation & Reports

B. Presentation and Discussion regarding the RGVMPO's Project Prioritization Process for Metro Mobility and Rehab (STP MM; also known as Category 7) Funds.

□ Action

☑ Information

- Presenter: Eva Garcia, RGVMPO Planner III
- **Summary:** RGVMPO Staff will present Members with the results of the initial MentiMeter Questionnaire regarding the Project Prioritization Process and be asked further questions in a new MentiMeter. Staff aims to continue solicit feedback on the strategic direction, goals, objectives, and targets of the region's priorities for improved performance-based planning and programming of Category 7 funds. Input gathered will be utilized for the future evaluation of Metropolitan Transportation Plan (MTP; long-range plan) projects prior to their addition to the Transportation Improvement Program (TIP; short-range plan).
- **Background:** As part of the development of the 2050 MTP and ongoing conversations regarding utilization/carryover during the Project Readiness Subcommittee workshops, RGVMPO Staff have been reviewing requirements within United States Code Title 23 Chapter 1 Section 134. Metropolitan transportation planning. Redeveloping the Project Prioritization Process is important to help us better understand how the investment of federal funds can impact regional mobility in different ways. It is both possible to forecast the expected impact and validate the results once a project is completed through the Transportation Performance Management (TPM) process, which Staff plans to further dive into in future Project Readiness Workshops.

FOR REFERENCE 23 U.S. Code § 134

(h) SCOPE OF PLANNING PROCESS.-

(1) IN GENERAL.—The metropolitan planning process for a <u>metropolitan planning area</u> 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 <u>State</u> 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 <u>section 150(b) of this title</u> 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 <u>metropolitan planning organization</u> shall be coordinated with the relevant <u>State</u> to ensure consistency, to the maximum extent practicable.

(ii) Public transportation performance targets.-

Selection of performance targets by a <u>metropolitan planning organization</u> 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 <u>metropolitan planning organization</u> shall establish the performance targets under subparagraph (B) not later than 180 days after the date on which the relevant <u>State</u> or provider of public transportation establishes the performance targets.

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

A <u>metropolitan planning organization</u> shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other <u>State</u> 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 <u>State</u> and any affected public transportation operator, the <u>metropolitan planning organization</u> designated for a metropolitan area shall develop a <u>TIP</u> for the <u>metropolitan planning area</u> 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 <u>TIP</u>, the <u>metropolitan planning organization</u>, in cooperation with the <u>State</u> 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 <u>TIP</u>, the <u>metropolitan planning organization</u>, public transportation agency, and <u>State</u> 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.

CONTENTS.-

(A) Priority list.—

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

(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 <u>projects</u>, programs, and strategies; and

(iv) may include, for illustrative purposes, additional <u>projects</u> that would be included in the approved <u>TIP</u> if reasonable additional resources beyond those identified in the financial plan were available.

(C) Descriptions.-

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

(D) Performance target achievement.—

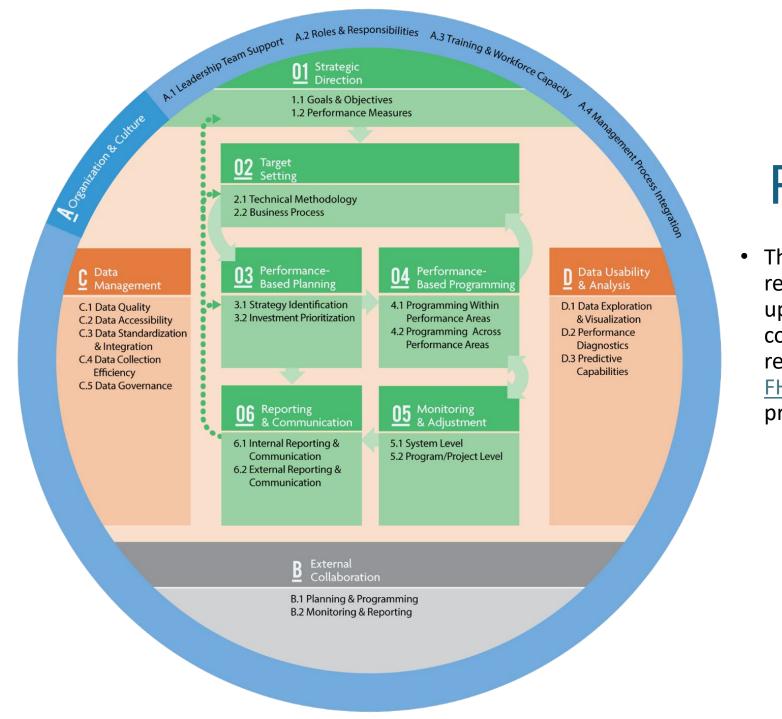
The transportation improvement program shall include, to the maximum extent practicable, a description of the anticipated effect of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those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

RGVMPO's 2023 Performance Management Framework

- Performance management is a <u>business strategy designed to use key metrics to inform decision making</u> 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.



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 <u>FHWA TPM Capability Maturity Self-Assessment</u> provided by FHWA online.

Module 3: Prioritization through Scoring

Prioritization through scoring provides the ability to create a defensible 1-N list.

- Gain full visibility into how projects rack and stack on your list
- Exhaustive view of enterprisewide requirements and priorities allow for optimal prioritization of funds, dollars, and resources

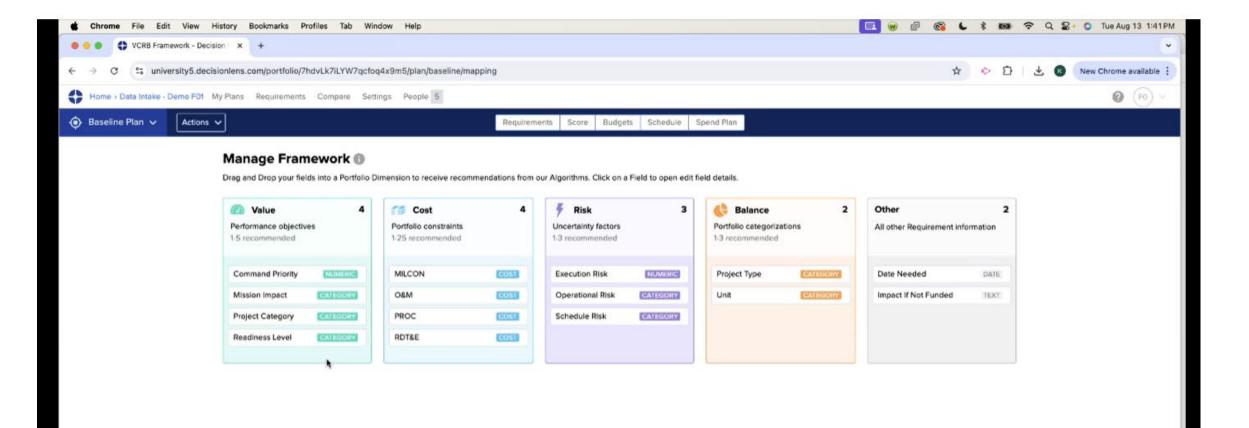
	Projects 19	Overall Rank	Value Score 1	0.25	0.50	0.75 1
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ł.	Program Management	2	0.71			
	Foreign Area Officer Program	3	0.70			
	New servers for classified netwo	4	0.68	Section Sectio		
	Operational Mil Cloud Program	5	0.66	the second s		
	Electronic Records Management	6	0.63			
	Antiterrorism Database	7	0.62			
ŝ.	Communication equipment refre	9	Edit Score W	alahte		
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2	Organizational Cyber Defense War Fighting Mission Area Supp Training Policy and Doctrine Upd	13	Readiness	er Priority	Ô	50.0 %

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Home + Data Intake - Demo F01	my Plans Requirements	Compare Settings	reopie 5							(F0)
Baseline Plan V Actions	 S 			Requirements Score Budgets	Schedule Spend Plan					
Requirements 27 Q v	Status	Total Request	Command Priority	Project Category	Mission Impact	Readiness Level	Execution Risk	Operational Risk T	Schedule Risk	Project Ty
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Cybersecurity Upgrade	FUNDED v	\$1,000,000	,	Upgrade	1 - Critical	****	27	****	****	New Start
Facilities, Sustainment, Rest	FUNDED v	\$325.000	19	Daily Operations Support	1 - Critical	****	15	****	****	Enhanceme
Installation Equipment	FUNDED	\$125.000	18	Upgrade	2 - Essential	*	9	****	****	Enhanceme
System Development & Dem	PARTIALLY FUNDED *	\$2,300.000	25	Information Technology	1 - Critical	***	15	****	****	Sustainmen
Equipment Modernization	UFR	\$600.000	20	Upgrade	2 - Essential	****	1	*	*	Enhancem
Vehicle Fuel	UFR	\$300.000	3	Daily Operations Support	3 - Enhancement	***	1	*	*	New Start
Operational Systems Develo	FUNDED Y	\$900.000	7	Information Technology	2 - Essential	**	15	***	***	Enhancem
Electrical & Wiring Upgrade	FUNDED V	\$216.000	6	Upgrade	3 - Enhancement	****	15	****	***	New Start
Applied Research	UFR	\$1,100.000	2	Routine Maintenance	2 - Essential	*	1	*	*	Sustainme
Installation Support	FUNDED v	\$30.000	10	Daily Operations Support	2 - Essential	*	15	***	***	Sustainme
Laptop Tech Refresh	FUNDED V	\$270.000	21	Information Technology	3 - Enhancement	****	15	****	****	Enhancem
Advanced Component Deve	FUNDED T	\$300.000	22	Information Technology	2 - Essential	****	27	****	*****	Sustainme
New Headquarters Construc	FUNDED v	\$3.624.000	4	Upgrade	2 - Essential	**	27	****	****	New Start
Data Transfer	PARTIALLY FUNDED	\$300.000	15	Daily Operations Support	3 - Enhancement	****	15	****	***	Enhancem
Pollution Control Equipment	UFR	\$250.000	12	Routine Maintenance	2 - Essential	*	1	*	*	New Start
Operations & Data Integration	FUNDED *	\$36.000	13	Daily Operations Support	2 - Essential	**	27	****	****	Enhancem
Software License Upgrade	FUNDED V	\$360.000	27	Upgrade	1 - Critical	****	15	***	***	Enhancem
Spares and Repair Parts	FUNDED v	\$282.000	14	Routine Maintenance	2 - Essential	***	15	***	***	Sustainme
Radar Awareness Ops & Dat	UFR ·	\$420,000	23	Information Technology	1 - Critical	*****	1	*	*	Enhancen
Remote Work Support	UFR	\$95.000	1	Daily Operations Support	3 - Enhancement	**	1	*	*	Enhancen
Training Facility Construction	PARTIALLY FUNDED	\$1,900,000	24	Upgrade	3 - Enhancement	***	15	***	****	New Start
Financial System Sustainment	FUNDED V	\$486,000	26	Daily Operations Support	3 - Enhancement	**	27	****	*****	Sustainme
Uniform Update	FUNDED V	\$144.000	16	Upgrade	2 - Essential	*****	10	**	**	Enhancen
SATCOM Transfer	UFR	\$860.000	5	Routine Maintenance	2 - Essential	****	1	*	*	Sustainme
Wireless Network Refresh	UFR -	\$300,000	9	Upgrade		*****		*	*	Enhancem

- 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 <u>490</u> and 49 USC <u>625</u>.
- 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.

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

Unified	l Transportation l	rrogram (roject Evalu	ation	form
				1	New Roadway	
Entity Name:	Roadway / Facility	Name:	(- 31:	O Yes O №	O Yes
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Pedestrian and Bike	Accommodations, 1 Pts			O201 more L	ocal Gov	, 10 Fts
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Email:

Contact Name:_

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		Accommodations, 1 Pts			O2 or more	Local Go	ov, 10 Pts	
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		6D						
Provide Exp	lanation o	f Resiliency improvem	ient and att	ach requir	ed supportive	doc 5 Pts		
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T		0 51-100%, 5 Fts						
Contact Na	ame:		F	Email:				

Project Phase Development as Approved by TxDOT

Status of Schematic:

0%- Pre-Design Concept Conference not held.

30%- Pre-Design Concept Conference held, and 30% Schematic Checklist provided by LG to TxDOT

60%- 60% Schematic Checklist provided by LG to TxDOT

90%- 90% Schematic Checklist provided by LG to TxDOT (needs to address comments/concerns from public involvement).

100%-100% Schematic Checklist provided by LG to TxDOT plus environmental document approved.

Environmental Status:

- 0% Environmental project kick off hasn't been held (AFA must be executed before a kick-off meeting can be scheduled).
- 30%-Environmental project kick off held, initial environmental scoping & Work Plan Development (WPD) has been completed, and Classification Letter Response Received (if applicable for EA & EIS). Initial agency coordination begins.
- 60%-Notice to Comment or Public Meeting (schematic is 60% complete; alignment alternatives are presented). WPD is approved by TxDOT.
- 90%-All technical reports are completed; draft EA or draft EIS needs to be completed if applicable. Public Hearing Held or Notice of affording a Public hearing (if applicable).
- 100%-Final EA & EIS is reviewed and approved by TxDOT. Environmental Decision Rendered by TxDOT (e.g. CE (CE determination), EA (FONSI), or EIS (ROD).

PS&E Status:

0%-Design Concept Conference not held

30%-Design Concept Conference held and 30% PS&E Checklist provided by LG to TxDOT

60%-60% PS&E Checklist provided by LG to TxDOT

- 90%-90% PS&E Checklist provided by LG to TxDOT along with draft bid proposal & certifications (Utilities, ROW, Railroad). DBE goal is requested by TxDOT (assuming no major changes will occur in estimate quantities in 100% submittal).
- 100%-100% PS&E Checklist provided by LG to TxDOT along with signed certifications (utilities, ROW, Railroad), Form 1002, Bid Proposal, Specs, and final Estimate.

ROW Acquisition Status: The number of parcels acquired / total Parcels = the percentage complete.

Utility Relocation Status: The number of utility conflicts / total utilities relocated = the percentage complete.

Estimated Time for Completion of Project Phase

Please provide a Gantt or Bar chart for the project that illustrates the estimated time for completion of project phase over a period of time in relation to the time planned for the work. Having a visual representation of the project timeline will help us understand the progress and deadlines for the tasks. Please see sample bar chart attached for reference.

Safety Improvements

Please check all that Apply, this section can be a total of 10 pts.

Urban Corridor Access Management- Have Medians, turn lanes, Shoulders, Access Control, etc.

- Alternative intersection design Roundabouts, displaced or reduced left turn conflict intersections, cross overs, etc.
- Pedestrian and Bike Accommodations Protected bike lanes and intersections, visible pedestrian crossings, oversized pedestrians routes, pedestrian refuge areas, Bus stops, etc.

Project Partnership With

No Local Gov, 0 Pts - Project falls within a single political subdivision or county area only.

1 Local Gov, 5 Pts

2 or more Local Gov, 10 Pts

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

Supporting document can be need of purpose from the environmental document, Grant application purpose, or other local publication purpose.

Provide Explanation of Resiliency improvement and attach required supportive doc

According to the RGVMPO Resilience and Sustainability Analysis - Resilience is the ability of a system or community to develop polices, practices, and projects that mitigate the lasting effects of chronic stressors.

	RGVMPO Category 7 Project List							
<u>Fiscal Year</u>	Project Sponsor	<u>CSJ:</u>	Project Name:	Project Phase:	Total CAT 7 Amount	<u>CAT 7 (CRRSAA Funds</u>	<u>Project</u> Score(Preliminary)	Column1
2023	CCRMA	0684-01-068	SH 550 Gap II	C, PE, CE	\$20,763,425	\$2,161,66	90	
2023	CCRMA	0921-06-292	Whipple Rd	PE	\$278,677		60	
2023	HC 1	0921-02-286	Mile 6 W	R	\$4,396,313		Pending	
2023	HC 2	0921-02-405	Cesar Chavez	PE, R	\$4,570,000		30	
2023	HC 2	0921-02-399	Cesar Chavez	R	\$1,000,000		31	
2023	HC 3	0921-02-194	Liberty Blvd	C,E,R	\$10,535,477		86	
2023	HC 3	0921-02-322	Liberty Bvld Ph II	R	\$2,030,000		76	
2023	HC 3	0921-02-328	Taylor Rd	R	\$2,011,852		77	
2023	HC 4	0921-02-493	Mile 5 HID	R	\$1,000,000		66	
2023	Pharr	0921-02-375	Hi line East	C,E,R	\$6,665,273		65	
2023	TxDOT	0865-01-108	Veterans (SH 495)	R	\$2,699,360		31	
2024	Edinburg	0921-02-440	Freddy Gonzalez Dr.	R	\$560,000		44	
2024	HC 3	0921-02-328	Taylor Rd	C,CE	\$13,487,802		77	
2024	HC 3	0921-02-327	Taylor Rd	C,CE	\$494,380	\$4,500,000	88	
2024	McAllen/ HC 4	0921-02-362	Russel Rd	C,E,R	\$4,950,000		69	ending FC
2024	Pharr	0921-02-363	I Road (Rancho Blanco- Dicker Rd)	C,CE	\$8,411,344	\$2,413,582	64	
2024	Pharr	0921-02-499	I Road (Dicker-Military Hwy)	C,CE	\$8,293,922	\$327,16	63	
2024	Pharr	0921-02-376	Hi Line West	C,E,R	\$6,131,860		34	
2024	Pharr	0921-02-479	Twin Span Bridge - Pharr	C,CE	\$2,000,000		68	
2024	Pharr	0921-02-434	Las milpas rd (Jackson-Cage)	R	\$792,000		19	
2024	Pharr	0921-02-435	I Rd (Las Milpas-Cage)	R	\$455,000		18	
2024	TxDOT/ HC 4	1064-01-043	Taylor Rd	С	\$5,000,000		84	
2025	Brownsville	0921-06-289	Southmost Nature Trail Phase IV	C,CE	\$938,130		Pending	
2025	CCRMA	0921-06-315	East Loop	C,CE	\$20,875,000		55	ending FC
2025	HC 1	0921-02-254	Mile 1 East	C,E,R	\$7,380,000		48	
2025	HC 2	0921-02-361	Nolana Loop (S1)	C,CE	\$17,473,719		80	
2025	HC 3	0921-02-332	Mile 3 N - Phase II	C,E,R	\$7,190,000		64	
2025	McAllen	0921-02-512	Bensten Rd	C	\$4,060,840		25	
2026	Brownsville	0921-06-360	Southmost Nature Trail Phase III	С	\$2,257,768		Pending	
2026	CCRMA	0921-06-257	South Parallel Cooridor Phase III	С	\$6,765,000		71	ending FC
2026	Edinburg	0921-02-440	Freddy Gonzalez Dr.	C,CE	\$5,524,955		44	
2026	HC 1	0921-02-447	Mile 6 W	C,CE	\$22,612,489		47	
2026	HC 1	0921-02-360	Mile 10 N	R	\$3,200,000		51	
2026	HC 4	0921-02-442	Trenton Rd	PE,R	\$715,000		37	
2026	HCRMA	0921-02-142	IBTC	C,CE	\$20,000,000		60	
2026	Hidalgo County	0921-02-395	Inspiration Road/Military Parkway Loop	R	\$3,500,000		55	
2026	Los Fresnos	0921-06-334	Los Fresnos Hike & Bike Trail	C	\$3,027,100		18	
2026	Pharr	0921-02-436	Moore Rd	C,E,R	\$6,084,000		43	

		_	RGVMPO C	ategory 7 Projec	<u>et List</u>	_		
<mark>Fiscal Year</mark>	Project Sponsor	<u>CSJ:</u>	<u>Project Name:</u>	Project Phase:_	Total CAT 7 Amount	<u>CAT 7 (CRRSAA Funds)</u>	<u>Project</u> <u>Score(Preliminary)</u>	Column1
2027	Brownsville	0921-06-361	Southmost Nature Trail Phase V	C,CE	\$3,772,102		Pending	
2027	Mission/ McAllen/ Hidalgo	0921-02-395	Inspiration/Military Pkway Loop	C,CE	\$22,250,000		55	
2027	San Juan/ Alamo/ HC 1-2	0921-02-405	Cesar Chavez Rd	C,CE	\$21,350,000		30	
2027	San Juan/ Alamo/ HC 1-2	0921-02-399	Cesar Chavez	C,CE	\$6,850,000		31	
2028	HC 3	0921-02-322	Liberty Blvd -Phase II	C,CE	\$11,880,000		76	
2028	Pharr/ San Juan/ HC 2	0921-02-403	Eldora rd (Jackson Rd - I Rd)	C,CE	\$13,720,000		31	
2029	Cameron County	0921-06-290	Old Alice Rd (Sports Park Blvd - SH 100)	C,CE	\$20,330,000		66	
2029	CCRMA	0921-06-292	Whipple Rd	С	\$4,541,623		60	
2029	HC 1	0921-02-448	Mile 6 W Rd	C,CE	\$12,000,000		62	
2029	HC 1-2	0921-02-169	Nolana Loop (S 2-4)	R	\$3,500,000		51	
2029	McAllen	0921-02-396	Nolana Loop (Ware Rd - 23rd St)	C,E	\$3,420,000		40	
2029	Weslaco/ HC 1	0921-02-360	Mile 10 N	C,CE	\$18,920,000		51	
2030	CCRMA	0921-06-330	Dana Ave (FM 3248- FM 802)	C,CE	\$16,180,000		55	
2030	Edinburg	0921-02-466	Sprague Ave (Sugar Rd- SH 336)	С	\$4,500,000		28	
2030	Edinburg/ HC 4	0921-02-442	Trenton Rd (I-69/ US 281 - FM 907)	C,CE	\$14,440,000		37	
2032	CCRMA	0921-06-362	Morrison Rd (Seg 2)	C,CE	\$16,400,000		Pending	
2032	HC 1	0921-02-475	Nolana (S4) FM 493 to FM 88	С	\$4,000,000		Pending	
2032	Mission/HC 3	0921-02-521	Los Ebanos Rd.	С	\$4,000,000		Pending	Pending FC
2032	Pharr	0921-02-435	Las Milpas Rd E (Cage - I Rd)	C,CE	\$8,460,000		25	
2032	Pharr	0921-02-437	Moore Rd East (Cage Rd - I Rd)	C,E,R	\$7,950,000		40	
2032	Pharr	0921-02-434	Las Milpas Rd W (Jackson - Cage)	C,CE	\$6,240,000		24	
	•							

Performance Management Targets

- PM1Safety
- PM2 Pavement Conditions
- PM3 NHS/Freight (Congestion)

Performance Measures	2019*	2020°	2021*	2022*	2023*	2023**
Number of Fatalities	3,619	3,874	3,486	3,272	3,159	3,682
Rate of Fatalities per 100 million VMT	1.26	1.49	1.7	1.25	1.2	1.38
Number of Serious Injuries	15,858	14,659	19,434	17,539	17,819	17,062
Rate of Serious Injuries per 100 million VMT	5.5	5.63	7.35	6.7	6.77	6.39
Number of Non-Motorized Fatalitiesand Serious Injuries	2,291	2,206	2,628	2,321	2,340	2,357
*Actual Data or Targ		arget as a 5-Y s FY 2022 Hig	_		es Traveled =	VMT

		(First F	Performan	ce Period)	(Second Pe	erformance	Period)
		20	18	2020		2022	
Perfor	mance Measures	2-Year Target (2020)	4-Year Target (2022)	Adjusted 4-Year Target (2022)	Baseline (2022)	2-Year Target (2024)	4-Year Target (2026)
	Percentage of Pavements of the Interstate System in Good Condition		66.4%	66.5%	64.50%	63.9%	63.6%
	Percentage of Pavements of the Interstate System in Poor Condition		0.3%	0.2%	0.1%	0.2%	0.2%
PM2 (Pavement and Bridge	Percentage of Pavements of the Non- Interstate NHS in Good Condition	52.0%	52.3%	54.1%	51.7%	45.5%	46.0%
Condition)	Percentage of Pavements of the Non- Interstate NHS in Poor Condition	14.3%	14.3%	14.2%	1.3%	1.5%	1.5%
	Percentage of NHS Bridges Classified as in Good Condition	50.6%	50.4%	No Change	49.2%	48.5%	47.6%
	Percentage of NHS Bridges Classified as in Poor Condition	0.8%	0.8%	1.5%	1.1%	1.5%	1.5%
		(First F	Performan	ce Period)	(Second Pe	orformance	Period)
		20	18	2020		2022	
Perfor	mance Measures	2-Year Target (2020)	4-Year Target (2022)	Adjusted 4-Year Target (2022)	Baseline (2022)	2-Year Target (2024)	4-Year Target (2026)
	Percent of the Person- Miles Traveled on the Interstate That Are Reliable	61.2%	56.6%	70.0%	84.6%	70.0%	70.0%
PM3 (NHS/Freight)	Percent of the Person- Miles Traveled on the Non-Interstate NHS That Are Reliable		55.0%	70.0%	90.3%	70.0%	70.0%
	Truck Travel Time Reliability (TTTR) Index	1.70	1.79	1.76	1.39	1.55	1.55



FHWA STRATEGIC PLAN

FY 2022-2026

U.S. Department of Transportation Federal Highway Administration

U.S. DOT STRATEGIC GOALS

As reflected in its Strategic Plan, FHWA derives its direction from the six U.S. DOT Strategic Goals.

Safety



Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.

Economic Strength and Global Competitiveness



Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.

Equity



Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.

Climate and Sustainability



Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.

Transformation



Design for the future. Invest in purpose-driven research and innovation to meet the challenge of the present and modernize a transportation system of the future that serves everyone today and in the decades to come.

Organizational Excellence



Strengthen our world-class organization. Advance the Department's mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public's resources.

10

U.S. DOT STRATEGIC OBJECTIVE: SAFETY FHWA STRATEGIES

Safe Design: Design and build transportation infrastructure and systems to improve safety outcomes.	 (SDO1) Advance roadway safety through interdisciplinary development and deployment of regulatory and policy tools across FHWA programs and initiatives, such as the Safe System approach. (SDO2) Conduct and coordinate Federal research to advance safety designs and accelerate use of innovations that mitigate fatality and serious injury crashes for all road users, including those served by Federal Land Management Agencies.
Safe System: Strengthen the use of informed data- driven decision-making and apply comprehensive approaches such as the Safe System approach and safety management systems for all modes.	 (SSO1) Facilitate improvements in safety data collection, quality, analysis, integration, and management and expand FHWA's capacity for collecting non-motorized travel risk exposure data. (SSO2) Provide stewardship and oversight to stakeholders on safety activities and initiatives and on management of discretionary grants.
Safe Public: Protect urban and rural communities and travelers, including vulnerable populations, from health and safety risks.	 (SPO1) Encourage stakeholders to develop and implement data-driven, equitable safety management programs. (SPO2) Expand the use of effective speed management practices in areas where drivers commonly interact with pedestrians and bicycles, including in high-visitation areas on Federal lands, such as National Parks.
Safe Workers: Improve the health, safety, and well- being of transportation workers and first responders.	 (SWO1) Support worker safety training, provide technical assistance, and work across Federal programs to evaluate and promote strategies to improve safety for workers in transportation occupations such as construction, freight, and traffic incident management.
Critical Infrastructure Cybersecurity: Strengthen transportation system	 (SCY1) Employ cross-functional, agency-wide expertise to integrate cybersecurity and resiliency considerations into all FHWA programs.

Strengthen transportation system resilience to protect it from disruption from cyber and other attacks.

ANNUAL PERFORMANCE PLAN MEASURES

- Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities
- . By September 30, 2023, Reduce the Rate of Motor Vehicle Fatalities from 1.36 per 100 Million Vehicle Miles Traveled (VMT) as of October 1, 2021, to No More than 1.22 per 100 Million VMT
- Reduce the Number of Non-Motorized Fatalities and Serious Injuries
- Reduce the Race Fatality Ratio by Population
- Increase the Percentage of Person Trips by Transit and Active Transportation Modes from Roughly 4% in 2020 to 6%
- Through the Safe Streets for All Program, Ensure More than 200 Communities Have Strategies to Reduce Fatalities and More than 100 Have Interventions to Reduce Fatalities and Injuries
- Reduce Highway Worker Fatality and Serious Injury Rates
- Increase the Highway Safety Improvement Program Obligation Rate

GOAL: ECONOMIC STRENGTH AND GLOBAL COMPETITIVENESS



Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.

America's extensive network of roadways and bridges facilitates movement of people and goods, promotes the growth of the American economy, affords access to national and international markets, and supports national defense. The current condition of our highways and major roads can adversely affect America's economy through lost time in travel, decreased productivity, and increased vulnerability to natural disasters and extreme weather events. Poor pavement conditions on certain roadways tend to result in higher vehicle operating costs and maintenance. Additionally, poor bridge conditions can lead to the imposition of weight limits, which increase travel time costs by forcing trucks to seek alternative routes. And finally, service interruption and recurring damages can significantly weaken the competitiveness of the United States in the global arena and impose additional socioeconomic stress on vulnerable or disadvantaged communities.

As of 2021, 1 in 5 miles (173,000 total miles) of our highways and major roads and more than 43,000 bridges are in poor condition. While past efforts have been successful in reducing the number of bridges in poor condition, recent data also shows a reduction in the number of bridges in good condition, indicating that more bridge owners would benefit from implementing preservation strategies that slow early-stage bridge deterioration.

While the U.S. economy bounced back from the slowdown caused by the COVID-19 pandemic, significant challenges remain. FHWA will facilitate and oversee the historical investment of funding under the BIL in our highways, bridges, and tunnels with an emphasis on maintaining America's economic strength and global competitiveness for the foreseeable future. Reliable highways and bridges and other transportation infrastructure ensure America has the necessary high-performing and dependable core assets for a resilient supply chain.

We will help enable the growth of an inclusive and sustainable economy through various cross-cutting cultural and equitable economic objectives. We will expand Federal contracting opportunities across our programs and initiatives to small business owners and disadvantaged business enterprises. We will also strengthen promotional efforts and ensure the accessibility and usability of our website and digital resources to facilitate the creation of good jobs in transportation. Through the Transportation Performance Management program, we will increase the accountability and transparency of the Federalaid Highway Program and provide a framework to support improved investment decision-making through a focus on performance outcomes for key national transportation goals.

For the latest updates on APP measures, review the U.S. DOT Annual Performance Plan: https://www.transportation.gov/mission/budget/fy-2023-performance-plan



TEXAS-MEXICO BORDER TRANSPORTATION MASTER PLAN 2021

PLAN MAESTRO DE **TRANSPORTE FRONTERIZO** DOS MIL VEINTIUNO























FINAL REPORT March 19, 2021

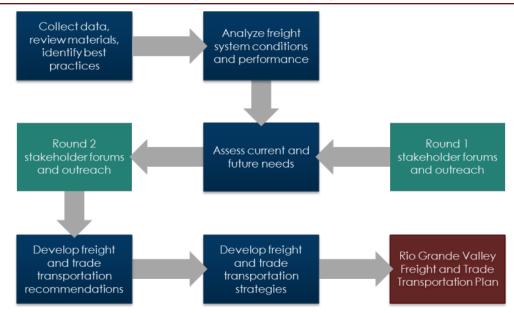
		Goal	Objectives
<u>, co</u>	Mobility and Reliability	Address congestion and improve system efficiency and performance on the Texas-Mexico transportation system	 Improve cross-border travel time reliability for greater efficiency of cross- border movement of people and goods. Improve the capacity of the multimodal transportation system to accommodate future growth in movement of people and goods.
~	Economic Competitiveness	Align investments in cross- border transportation infrastructure to support economic competitiveness, productivity, and development in the border regions and beyond	 Support gross domestic product (GDP) growth and economic growth in the border regions and the states. Support job creation and retention in the border regions and the states. Support continued growth in trade value in the border regions and the states.
\bigcirc	Safety and Security	Address Texas-Mexico multimodal transportation safety and security	 Address the number of crashes on the Texas-Mexico transportation system that result in fatalities and injuries, including those at ports of entry. Enhance the secure movement of people and goods.
*	Connectivity	Provide Texas-Mexico transportation options and improved system connectivity for all modes	 Improve first- and last-mile connectivity for seamless movement of people and goods. Provide for multimodal options for the cross-border movement of people and goods.
+	Cross-Border Resiliency	Maintain system capacity to facilitate continued operations after disruptions and emergency events	 Provide for the safe and expeditious evacuation of people from the area in the event of a disaster. Improve redundancy of the Texas- Mexico transportation system.
\$\$	Sustainable Funding	Identify sustainable funding sources for the Texas- Mexico border transportation system	 Identify funding for the Texas-Mexico transportation system. Leverage alternative funding sources to pay for improvements to the Texas- Mexico transportation system. Identify multimodal cost-benefit impact to infrastructure improvements to optimize investment.
	Customer Service	Engage stakeholders and incorporate their feedback in decision-making processes	 Improve the provision and distribution of information to users about the border. Actively solicit and incorporate customer feedback in Texas-Mexico transportation planning processes. Educate government agencies and related officials in the U.S. and Mexico about the border environment and the roles and responsibilities of the different agencies facilitating Texas-Mexico trade and travel.

RIO GRANDE VALLEY FREIGHT AND TRADE TRANSPORTATION PLAN



RIO GRANDE VALLEY FREIGHT AND TRADE TRANSPORTATION PLAN

Exhibit 3. Approach for Developing the Rio Grande Valley Freight and Trade Transportation Plan



Source: Cambridge Systematics, 2020.

These tasks resulted in a series of technical memorandums documenting the findings of each analysis phase:

- Goals and Objectives Discusses the process for developing the plan's goals and objectives, documents the final adopted goals and objectives, and summarizes how the goals and objectives align with the 2018 TFMP and TxDOT's overall mission.
- **Rio Grande Valley Multimodal Freight Network Designation** Documents the process, criteria, data, and outcome for designating the Rio Grande Valley Multimodal Freight Network (RGVMFN).
- Modal Profile and Needs Assessment Presents an inventory of the region's freight transportation assets, analyzes the condition and performance of existing infrastructure, documents stakeholder input on transportation needs, and results in an assessment of freight needs on the Rio Grande Valley Highway Freight Network (RGVHFN).
- Commodity Flow and Forecast Provides a summary of base year freight commodity flows (2018), forecasted commodity flows (2050), and interaction between the region and multimodal infrastructure elsewhere in Texas.
- Freight and Land Use Examines the freight-intensive land use in the Rio Grande Valley and the potential conflicts and environmental justice impacts of freight transportation on local communities.
- Supply Chains and Economic Contribution of Freight Provides an overview of the Rio Grande Valley's role in key supply chains, quantifies the contribution of freight transportation employment on the Rio

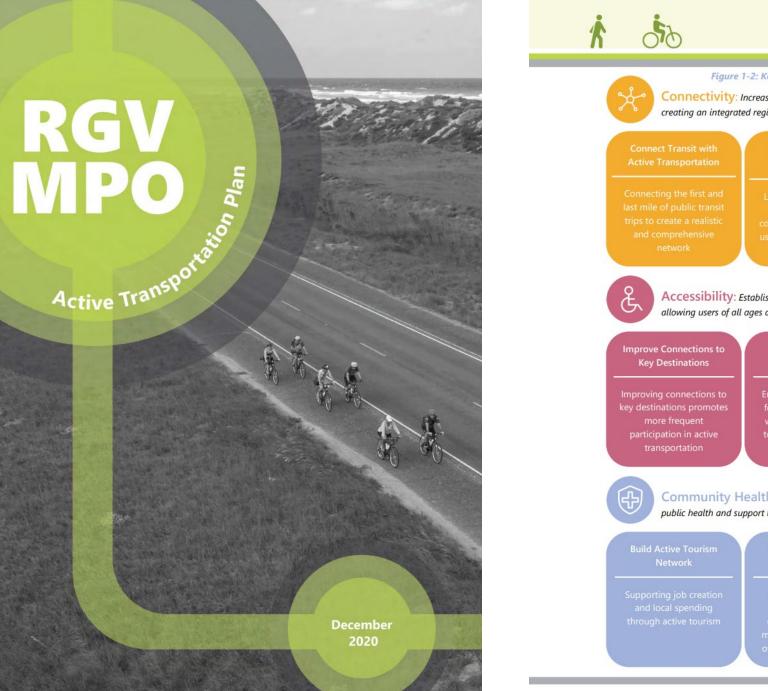


Figure 1-2: Key Principles and Supporting Goals Connectivity: Increasing mobility across active transportation modes, while creating an integrated regional transportation network

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

Ensure Equity Encouragement for underserved people to basic needs, services, residents to engage with

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



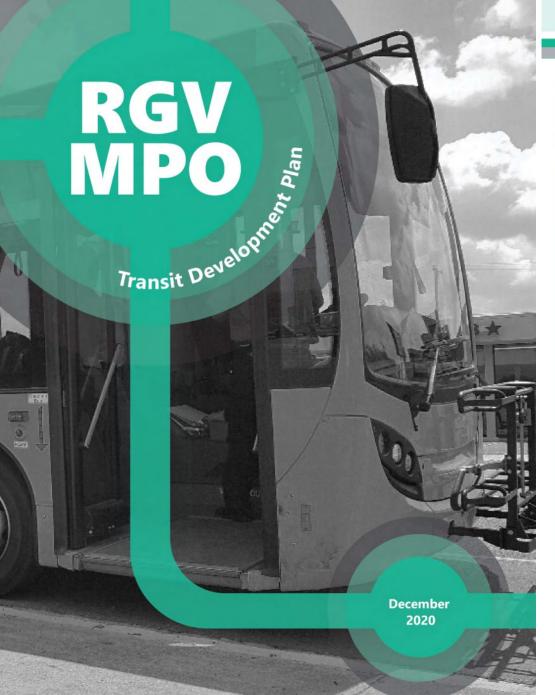
Chapter 1 Introduction- pg. 1-3

Design StandardsAdopt Regional Design Standards for active transportation facilities.MPO, LocalShortAdopted design standards are incorporated into municipal roadway design manuals or other similar documents.Facility InventoryDevelop regional standards for a facility inventory. Develop strategy for cyclical review and updates.MPO, LocalShort• Adopted design standards are incorporated into municipal roadway design manuals or other similar documents.Facility InventoryDevelop regional standards for a facility inventory. Develop strategy for cyclical review and updates.MPO, LocalShort• Complete facility Inventory. • Annual data collection and reporting effort taking place. • Established data benchmarks according to community goals.	Initiative	Action	Entity	Term	Measures of Success
Inventorystandards for a facility inventory. Develop strategy for cyclical review and updates.Inventory.Inventory. Annual data collection and reporting effort taking place. Established data benchmarks according to community goals.Bicycle and Pedestrian CountsEstablish a regional bicycle, pedestrian, and trail count program. Participate in the TxDOT BPICX at regional level.MPO, LocalShortAnnual count reporting. Number of automated counters.Regional Data PortalEstablish a regional data portal. Garner initial regional data.MPO, State, Local Business, SchoolsMedium MediumEstablishment of regional data portal. Portal used for future plans or project development.End of Trip FacilitiesDevelop end of trip facilities policy and/or programming.Local, Transit Agencies, Local Business, SchoolsMedium MediumEnd of trip facilities installed at public locations. Ordinances passed requiring end of trip facilities.Pilot ProjectsDotain collection of resources and supplies for implementing pilot projects.MPO, LocalLong MPO, LocalNumber of attendees or facility users • Public input supporting	_	Design Standards for active transportation		Short	standards are incorporated into municipal roadway design manuals or other similar
Pedestrian Countsbicycle, pedestrian, and trail count program. Participate in the TxDOT BPICX at regional level.MPO, State, LocalMediumNumber of automated counters.Regional Data PortalEstablish a regional data portal. Garner initial regional data.MPO, State, LocalMediumEstablishment of regional data portal. Portal used for future plans or project development.End of Trip FacilitiesDevelop end of trip facilities policy and/or programming.Local, Transit Agencies, Local 	-	standards for a facility inventory. Develop strategy for cyclical review and	MPO, Local	Short	 Inventory. Annual data collection and reporting effort taking place. Established data benchmarks according
Data Portaldata portal. Garner initial regional data.Initial opticity initial regional data.Initial opticity initial regional data.Portal used for future plans or project development.End of Trip FacilitiesDevelop end of trip facilities policy and/or programming.Local, Transit Agencies, Local Business, SchoolsMedium installed at public locations. Ordinances passed requiring end of trip facilities.Pilot ProjectsObtain collection of resources and 	Pedestrian	bicycle, pedestrian, and trail count program. Participate in the TxDOT BP CX	MPO, Local	Short	Annual count reporting.Number of automated
Facilitiesfacilities policy and/or programming.Agencies, Local Business, Schoolsinstalled at public locations.Pilot ProjectsObtain collection of resources and supplies for implementing pilot projects.MPO, LocalLong• Number of projects 	-	data portal. Garner	MPO, State, Local	Medium	regional data portal.Portal used for future plans or project
Projects resources and supplies for implementing pilot projects. implemented. • Number of attendees or facility users • Number of attendees or facility users	-	facilities policy and/or	Agencies, Local	Medium	installed at public locations.Ordinances passed requiring end of trip
		resources and supplies for implementing pilot	MPO, Local	Long	implemented.Number of attendees or facility usersPublic input supporting



Table 3-2: Pol	licy and Program	Initiatives
10010 0 211 01	and i rogram.	

Initiative	Action	Entity	Term	Measures of Success
Complete Streets Policies	Adopt Complete Streets policies. Incorporation of Complete Streets policies into local planning documents. Implementation of Complete Streets policies.	Local, MPO, State	Medium	 Complete Streets Policy adopted. All modes accommodated with safe facilities during resurfacing or expansion projects.
Safe Routes to School	Develop regional Safe Routes to School program.	MPO, State, School Districts	Long	 Measured increase in biking and walking activity in school children. Number of lane miles of added all ages and abilities facilities within 1/4 mile of schools.
Supportive Land Use Policy	Review land use policies and amend where needed. Incorporation of bicycle and pedestrian connectivity needs in future policy.	Local, State	Long	 Updates to land use policy that support mixed use development along regional trails. Connectivity requirements implemented in land use policy.
Advisory Committees	Continued support of the RGVMPO Bicycle and Pedestrian Advisory Committee, and collaboration with the CTAT. Create municipal advisory committees.	Local, MPO	Short	Number of municipal committees created.





BUS STOPS

RGV REGIONAL SERVICE STANDARDS

KPIs Stop Spacing Stop s

Stop Design

Stop spacing is important to maintaining efficiency and convenience of service. Well-spaced stops help buses adhere to schedules and reduce dwell time.

Route Classification	Average Spacing
Local – Urban	1⁄4 Mile
Local – Rural	1⁄2 Mile
Regional – Express	Key destinations
Regional – Urban	1 Mile

Campus route stops may be spaced as appropriate depending on environment.

Amenities should be considered based on stop-level ridership.

All stops should be safe, visible, and accessible. Using stop-level ridership can ensure that stop amenities are distributed equitably depending on available funding. As each provider in the region has different total ridership, stop-level ridership should be ranked relative to other stops in that provider's system. For example, if a system had 100 stops and used the percentiles below to distribute amenities, it would mean that the top 10 most-frequented stops based on daily ridership would be given Level 4 amenities.



2030 TRANSIT DEVELOPMENT PLAN

Regional System Bus Stop Standards – Continued



Recommendations

X	Bus stop facilities should be integrated within existing pedestrian and bike networks. Space to wait for the bus should be well connected to the sidewalk network, making it easy for riders to continue their trip beyond the bus stop. Stops should be clearly discernable, with bilingual signage that reinforces the identity of the transit service.
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Resilience and Sustainability Analysis

2023





Vision and Guiding Principles

The planning process to develop this plan was led by well-defined guiding principles, planning documents at all levels of government, and a vision statement that established a common intention for the future of resilience and sustainability in the region.

Vision Statement

The RGVMPO will leverage their position as a clearinghouse for regional, collaborative planning to encourage sustainable practices that make the region more resilient in the face of risk.

The RGVMPO will achieve this through policies and programs that help build a more equitable and sustainable region. These include prioritizing transportation investments that improve the safety of the traveling public, reduce damage and disruption to the region caused by risks, and encourage equity by addressing the needs of disadvantaged communities that are often the most vulnerable.

Guiding Principles

Adaptive Development

 Build resilient infrastructure systems and overall development that factor in climate change and associated risks, plan for facilities that can be adapted for various uses, and strengthen housing market resilience, especially for those communities most vulnerable to risk.

Sustainable Future

 Build adaptations that encourage regional sustainability such as reducing vehicle emissions through investment in sustainable transportation options and encouraging the use of cleaner, renewable energy generation and fuels.

Connected Communities

 Conduct public involvement and education to encourage active and ongoing communication to the community about sustainability, resilience, and the role everyone can play in achieving plan goals, as well as encourage communication with external partners about the importance of resilience planning and value of the region to the nation's economy.

Collaborative Governance

• Leverage regional governance opportunities and includes items such as data sharing agreements and cooperative endeavor agreements to meet regional goals.

Just Choices

• Make equitable decisions that encourage development without displacement.

Page 1 – Adopted: 9/25/2019, Amended: 8/31/2022



Rio Grande Valley Metropolitan Planning Organization

Public Participation Plan

Good Ideas often occur through an open exchange of information and viewpoints.





B. Public Participation Goals and Objectives

The RGVMPO shall actively engage the public in the transportation planning process and employ visualization techniques to depict transportation plans. Examples of visualization techniques include charts, graphs, photo interpretation, maps, use of GIS systems and/or computer simulation. The RGVMPO shall keep the public informed of on-going transportation related activities on a continued basis by making all publications and work products available electronically to the public via the MPO's web home page (via internet) and at the MPO office by furnishing CDs and displaying maps, as a visualization technique, to describe transportation actions as part of the Metropolitan Transportation Plan.

The RGVMPO staff shall be available to provide general and project-specific information at a central location during normal business hours and after hours at the request of community interest groups with reasonable notice.

The RGVMPO shall produce a quarterly newsletter for distribution by mail and via email to the RGVMPO contact list, available at public libraries and city halls, and available at the RGVMPO website www.RGVMPO.org. The newsletter includes, at a minimum, updates on current or recently completed projects, announcements of upcoming meetings, and contact information.

The RGVMPO shall maintain an internet website that will be compliant with Section 508 of the Americans with Disabilities Act for disabled users. The website shall be updated and maintained to provide the most current and accurate transportation planning information available. The website shall, at a minimum, contain the following information:

The RGVMPO shall encourage the involvement of all area citizens in the transportation planning process. The target audiences shall be identified for each planning study conducted by the MPO, including residents, business and property owners and those traditionally underserved and underrepresented populations, including but not limited to, low income and minority households, within the study area. The Limited English Proficiency (LEP) Plan identifies populations within the study area with limited proficiency in reading, speaking, or writing in English (See Appendix A). The RGVMPO shall, when feasible, hold public meetings at a site convenient to potentially affected citizens.

The RGVMPO shall participate in public participation activities for individual transportation improvement projects from the planning phase through construction. The MPO shall actively assist the Texas Department of Transportation, local governments and transportation agencies in the development and implementation of public involvement techniques for planning and other studies, including Arterial Investment Studies, Major Corridor/Feasibility Studies, and Project Development and Environmental Studies or other documents to support planning. The RGVMPO shall cooperate with the Texas Department of Transportation and member cities to implement the MPO Community Assessment Study.

Program	Public Meetings	Comment Period	Remarks
Adoption		20.1	
MTP	2 Meetings prior to	30 days	Written and oral
	TPB approval		comments are
			provided to TPB
			and available for
			public review
Highway/Transit	2 Meetings prior to	30 days	
TIP & Program of	TPB approval		
Projects			
UPWP	N/A	30 days	Public meetings
			with TPB & TAC
PPP	N/A	45 days	As needed
Annual Project	N/A	N/A	An update is
Listing			provided by
			TxDOT at all TPB
			meetings and made
			available for
			viewing at
			RGVMPO website

PUBLIC PARTICIPATION PLAN (PPP) LEGAL REQUIREMENTS

The most current transportation legislation, "Fixing Americas Surface Transportation-Act" (FAST- Act) was signed by President Barack Obama on December 4th, 2015 and became effective on January 1st, 2016. The new legislation upheld public involvement strategies required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and the Moving Ahead for Progress on the 21st Century (MAP-21). FAST-Act requires the MPOs to provide for consideration of projects and strategies that will serve to **advance ten (10)** transportation planning factors identified under FAST-Act as follows [per Section 1201 (h)].

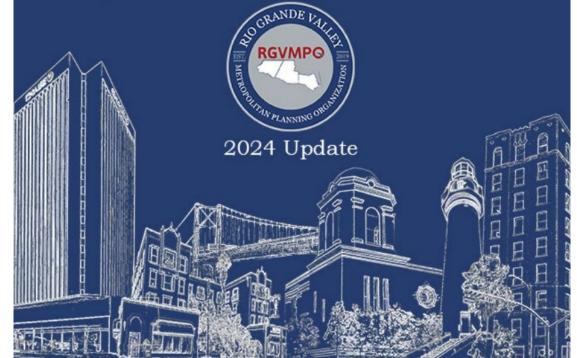
- 1. Increase the safety of the transportation system for motorized and non-motorized users
- 2. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- 3. Increase the security of the transportation system for motorized and non-motorized users
- 4. Increase accessibility and mobility of people and freight.

Page 8 – Adopted: 9/25/2019, Amended: 8/31/2022

- 5. 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 and economic development patterns
- 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- 7. Promote efficient system management and operation; and
- 8. Emphasize the preservation of the existing transportation system.
- 9. water impacts of surface transportation
- 10. Enhance travel and tourism

Rio Grande Valley Metropolitan Planning Organization

Congestion Management Process

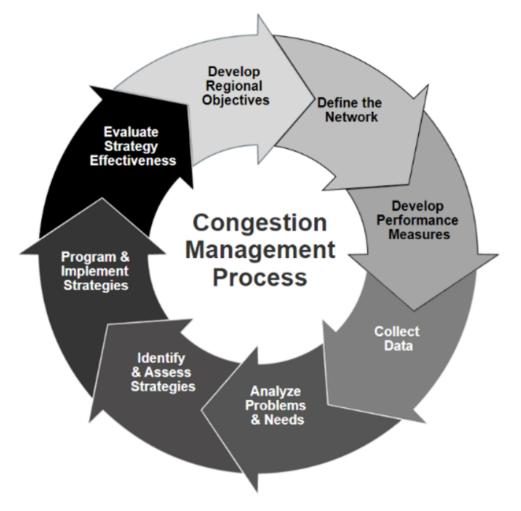


2024 RGVMPO CMP - First Draft

What is a Congestion Management Process?

A Congestion Management Process (CMP) is a federally mandated document that is to be sustained by Metropolitan Planning Organizations (MPO). The purpose of a CMP is to identify, analyze, and monitor traffic congestion on roadways to provide data-driven implementation strategies that are to be evaluated for effectiveness over time. This process is cyclic in nature and is an ongoing effort with the intention of alleviating traffic congestion and improving the efficiency of a regional transportation network.

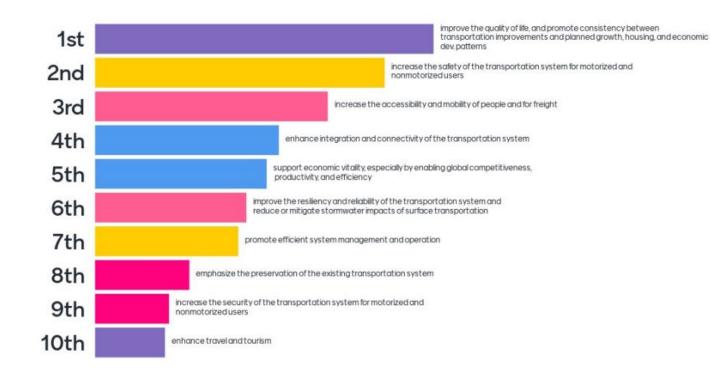
As defined by Federal Highway Administration, the flow chart below identifies the 8-step process:



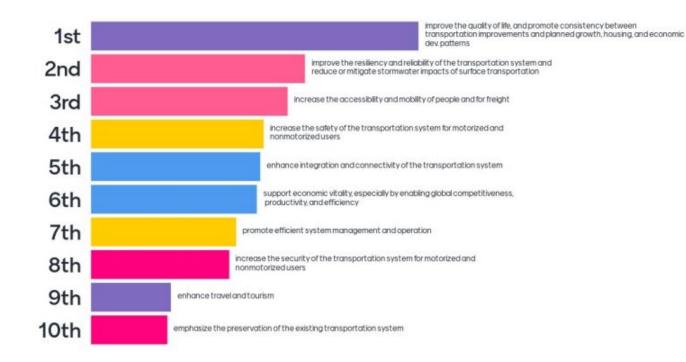
- Affordable Housing Considerations
- Land Use Planning
- Economic Development (Return-on-Investment)
- Thoroughfare Planning (ROW) Functional Classification?

Project Readiness Results

The metropolitan planning process shall provide for consideration of projects and strategies that will ...

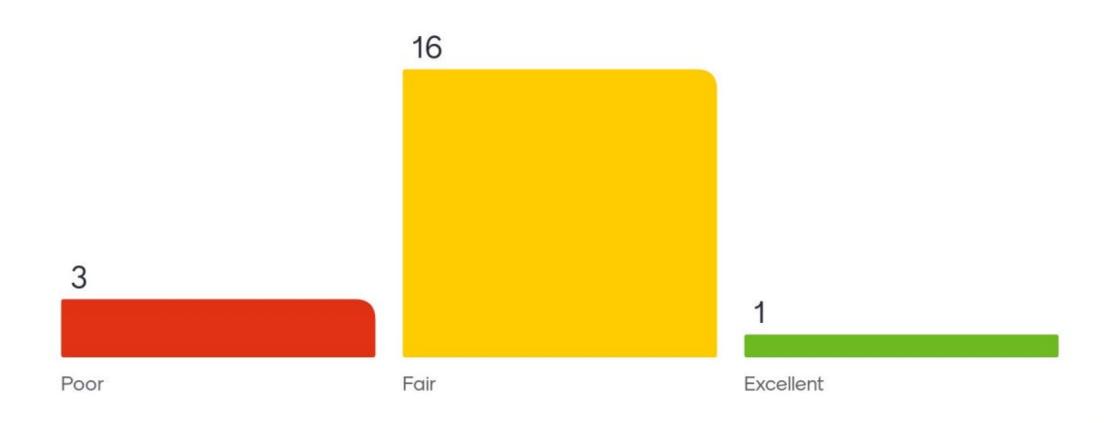


Transportation Policy Board Results The metropolitan planning process shall provide for consideration of projects and strategies that will ...

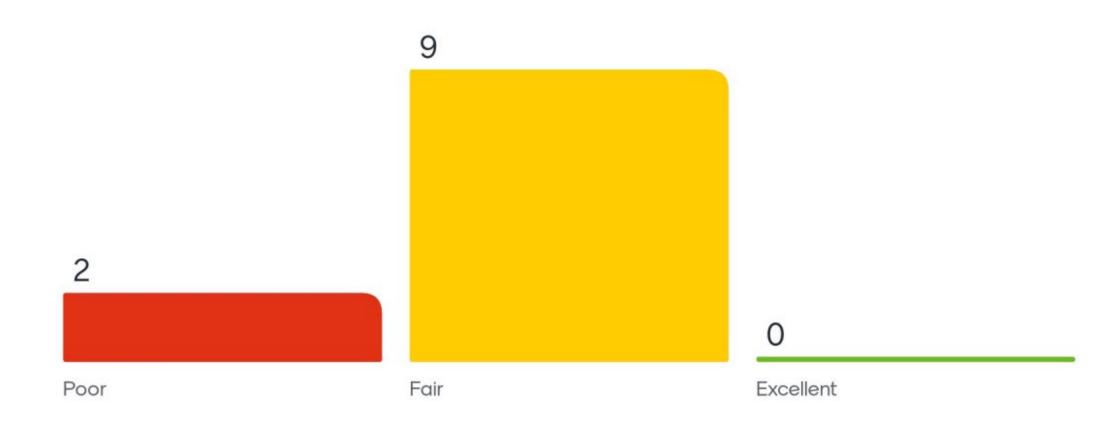


Project Readiness Results

Please rate the 2023 Project Evaluation Form



Transportation Policy Board Results Please rate the 2023 Project Evaluation Form



Project Readiness Results

Which Scoring Criteria/categories worked?

29 responses



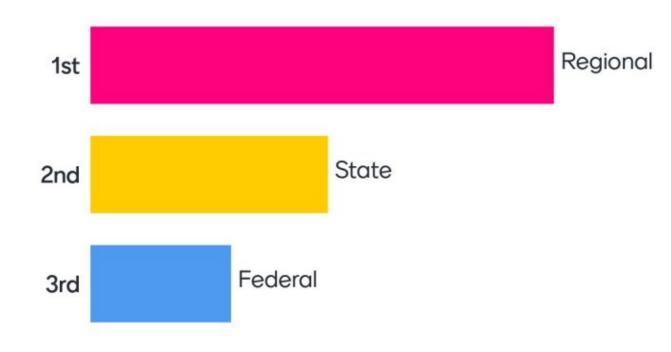
Transportation Policy Board Results Which Scoring Criteria/categories worked?

6 responses

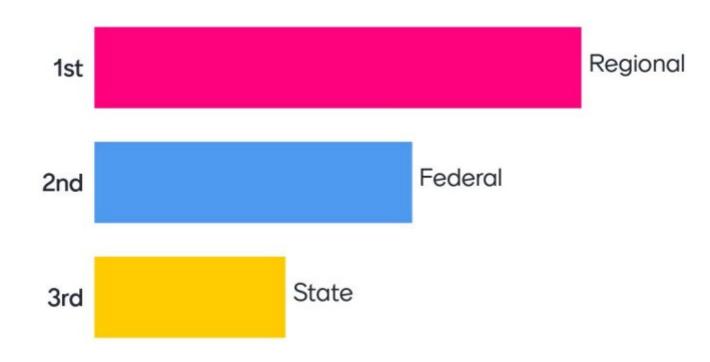
regionalism readiness multimodalism project readiness safety

Project Readiness Results

Which goals/strategies should be prioritized (AKA scored higher) if implemented?



Transportation Policy Board Results Which goals/strategies should be prioritized (AKA scored higher) if implemented?



Project Readiness Results

The following regional plans should be incorporated into the RGVMPO's Project Prioritization Process:



Transportation Policy Board Results

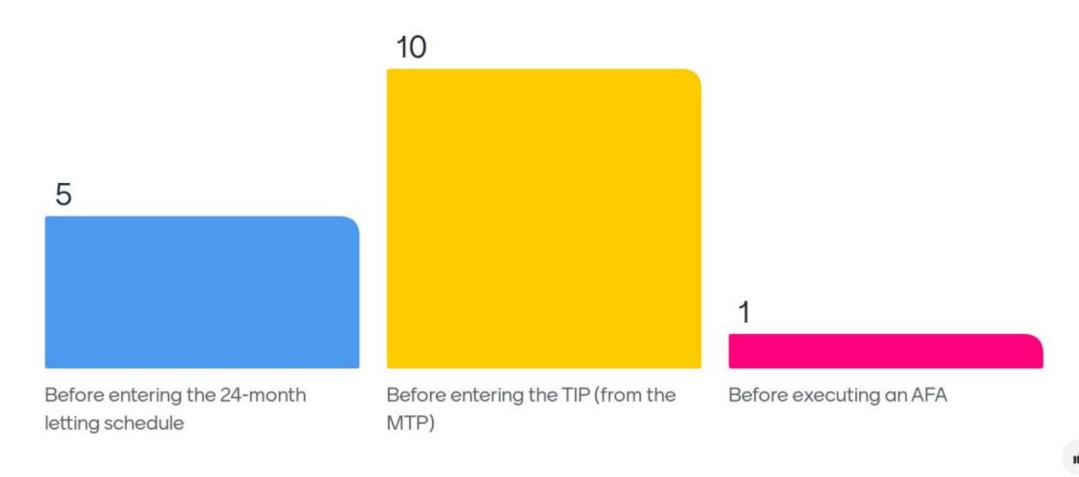
The following regional plans should be incorporated into the RGVMPO's Project Prioritization Process:



0 0 # 1

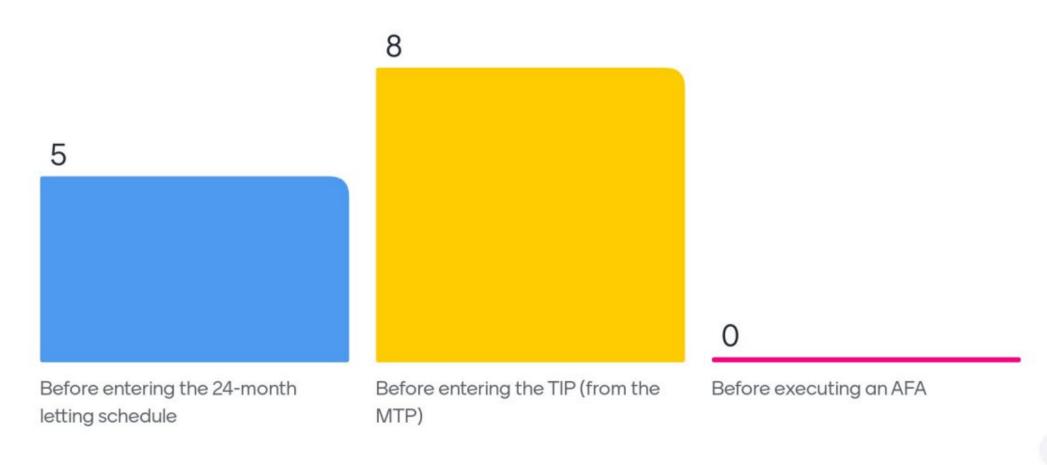
Project Readiness Results

When should projects be evaluated for prioritization?



Transportation Policy Board Results

When should projects be evaluated for prioritization?



Project Readiness Results

Ideas for the MPO to consider for validating information related to project prioritization:

TxDOT	Not sure	get a private consultation to review and score based on an approved rubrics	No te preocupes
TxDOT	Project ranking process reevaluated	Documentation, resolutions,	Reference in sub scores from other rankings such as CMP, PM1- 3, etc. So there's linkages to those requirements but avoid shoehorning everything into one form.

Transportation Policy Board Results

Ideas for the MPO to consider for validating information related to project prioritization:

Completed EA and AFA	Proof of approvals / milestone submittals along the way.	Environmental approved	ROW documents, construction commitments
Project development schedule by engineer	environmental	TXDot district office to validate timelines	Shovel ready

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Join at menti.com | use code 4275 2095

Instructions

Go to

www.menti.com

Enter the code

4275 2095



Or use QR code

V. Presentation & Reports

C. TJKM - SS4A Comprehensive Plan Initial Project Status

Presenter: Nayam Amin, TJKM President

- **Summary:** The RGVMPO is developing a Comprehensive Safety Action Plan as part of the Safe Streets and Roads for All (SS4A) initiative. This plan focuses on improving road safety, particularly in Starr County, Hidalgo County, City of Harlingen, and City of Brownsville, and aims to enhance safety for all users across the region. The update will cover progress on the plan's development and upcoming steps.
- **Background:** The RGVMPO received SS4A grant funding to create the region's first Comprehensive Safety Action Plan. With over 50% of the population living in HDCs, the plan targets critical safety needs by identifying key countermeasures and potential pilot locations (Starr County, Hidalgo County, City of Harlingen, and City of Brownsville) for future implementation. This update will highlight current efforts, stakeholder engagement, and next steps in the project.





Rio Grande Valley Metropolitan Planning Organization

Technical Advisory Committee Meeting

Safe Streets for All Action Plan

Thursday, October 10, 2024 10:00 AM – 11:00 AM



2. Project Introduction and Role of Technical Advisory Committee

- RGVMPO awarded SS4A Funds to develop Comprehensive Safety
 Action Plan for All Modes of Transportation
- Technical Advisory Committee would be playing a crucial role in developing and identifying the safety initiatives and strategies for all modes of transportation within the Rio Grande Valley community
 - by providing valuable input about their community so that we can define a safety action plan that enhances safety for all modes of transportation throughout the Rio Grande Valley.





3. Project Goals

- <u>Goal 1</u>: Systemically implement proven safety solutions, initiatives, policies, and programs to eliminate preventable fatal & severe collisions by 2050.
- <u>Goal 2</u>: Utilize a multi-faceted approach that spans jurisdictions and encompasses diverse strategies including engineering, education, and enforcement.
- <u>Goal 3</u>: Implement improvements that promote and support safe travel for vulnerable users including people walking and bicycling, children, seniors, and people with disabilities.
- <u>Goal 4</u>: Ensure that multimodal safety investments are made in a manner that is fair and equitable for all residents.





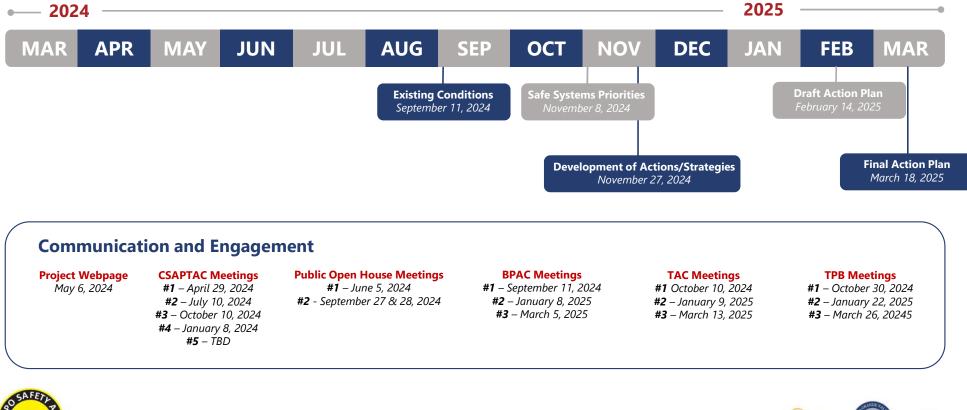
4. Scope of Work

- a) Existing Conditions Document of Current Policies, Regulations, Projects, and Funding Completed
- b) Vision and Goal Development **Completed**
- c) Crash Data Analysis/HIN Development Crash Data Analysis will be conducted for Counties of Cameron, Hidalgo, and Starr based on Crash Data from TxDOT CRIS – *In Progress*
- d) Communication and Engagement Ongoing
- e) Safe System Priorities
- f) Short-Term, Mid-Term, and Long-Term Action Strategy Development for RGVMPO, Counties of Cameron, Hidalgo and Starr, and Cities of Brownsville and Harlingen
- g) Equity and Land Use Analysis
- h) Draft and Final SS4A Action Plan





Schedule





TIKM Contraction of the associates

Communication and Engagement

- Public Meetings 2 out of 2 Completed
- Steering Committee Meetings 2 out of 5 Completed
- Bicycle and Pedestrian Advisory Committee Meetings 1 out of 3 Completed





Community Outreach

- <u>Webpage</u> <u>https://www.rgvmpo.org/our-work/public-</u> <u>participation/ss4a-safety-action-plan</u>
- Interactive Map Input Platform
 <u>https://app.maptionnaire.com/q/97vyw2miy7e8</u>
- Received 63 Feedback
 - 22% related to Sidewalks
 - 13% related to Speeding
 - 10% related to Unsafe Driving, Bike/Ped Design and



Lighting each





Collision Analysis

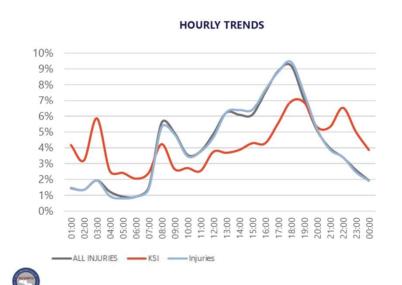




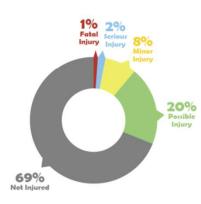


RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION





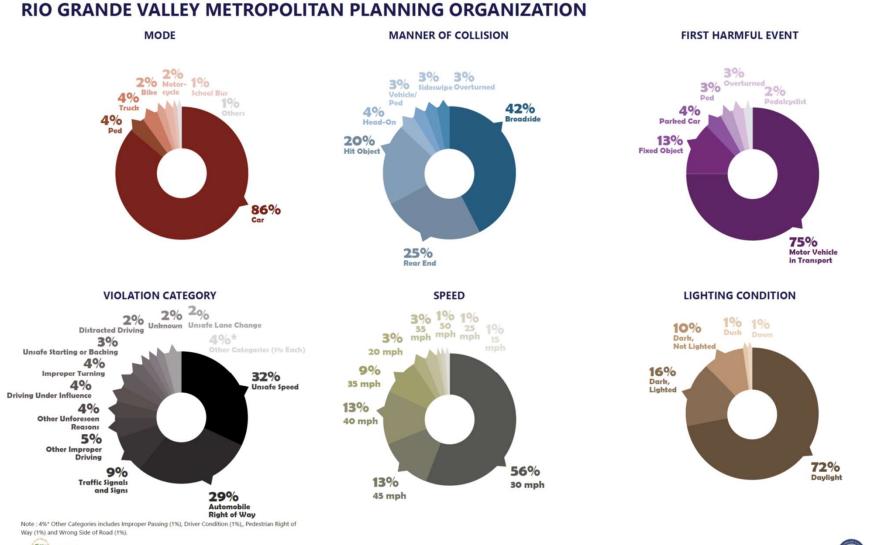
COLLISIONS BY SEVERITY



COLLISIONS BY SEVERITY

	COLLI	SIONS
FATAL INJURY	253	1%
SERIOUS INJURY	1,404	2%
MINOR INJURY	6,935	8%
POSSIBLE INJURY	18,027	20%
NOT INJURED	61,573	69%
TOTAL	88,192	100%

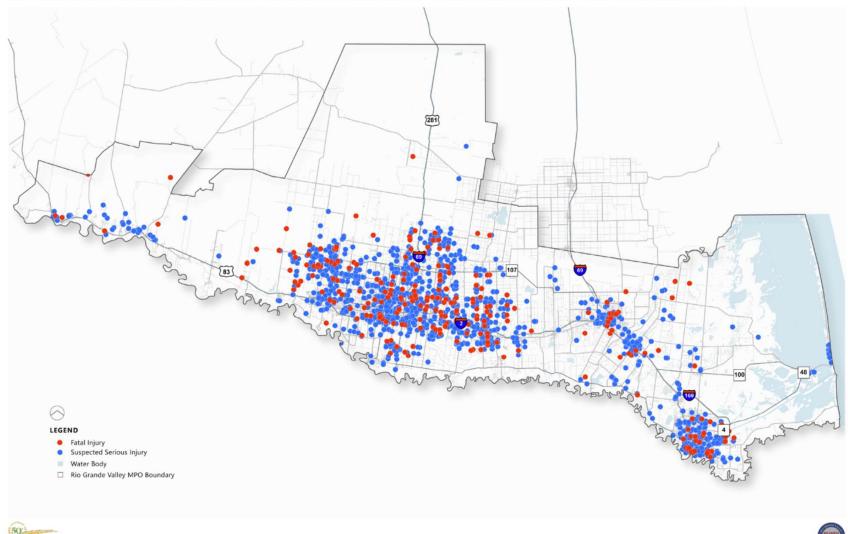






COLLISION TRENDS - RIO GRANDE VALLEY MPO

5

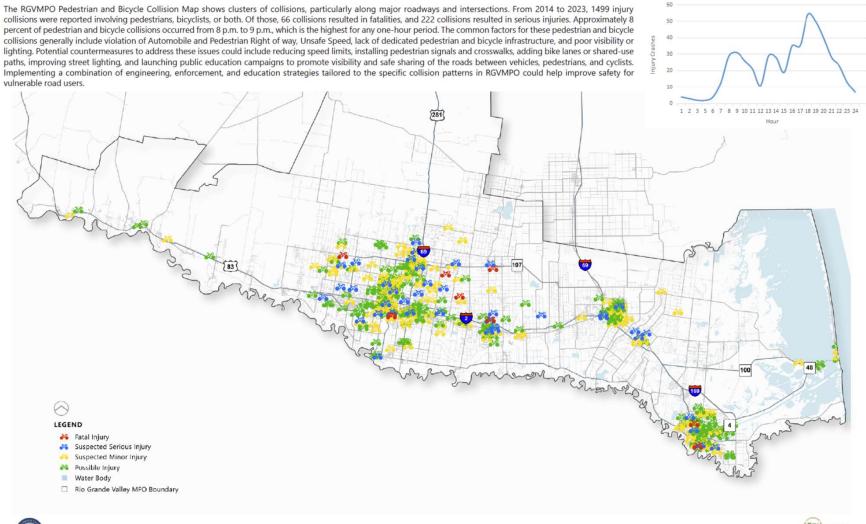


RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION - FSI COLLISIONS

50 ТЈКМ

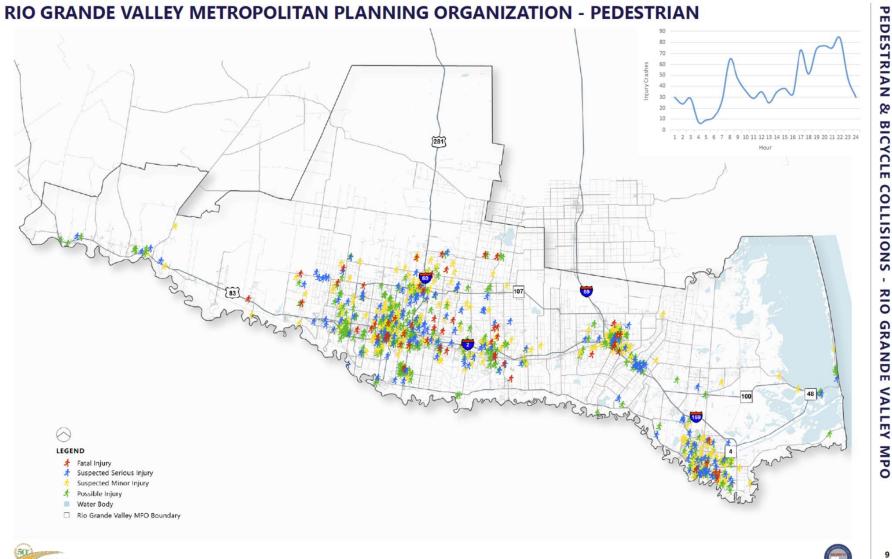
7

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION - BICYCLE





8



ТЈКМ

Next Steps

- 1. Identify High Injury Network
- 2. Identify Strategies and Improvements





Areas of Concern Or Focus ?





Other Items.....

 Technical Advisory Committee Meeting #2 On January 9th, 2025





Thank You.





V. Presentation & Reports

D. Executive Director's Report and Updates

 \Box Action \blacksquare Information

Presenter: Luis Diaz, RGVMPO Interim Executive Director

Summary: 1. Budget Update

- 2. Hidalgo County Active Transportation & Tourism Plan
- **3.** 2024 Thoroughfare Update

RIO GRANDE VALLEY MPO EV 2024-2025 LIPWP

						RIC	GRAND	E VALLEY		2024-202	25 UPWP								
	UPWP		FY 2024	Adjusted	FY 2024 ADJUSTED	October	November	December	January	February	March	April	Мау	June	July	August	September	FY 2024	FY 2024
TASK NAME	TASK	UPWP Budget	Budget	Amount	BUDGET	2023	2023	2023	2024	2024	2024	2024	2024	2024	2024	2024	2024	TOTAL	BALANCE
MPO Administration	1.1	\$1,389,692.00	\$694,846.00		\$694,846.00	\$36,267.59	\$43,636.36	\$75,998.24	\$42,186.23	\$41,287.61	\$40,825.48	\$65,565.11	\$45,189.40	\$42,954.69	\$57,050.44	\$54,896.54		\$545,857.69	\$148,988.31
Public Participation Plan	1.2	\$50,355.20	\$25,177.60		\$25,177.60	\$418.97	\$211.36	\$1,407.60	\$568.57	\$0.10	\$116.14	\$881.80	\$1,786.74	\$641.15	\$0.00	\$730.89		\$6,763.32	\$18,414.28
Title VI Civil Rights/Environmental Justice/	1.3	\$18,898.00	\$9,449.00		\$9,449.00	\$0.00	\$634.12	\$422.75	\$0.00	\$0.06	\$0.00	\$223.02	\$0.00	\$529.68	\$714.56	\$709.64		\$3,233.83	\$6,215.17
TAC and TPB Workshops	1.4	\$23,779.60	\$11,889.80		\$11,889.80	\$0.00	\$0.00	\$0.00	\$111.36	\$0.00	\$481.34	\$0.00	\$0.00	\$139.10	\$339.13	\$0.00		\$1,070.93	\$10,818.87
Equipment/Office Space & Computer Hard	1.5	\$117,000.00	\$58,500.00		\$58,500.00	\$3,198.63	\$1,041.89	\$1,114.20	\$1,500.00	\$7,579.20	\$8,363.98	\$1,603.18	\$2,100.00	\$8,174.47	\$26,565.81	\$425.04		\$61,666.40	\$3,166.40
Staff Development	1.6	\$232,286.00	\$116,143.00		\$116,143.00	\$2,085.00	\$5,463.97	\$5,002.64	\$4,652.41	\$2,250.92	\$3,850.37	\$6,240.65	\$5,653.19	\$6,603.09	\$15,741.84	\$12,049.26		\$69,593.34	\$46,549.66
General GIS Activities	2.1	\$132,286.00	\$66,143.00		\$66,143.00	\$4,259.09	\$8,697.90	\$7,460.83	\$5,444.07	\$5,801.16	\$5,361.82	\$8,123.38	\$16,533.08	\$11,800.39	\$6,872.57	\$8,797.97		\$89,152.26	\$23,009.26
Performance Measures and Targets	2.2	\$75,592.00	\$37,796.00		\$37,796.00	\$0.00	\$420.83	\$1,440.02	\$4,877.91	\$1,085.42	\$974.55	\$557.59	\$1,229.05	\$3,893.84	\$1,233.99	\$1,228.85		\$16,942.05	\$20,853.95
Model Work	2.3	\$94,490.00	\$47,245.00		\$47,245.00	\$0.00	\$720.13	\$1,080.18	\$0.00	\$0.10	\$0.00	\$0.00	\$0.00	\$506.52	\$0.00	\$0.00		\$2,306.93	\$44,938.07
Land Use Map	2.4	\$151,184.00	\$75,592.00		\$75,592.00	\$0.00	\$480.09	\$0.00	\$241.20	\$0.03	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$721.32	\$74,870.68
Service Coordination	3.1	\$38,796.00	\$19,398.00		\$19,398.00	\$0.00	\$845.51	\$899.18	\$212.38	\$563.36	\$223.02	\$424.43	\$1,338.08	\$983.06	\$1,913.24	\$1,923.48		\$9,325.74	\$10,072.26
Planning Assistance	3.2	\$193,388.00	\$136,694.00		\$136,694.00	\$11,138.33	\$14,109.87	\$23,583.46	\$3,504.44	\$6,455.92	\$11,069.57	\$12,373.63	\$21,212.94	\$9,510.89	\$14,884.66	\$10,675.90		\$138,519.61	\$1,825.61
Complete Streets Planning	3.3	\$249,453.60	\$124,726.80		\$124,726.80	\$1,936.44	\$7,228.56	\$11,724.53	\$5,269.47	\$6,553.34	\$7,250.16	\$5,878.07	\$9,001.21	\$4,552.30	\$3,851.15	\$3,784.86		\$67,030.09	\$57,696.71
Resiliency Planning	3.4	\$100,000.00	\$100,000.00		\$100,000.00	\$0.00	\$0.00	\$27,474.53	\$0.00	\$2,846.13	\$48,728.88	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$79,049.54	\$20,950.46
Performance-Base Planning	3.5	\$80,000.00	\$80,000.00		\$80,000.00	\$0.00	\$0.00	\$40,065.91	\$0.00	\$0.00	\$59,479.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$99,545.31	\$19,545.31
Feasibility Rail Study	3.6	\$300,000.00	\$200,000.00		\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$200,000.00
Project Selection Criteria	4.1	\$37,866.00	\$18,933.00		\$18,933.00	\$0.00	\$422.74	\$965.49	\$521.39	\$892.14	\$557.54	\$2,236.33	\$423.12	\$861.34	\$529.68	\$2,216.72		\$9,626.49	\$9,306.51
Truck Route & Freight Planning	4.2	\$37,866.00	\$18,933.00		\$18,933.00	\$0.00	\$2,921.51	\$339.25	\$0.00	\$0.11	\$1,338.07	\$222.99	\$792.97	\$268.54	\$81.22	\$288.09		\$6,252.75	\$12,680.25
County Thoroughfare & Functional Classifi	4.3	\$37,866.00	\$18,933.00		\$18,933.00	\$0.00	\$1,747.94	\$6,040.86	\$528.62	\$559.57	\$3,409.34	\$1,661.84	\$2,430.45	\$121.85	\$0.00	\$0.00		\$16,500.47	\$2,432.53
Metropolitan Transportation Plan	4.4	\$483,286.00	\$316,643.00		\$316,643.00	\$6,315.11	\$3,501.20	\$3,836.18	\$5,068.24	\$4,662.12	\$8,895.46	\$30,220.75	\$35,665.65	\$24,483.38	\$25,491.81	\$16,254.56		\$164,394.46	\$152,248.54
Incident Management & Safety Study	5.1	\$37,866.00	\$18,933.00		\$18,933.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$759.77	\$0.00	\$0.00	\$0.00		\$759.77	\$18,173.23
Congestion Data Collection	5.2	\$56,694.00	\$28,347.00		\$28,347.00	\$0.00	\$0.00	\$59,086.00	\$1,280.18	\$2,437.52	\$913.64	\$1,726.40	\$4,112.20	\$5,511.44	\$656.95	\$0.00		\$75,724.33	\$47,377.33
Traffic Counts / Bike Ped Counts	5.3	\$22,898.00	\$11,449.00		\$11,449.00	\$360.07	\$0.00	\$0.00	\$0.00	\$0.01	\$1,877.91	\$2,733.91	\$602.88	\$0.00	\$24,471.59	\$0.00		\$30,046.37	\$18,597.37
Corridor Study	5.4	\$237,500.00	\$175,000.00		\$225,000.00	\$0.00	\$0.00	\$44,265.53	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$44,265.53	\$180,734.47
	Totals	\$4,199,042.40	\$2,410,771.20		\$2,460,771.20	\$65,979.23	\$92,083.98	\$312,207.38	\$75,966.47	\$82,974.82	\$203,716.67	\$140,673.08	\$148,830.73	\$121,535.73	\$180,398.64	\$113,981.80	\$0.00	\$1,538,348.53	\$922,422.67

	UPWP		FY 2025	Adjusted	FY 2025 ADJUSTED	October	November	December	January	February	March	April	Мау	June	July	August	September	FY 2025	FY 2025
TASK NAME	TASK	UPWP Budget	Budget	Amount	BUDGET	2024	2024	2024	2025	2025	2025	2025	2025	2025	2025	2025	2025	TOTAL	BALANCE
MPO Administration	1.1	\$1,389,692.00	\$694,846.00		\$694,846.00													\$0.00	\$694,846.00
Public Participation Plan	1.2	\$50,355.20	\$25,177.60		\$25,177.60													\$0.00	\$25,177.60
Title VI Civil Rights/Environmental Justice/	1.3	\$18,898.00	\$9,449.00		\$9,449.00													\$0.00	\$9,449.00
TAC and TPB Workshops	1.4	\$23,779.60	\$11,889.80		\$11,889.80													\$0.00	\$11,889.80
Equipment/Office Space & Computer Hard	1.5	\$117,000.00	\$58,500.00		\$58,500.00													\$0.00	\$58,500.00
Staff Development	1.6	\$232,286.00	\$116,143.00		\$116,143.00													\$0.00	\$116,143.00
General GIS Activities	2.1	\$132,286.00	\$66,143.00		\$66,143.00													\$0.00	\$66,143.00
Performance Measures and Targets	2.2	\$75,592.00	\$37,796.00		\$37,796.00													\$0.00	\$37,796.00
Model Work	2.3	\$94,490.00	\$47,245.00		\$47,245.00													\$0.00	\$47,245.00
Land Use Map	2.4	\$151,184.00	\$75,592.00		\$75,592.00													\$0.00	\$75,592.00
Service Coordination	3.1	\$38,796.00	\$19,398.00		\$19,398.00													\$0.00	\$19,398.00
Planning Assistance	3.2	\$193,388.00	\$56,694.00		\$56,694.00													\$0.00	\$56,694.00
Complete Streets Planning	3.3	\$249,453.60	\$124,726.80		\$124,726.80													\$0.00	\$124,726.80
Resiliency Planning	3.4	\$100,000.00	\$0.00		\$0.00													\$0.00	\$0.00
Performance-Base Planning	3.5	\$80,000.00	\$0.00		\$0.00													\$0.00	\$0.00
Feasibility Rail Study	3.6	\$300,000.00	\$100,000.00		\$100,000.00													\$0.00	\$100,000.00
Project Selection Criteria	4.1	\$37,866.00	\$18,933.00		\$18,933.00													\$0.00	\$18,933.00
Truck Route & Freight Planning	4.2	\$37,866.00	\$18,933.00		\$18,933.00													\$0.00	\$18,933.00
County Thoroughfare & Functional Classifi	4.3	\$37,866.00	\$18,933.00		\$18,933.00													\$0.00	\$18,933.00
Metropolitan Transportation Plan	4.4	\$483,286.00	\$166,643.00		\$166,643.00													\$0.00	\$166,643.00
Incident Management & Safety Study	5.1	\$37,866.00	\$18,933.00		\$18,933.00													\$0.00	\$18,933.00
Congestion Data Collection	5.2	\$56,694.00	\$28,347.00		\$28,347.00													\$0.00	\$28,347.00
Traffic Counts / Bike Ped Counts	5.3	\$22,898.00	\$11,449.00		\$11,449.00													\$0.00	\$11,449.00
Corridor Study	5.4	\$237,500.00	\$62,500.00		\$62,500.00													\$0.00	\$62,500.00
	Totals	\$4,199,042.40	\$1,788,271.20		\$1,788,271.20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,788,271.20

FY 2024			% of adjust.	Amount we should've	
Task	Adjusted UPWP	Total Spent	Budget spent	spent	Difference
1	\$916,005.40	\$618,592.17	67.53%	\$839,672	\$221,079
2	\$226,776.00	\$109,122.56	48.12%	\$207,878	\$98,755
3	\$660,818.80	\$393,470.29	59.54%	\$605,751	\$212,280
4	\$373,442.00	\$196,774.17	52.69%	\$342,322	\$145,548
5	\$283,729.00	\$150,796.00	53.15%	\$260,085	\$109,289
Totals	\$2,460,771.20	\$1,468,755.19	59.69%	\$2,255,706.93	\$786,951.74
			91.67%		

FY 24-25 Task	Adjusted UPWP	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1	\$1,832,010.80	\$618,592.17	33.77%	\$839,672	\$221,079
2	\$453,552.00	\$109,122.56	24.06%	\$207,878	\$98,755
3	\$961,637.60	\$393,470.29	40.92%	\$440,751	\$47,280
4	\$596,884.00	\$196,774.17	32.97%	\$273,572	\$76,798
5	\$404,958.00	\$150,796.00	37.24%	\$185,606	\$34,810
Totals	\$4,249,042.40	\$1,468,755.19	34.57%	\$1,947,477.77	\$478,722.58
			45.83%		

				Amount we	
			% of adjust.	should've	
FY 2025	Task Adjusted UPWP	Total Spent	Budget spent	spent	Difference
1	\$916,005.40	\$0.00	0.00%	\$0	\$0
2	\$226,776.00	\$0.00	0.00%	\$0	\$0
3	\$300,818.80	\$0.00	0.00%	\$0	\$0
4	\$223,442.00	\$0.00	0.00%	\$0	\$0
5	\$121,229.00	\$0.00	0.00%	\$0	\$0
Total	s \$1,788,271.20	\$0.00	0.00%	\$0.00	\$0.00
			0.00%		

V. Presentation & Reports

- **E.** TxDOT Letting Report
- \Box Action \blacksquare Information
- Presenter: TxDot Pharr District TP&D Staff

October 10, 2024 **TxDOT Monthly Letting Update** (Projects within Rio Grande Valley MPO Area)

PROJECTS TO BE LET IN October 2024

Hwy	СО	Limits	Description	Estimate / Low Bid	Funding Categories
Los Indios Int'l Bridge BSIF 0921-06-359	CAM	@ Los Indios Int'l Bridge GSA Facility	Construct Border Safety Inspection Facility (BSIF)	\$5,246,981 / \$0.00	CAT 1, 10 (BI) & 11 (Rider 11B)
FM 494 <i>0864-01-068</i>	HID	SH 107 to FM 676 (Mile 5)	Widen from 2 Lane to 4 Lane	\$21,445,755 / \$0.00	CAT 2 & 4

NO PROJECT TO BE LET IN November 2024

PROJECTS TO BE LET IN December 2024

Hwy	СО	Limits	Description	Estimate / Low Bid	Funding Categories
Various 0921-06-326	CAM	Interior Rds. At Olmito Townsite to FM 1732	Construct 5' Wide Concrete Sidewalks	\$389,189 / \$0.00	CAT 3 & 9
Various 0921-06-327	CAM	Interior Rds @ Las Palmas Mobile Estates to FM 802	Construct 5' Wide Concrete Sidewalks	\$279,770 / \$0.00	CAT 3 & 9

PROJECTS TO BE LET IN January 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
US 281	HID	0.273 Mi S of SH 186 to 0.023	Rural Expressway Facility	\$182,768,238 / \$0.00	CAT 4 & 12
0255-07-140		Mi N of FM 490	(Future I-69 Corridor)		

NO PROJECT TO BE LET IN February & March 2025

PROJECTS TO BE LET IN April 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
US 83 0038-06-051	STR	Roma High School to Gutierrez St	Construct Sidewalks and Ramps	\$1,487,149 / \$0.00	CAT 10
FM 494 <i>0864-01-069</i>	HID	FM 676 (Mile 5) to FM 1924 (Mile 3)	Widen to 4 Lanes	\$17,210,747 / \$0.00	CAT 2

October 10, 2024

PROJECTS TO BE LET IN May 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – West Rail Trail - Amenities 0921-06-350	CAM	Palm Blvd to IH-69E South Bound Rd West of Old Alice Rd.	Purchase/Installation of Amenities @ Former Rail line	\$1,276,360 / \$0.00	CAT 3 & 9
LL – Freddy Gonzalez Hike & Bike Trail 0921-02-497	HID	Freddy Gonzalez Dr and Closner Blvd, Municipal Park on Raul Longoria	Construct 1.9 Mile, 10ft Wide Concrete Shared Use Path	\$874,995 / \$0.00	CAT 3 & 9
LL – Bejarano-McFarland- Galvan Trail Extension 0921-06-351	CAM	SH 100 & Roy St to Arturo Galvan Coast Park Entrance	Construct and Extend Trail, ADA Ramps & Bus Stop Improvements	\$756,662 / \$0.00	CAT 3 & 9

NO PROJECT TO BE LET IN June & July 2025

PROJECTS TO BE LET IN August 2025

Hwy	СО	Limits	Description	Estimate / Low Bid	Funding Categories
Stenger St	CAM	Business 77 West to Fannin St	Construct 10' Concrete Shared	\$1,750,156 / \$0.00	CAT 3 & 10
0921-06-370			Use Path		

PROJECTS TO BE LET IN September 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
SH 107 0528-01-118	HID	SH 495 to FM 1924	Construct 6 Lane with Raised Median	\$36,807,790 / \$0.00	CAT 2
SL 195 (Phase I) 3632-01-001	STR	FM 3167 to FM 755	Construct Rio Grande City/Roma Relief Route	\$78,606,829 / \$0.00	CAT 2, 4 & 12
PR 100 0331-04-074	CAM	PR 100(WB) to PR 100(EB)	Landscaping improvements (Governors Community Achievement Award-GCAA)	\$90.000 / \$0.00	CAT 3 & 10
Southmost NT PH IV 0921-06-289	CAM	La Posada Dr to Alamada Dr/Monsees Rd	Construct 5' wide concrete trail, drinking fountains, benches, curb cramps, and a re-designation of an adjacent lane into a shared road	\$936,994 / \$0.00	CAT 3 & 10

October 10, 2024

PROJECTS TO BE LET IN October 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
FM 676 1064-01-027	HID	SH 107 to Taylor Rd	Widen from 2 Lane to 4 Lane with left turn lane	\$35,262,482 / \$0.00	CAT 2 & 10
SL 195 3632-01-002	STR	New Location, FM 649 to FM 3167	Construct Rio Grande City/Roma Relief Route	\$61,551,685 / \$0.00	CAT 4

V. Presentation & Reports

F. Cameron County RMA Project Status Report

 \Box Action \Box Information

Presenter: Eric Davila, Cameron County RMA Chief Development Engineer

Cameron County Regional Mobility Authority Technical Advisory Committee - Quarterly Report October 10, 2024



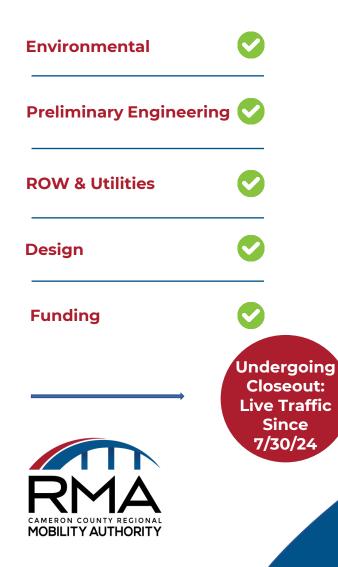
VETERANS POV EXPANSION CSJ: 0921-06-313

The Veterans International Bridge at the Los Tomates Donation Acceptance Program Project, which is currently under construction, through a formal partnership between U.S. Customs and Border Protection (CBP), the General Services Administration (GSA), Cameron County and the Cameron County Regional Mobility Authority (CCRMA). Once completed with the construction of four new lanes and new infrastructure, this project will decrease wait times at the Veterans Bridge for passenger vehicles. The project required the CCRMA to manage environmental clearance, design, procurement, and construction management.





VETERANS POV EXPANSION CSJ: 0921-06-313



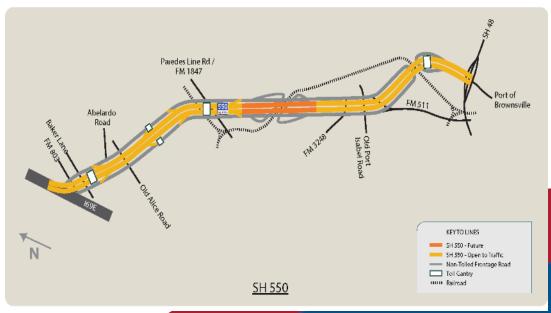


Recent Activity (thru 09/2024):

Contract Amount: \$14,824,093.86 Change Order Amount: \$2,716,598.83 Adjusted Contract Amount: \$17,540,692.70 Contract Time: 491 Days Amount Invoiced: \$17,322,149.04 Percent Amount Invoiced: 98.8% Time Used: 483 Days Percent Time Used: 98.4%

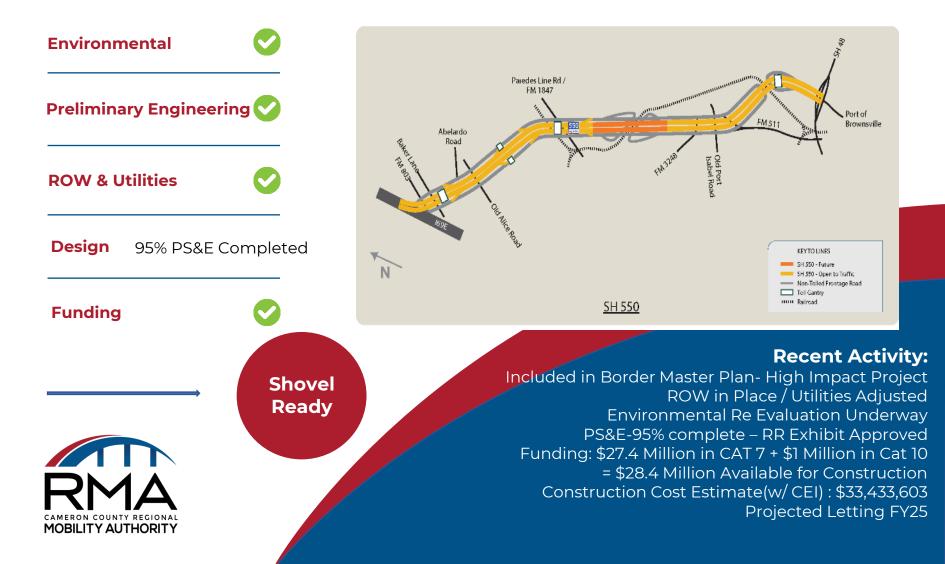
SH 550 GAP 2 PROJECT CSJ: 0684-01-068

The SH 550 Gap 2 is the final Gap Project in the completion of the SH 550/I 169 from I69E to the Port of Brownsville. The project has completed the environmental, right-of-way and utility relocation phase, and is in the process of finalizing design plans to the most current interstate standards. When completed Interstate 169 will connect the Port of Brownsville to I69E. This is a significant infrastructure improvement project for Cameron County, the City of Brownsville and the Port of Brownsville.





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



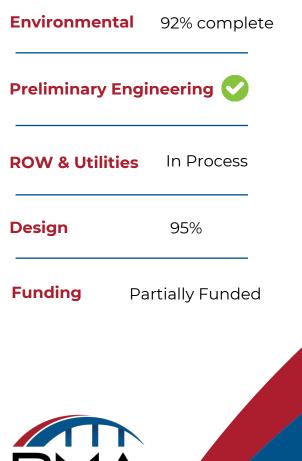
EAST LOOP- INTERNATIONAL TRADE CORRIDOR CSJ: 0921-06-315

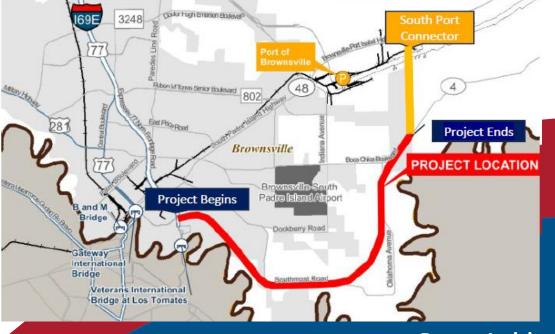
The East Loop Project, which serves the international bridge system in Brownsville as well as the Port of Brownsville, which exports, and imports over 6.3 million metric tons of steel, petroleum, machinery ores and other international trade exports to our Mexico partners. The project, is an international bridge trade corridor which has been on the county's priority list for decades, is important because it will get overweight commercial trucks out of the densely populated portion of Brownsville from the Veterans bridge to the Port of Brownsville. The East Loop Project will create the East Loop Overweight Corridor for trucks traveling from Mexico and the Veterans International Bridge at Los Tomates to the Port of Brownsville and will reduce congestion on I-69E and State Highway 48.





EAST LOOP- INTERNATIONAL TRADE CORRIDOR CSJ: 0921-06-315





Recent Activity:

Included in Border Master Plan- High Impact Project Environmental Documents are 92% complete. 95% PS&E scheduled for Oct 2024 Funding: \$27 Million available Construction Cost Estimate: \$\$178,323,567

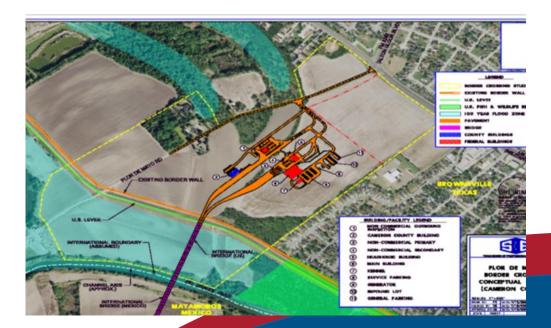


The activity:

- Met with CCRMA, COB and TxDOT (proposed BSIF will not be an issue with East Loop or COB regional detention project in the vicinity).
- Met with CCRMA, COB, and USIBWC (proposed regional detention will require an outfall permit only and not a river model update).

Flor de Mayo Bridge

The proposed project in west Brownville will be a passenger vehicle only (POE) and pedestrian bridge located 8 River Miles upstream from the existing privately owned Brownsville and Matamoros International Bridge and 35.6 river miles downstream from the County owned Free Trade Bridge at Los Indios. The proposed border station will be located within the 173 acres of land presently owned by Cameron County. The County plans to coordinate the construction of the international bridge and facilities through the Cameron County Regional Mobility Authority.



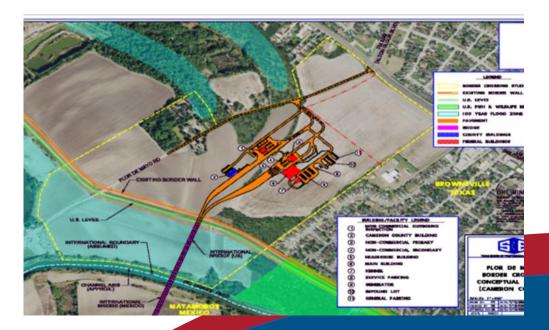


Flor de Mayo Bridge



Funding





Recent Activity:

Included in Border Master Plan- High Impact Project Feasibility study Complete Submitted Presidential Permit App. to US State Department (DOS) President Biden approved the Presidential Permit on 05.31.24 Preliminary Engineering and Environmental Activities underway Meeting with US Coast Guard Forthcoming

Free Trade Bridge

The proposed project includes two additional phases for the Los Indios – Land Port of Entry – Export Site Renovation. Phase 1 requires the relocation of existing staff from the existing Import Building to a temporary modular trailer. Phase 2 of the project involves selective demolition and new construction of office workspace for both CBP and Mexican Customs.





Free Trade Bridge



CAMERON COUNTY REGIONAL



Recent Activity:

CBP/GSA Final DAA Complete Design is 100% Complete Utilizing Local funds: Funding: \$1.5 Million Available Donation Acceptance Agreement (DAP) completed Letting took place September 26, 2024: Ziwa Corporation announced as the apparent Low Bidder

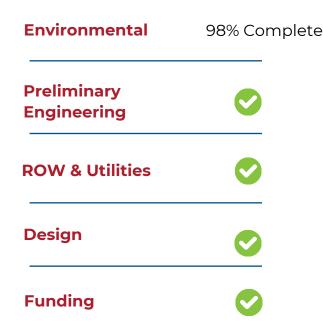
Old Alice Rd CSJ: 0921-06-290 & 0921-06-378

The proposed improvements are to reconstruct and widen the existing roadway to provide for a paved four lane urban roadway with shoulders and sidewalks within the existing right-of-way. The right of way is in place, design is completed, and the project will be environmentally cleared by winter 2024.





Old Alice Rd CSJ: 0921-06-290 & 0921-06-378





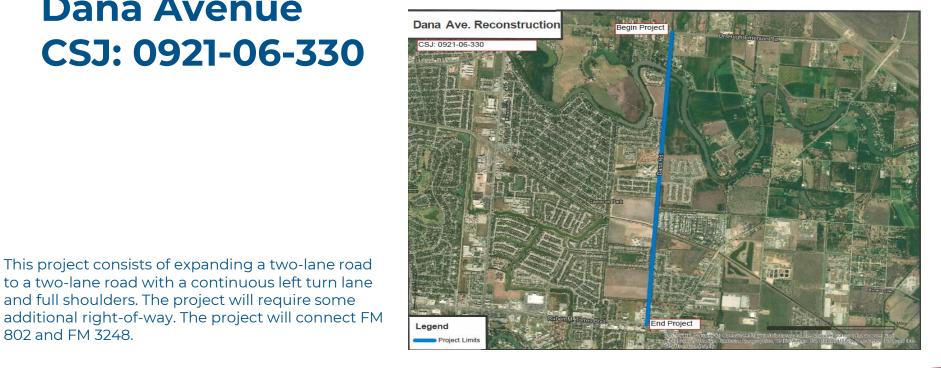


Recent Activity:

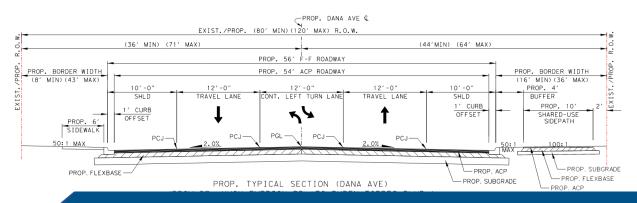
Included in Border Master Plan- Medium Impact Project 100% PS&E complete, revised to joint bid a waterline relocation Virtual Public Meeting Held August 11, 2020 ROW 100% in place Funding: \$35.4 Million Available in CAT 7 and Cat 9 Funds Construction Cost Estimate: \$\$43,642,370 Projected Letting FY25

Dana Avenue CSJ: 0921-06-330

This project consists of expanding a two-lane road to a two-lane road with a continuous left turn lane and full shoulders. The project will require some



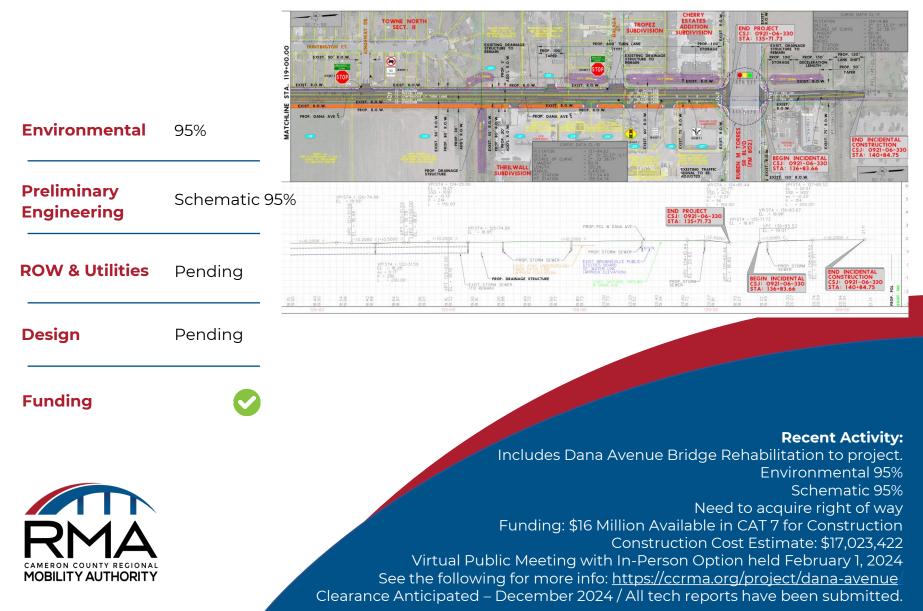
PROPOSED TYPICAL SECTION (DANA AVE)





802 and FM 3248.

Dana Avenue CSJ: 0921-06-330



FM 509 CSJ: 0921-06-254

FM 509 will be constructed to add new four lane divided highway from FM 508/FM 509 intersection to FM 1579. The Project will be approximately 3 miles and will be constructed at a cost of approximately \$8 million. Efforts are currently being made to incorporate alignments with the Outer Parkway Project.





FM 509 CSJ: 0921-06-254

Environmental	Underway
Preliminary Engineering	Underway
ROW & Utilities	Pending
Design	Pending
Funding	



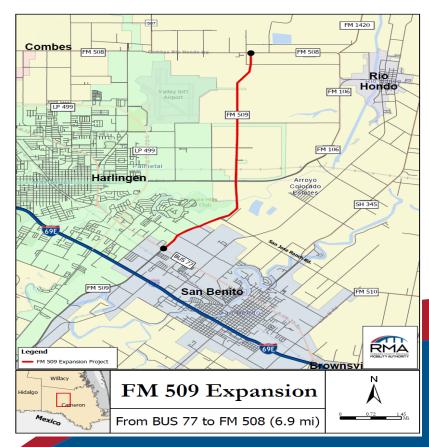


Recent Activity:

Included in Border Master Plan- Medium Impact Project Transportation Commission Approved On-System MO May 2021 CCRMA will utilize 100% Local Funds for Preliminary Engineering Funding: \$7.5 Million Available in CAT 2 Funds Project Kickoff held 12/11/2023 NEPA Clearance: Open Ended D-CE resubmitted May 2024 Updated Traffic Projections Underway Construction Cost Estimate: \$\$15,960,918

FM 509- BUS 77- FM 508 CSJ: 2369-01-033

The FM 509 project will widen and reconstruct the existing 2 lane rural roadway to an urban four lane roadway with a center left turn lane and shoulders, within the existing ROW. The project length is 6.85 miles.

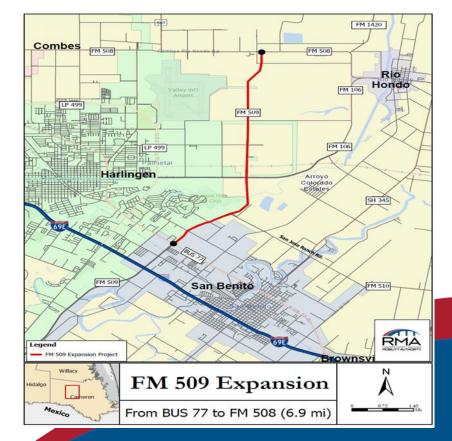




FM 509- BUS 77- FM 508 CSJ: 2369-01-033

Environmental	Pending
Preliminary Engineering	Pending
ROW & Utilities	Pending
Design	Pending
Funding	Partially Funded

CAMERON COUNTY REGIONAL



Recent Activity:

2025 UTP approved \$500,000 in CAT 2 funds Need Donation Agreement with TxDOT

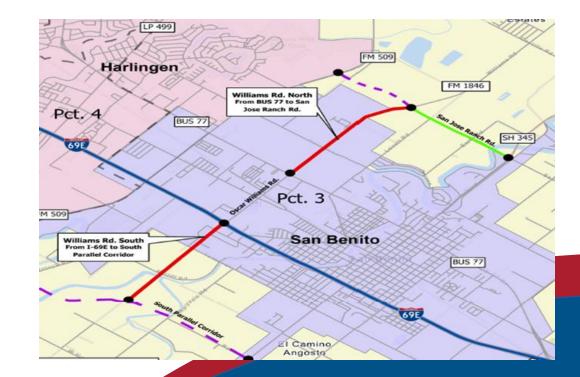
FM 1846- Williams Road-North CSJ: 1065-02-042

Williams Road (North)

This project consists of an expansion from 2 lanes to 4 lanes with a continuous left turn lane. Project limits are from Business 77 to San Jose Ranch Road in San Benito.

Williams Road (South)

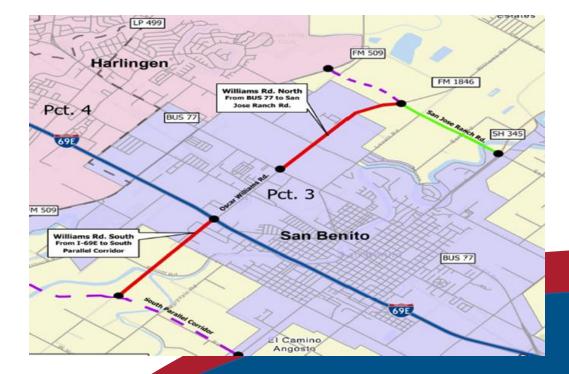
This project consists of a new location road on the south side of I69E to South Parallel corridor in San Benito. The project will require the acquisition of right of way.





FM 1846- Williams Road-North CSJ: 1065-02-042

Environmental	33%
Preliminary Engineering	Schematic 75%
ROW & Utilities	Pending
Design	Pending
Funding	Pending



Recent Activity:

ILA with City of San Benito and Cameron County approved Funding Included in the 2024 UTP Schematic-80% complete AFA approved on 01/10/24 Traffic projection (Corridor Analysis) Submitted 02//19/24 Kick off and Env. Scoping Meetings held 04/15/24 DCC held 05/10/24



SH 104 (CSJ: 0775-02-002)

SH 104 (Second Access Project to South Padre Island) will involve a second crossing on a new location to South Padre Island to provide a much-needed alternate route from the island to the mainland. The second causeway also would facilitate evacuation of South Padre in the event of a hurricane or other natural disaster. The project will include a bridge approximately 8 miles long as well as improvements to roadways on the mainland and on the Island. The total length of the SH 104 Project is approximately 17.6 miles.

The Texas Transportation Commission placed the project on-system on December 12, 2023 through Minute Order 116614.

SH 104 (CSJ: 0775-02-002)

Environmental	Underway
Preliminary Engineering	Underway
ROW & Utilities	Pending
Design	Pending
Funding	Pending

MOBILITY AUTHORITY

Project Needs:

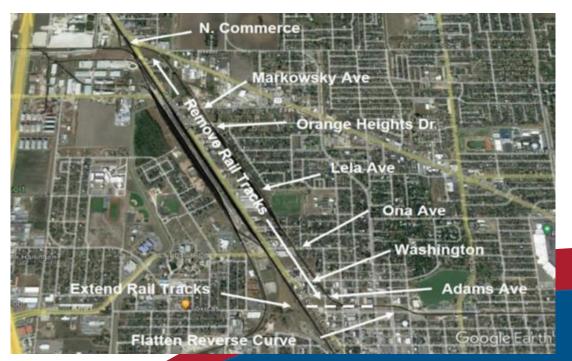
- Complete Environmental Document
- Design
- Funding

Recent Activity:

Included in Border Master Plan- Medium Impact Project Recently redesignated to a Non-Tolled project development strategy Using Local Funds to Complete Environmental Phase Data collection and ROE underway Coordination with Resource Agencies including: FHWA, TxDOT, USFWS, TPWD, USACE, USDA, NOAA, EPA, FEMA, GLO, TCEQ, TX Railroad Commission, Texas DEM, THC, Sea Turtle Inc. USFWS ROW Application Submitted / Follow-up discussion held Feb 22, 2023 2nd Agency Coordination meeting held Mar 29, 2023 Met 06/07/24 to align remaining efforts with TxDOT ENV

Harlingen Rail Improvements Project FR-CSR-21-002

The Harlingen Commerce Street rail relocation project will relocate and realign 1.7 miles of track and construct one new crossing at Commerce Street to eliminate seven existing grade crossings in the City of Harlingen, Texas. The new track connection will enable the Union Pacific Railroad (UPRR) Harlingen Subdivision track to connect to the UPRR Brownsville Subdivision, as well as straighten out two curves and plans to safely raise the speed from 10 MPH to 30 MPH to minimize rail congestion through this area.

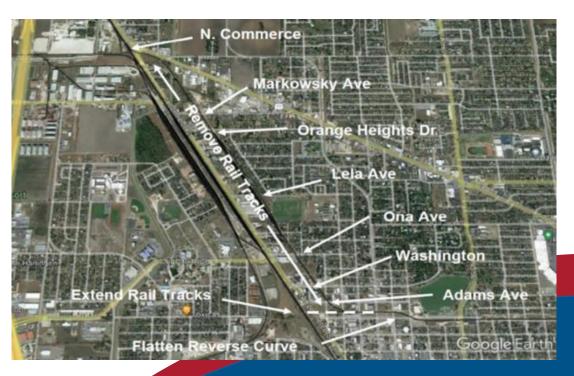




Harlingen Rail Improvements Project FR-CSR-21-002



MOBILITY AUTHORITY

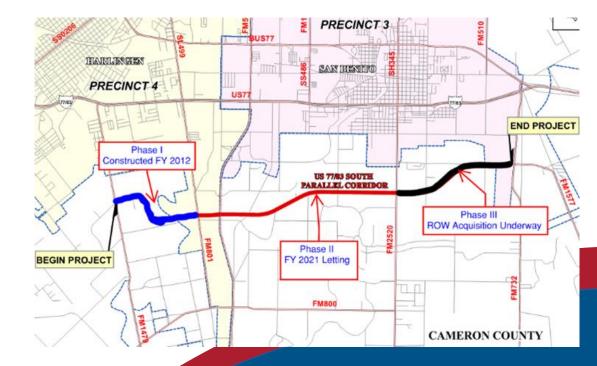


Recent Activity:

Partnership between: CCRMA & Cameron County Project Scope: Eliminate certain railroad-street crossings Limits: N. Commerce street S. of US 77 Sunshine to Adams Avenue Using Federal & Local funds to complete Environmental Phase Using Federal & Local funds to complete Design Funding: \$5.6 Million Available for Construction FRA Agreement for Phase I – executed, starts 3/1/2024 Agreement with UPRR executed December 2022 Preliminary Engineering site visits held March 2024 Draft schematic under review by CCRMA

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

Project limits are from FM 2520 (Sam Houston Blvd) to FM 1577. Partially on new location with intermittent existing 40-80 ft ROW. Construction of a 2-lane rural roadway. Phase III will complete the South Parallel Corridor project. TxDOT recently increased Rider 11B funds by \$2 Million.

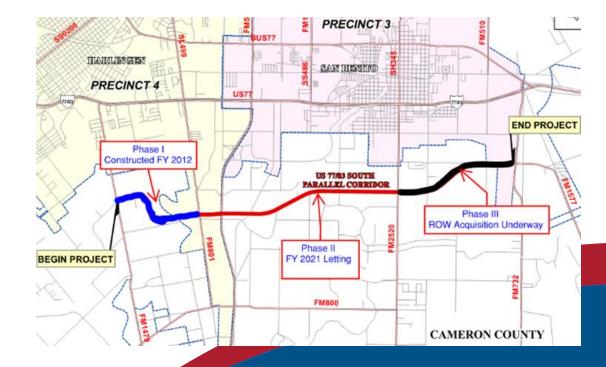




S. Parallel Corridor Phase III CSJ: 0921-06-257

EnvironmentalImage: Constraint of the second se



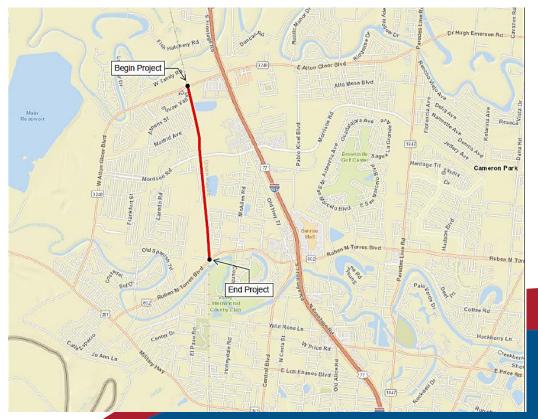


Recent Activity:

Included in Border Master Plan- Medium Impact Project ROW Acquisition Underway using Local Funds (complete) Utility Coordination Underway using Local Funds (1 remains) Funding: \$6.765 Million Available in CAT 7 Funds – \$5M in Rider 11B Construction Cost Estimate: \$14,510,168 Projected Letting FY25 60% PS&E submitted to TxDOT in 09/2024

West Blvd Roadway CSJ: 0921-06-340

As a component of the 6.5-mile West Rail Trail project, the Roadway component is being developed to provide a connection between two on-system TxDOT arterial roadways and improve the safety and quality of life for local residents by reducing congestion and eliminating travel time delays for first responder personnel and residents during an emergency to highly developed areas along the project. The proposed urban roadway section would accommodate the Hike and Bike trail and provide for improved mobility between FM 802 (Ruben Torres Blvd) and FM 3248 (Alton Gloor Blvd) two major arterials in the region.



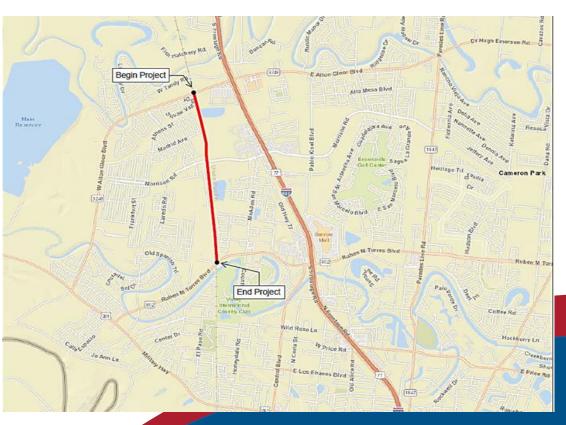


West Blvd Roadway CSJ: 0921-06-340

Environmental	50%
Preliminary Engineering	
ROW & Utilities	
Design	95%

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Funding Partially Funded



Recent Activity:

PS&E is being completed with 100% Local Funds Functional Classification received June 2023 ROW is in place PS&E-95% complete AFA Approved by CCRMA Board 05/30/24 Project Kickoff conducted 09/2024 Ongoing PE Efforts: EA/EIS Justification Letter development (anticipate a CE NEPA document) and Traffic Projections per TPP SOP Projected Letting FY26

U.S. 281 Connector

The project will provide a divided urban corridor that would improve mobility and safety between U.S. 281 (Military Highway), I69E, and SH 100. This route will become critical as trade increases in the region between the port and international bridges. The U.S. 281 Connector Project is approximately 7.5 miles long.





U.S. 281 Connector

Environmental	Underway
Preliminary Engineering	Underway
ROW & Utilities	Pending
Design	Pending
Funding	Pending





Recent Activity:

Included in Border Master Plan- Medium Impact Project CCRMA Conceptual Project to provide a connection between US281 (Military Highway) and I69E. Ultimately connecting the International Bridges Directly with the Port of Brownsville Via SH 550 Kickoff Meeting conducted 09/2024

Whipple Road CSJ: 0921-06-292

This project involves the expansion of the existing road in Los Fresnos. This road will be improved from FM 1847 to FM 1575. The right-ofway is in place to do the necessary improvements





Whipple Road CSJ: 0921-06-292

Environmental	85%
Preliminary Engineering	Schematic 95%
ROW & Utilities	Pending
Design	Pending
Funding	Pending





Recent Activity:

Schematics at 95% Environmental at 85% Funding: \$4.5 Million Available in CAT 7 Funds Public Involvement completed January 06, 2023 Construction Cost Estimate: \$8,375,029 Amended AFA 06/2024 PS&E anticipated to start 11/2024

Outer Parkway CSJ: 0921-06-283

The Outer Parkway Project is approximately 21.5 miles long and includes the construction of a new four lane tolled divided highway from I69E (U.S. 77) near the North Cameron County Line to FM 1847. The project will link the General Brant Road Project with I69E (U.S. 77).





Outer Parkway CSJ: 0921-06-283

Environmental	Reprocuring Fall 2024
Preliminary Engineering	Reprocuring Fall 2024
ROW & Utilities	Pending
Design	Pending
Funding	Pending



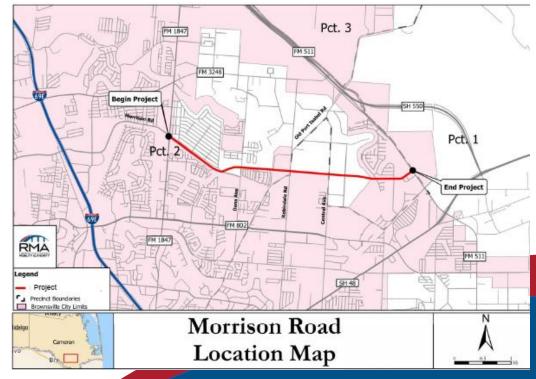
Recent Activity:

Cameron County / CCRMA entered into an ILA for PE/Env Clearance on 02/2023. TxDOT concurred with continuing to classify the project as an Environmental Assessment document. Technical Preferred Alternative anticipated early 2025.



Morrison Road CSJ: 0921-06-291, etc.

This is a new location road from FM 1847 to FM 511. When complete, Morrison Road will go from FM 3248 to FM 511. This project will provide connectivity to a large retail area in Brownsville and reduce congestion on several major roads.

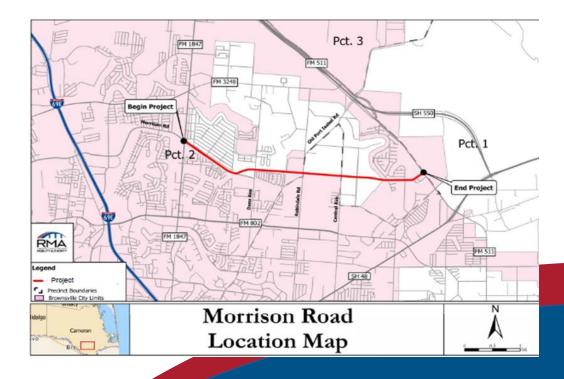




Morrison Road CSJ: 0921-06-291, etc.

Environmental	Underway
Preliminary Engineering	Underway
ROW & Utilities	Pending
Design	Pending
Funding	\checkmark

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY



Recent Activity:

Included in Border Master Plan- High Impact Project Environmental and Schematic are under development Preliminary Coordination with City and Drainage District Underway CCRMA received comments on Functional Classification and addressed those comments in July 2023 Functional Classification Received 04/04/24, CCRMA to request FC extension Funding: \$16 Million Available in FY25 UTP excess availability of CAT 7 Funds Construction Cost Estimate (full limits): \$38,643,708

FM 1847 CSJ: 0921-06-325

On West Side of FM 1847, from Resaca Retreat Dr. to First Street the project will include the construction of sidewalks and upgrade ramps to ADA standards on west side of FM 1847 where there are no existing sidewalks connecting large residential areas to the Los Fresnos High School and Park.

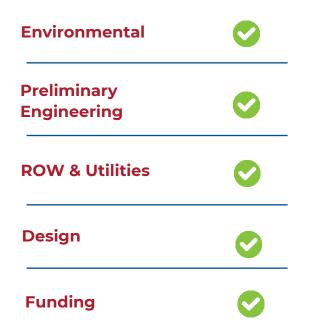


Previous Activity:

Revised limits: Resaca Retreat Dr. to First St. Environmentally Cleared (CE) 8/16/2022 PS&E-100% Feb 2023; 100% Bid Package Apr 2023; Letting Aug 2023. Funding: \$390,000 Available for Construction Bids opened 8/30/2023 City of Los Fresnos awarded bid on October 10, 2023 Construction commenced 04/02/24



FM 1847 CSJ: 0921-06-325







Recent Activity (thru 09/2024):

Contract Amount: \$486,888.00 Change Order(s) Amount: \$-696.00 Adjusted Contract Amount: \$486,192.00 Contract Time: 60 Days Amount Invoiced: \$380,979.00 Percent Amount Invoiced: 78% Time Used: 44 Days Percent Time Used: 73%

Los Fresnos Hike & Bike Trail CSJ: 0921-06-334

Continuation of the construction of a 2.1-mile asphalt shared use path around the City of Los Fresnos from the Northeast corner to the South-Central city limits at South Arroyo Blvd. The project compliments / extends the existing hike and bike system from the Los Fresnos Nature Park that primarily utilizes canal easements to define the trail alignment.

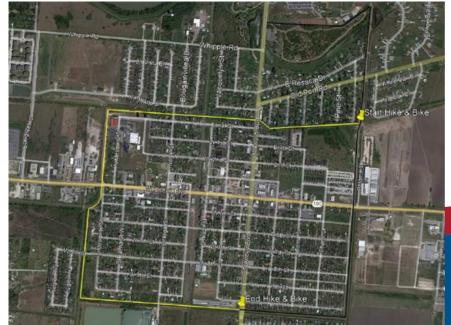




Los Fresnos Hike & Bike Trail CSJ: 0921-06-334

Environmental	Underway	
Preliminary Engineering	Underway	
ROW & Utilities	Pending	
Design	Pending	
Funding		



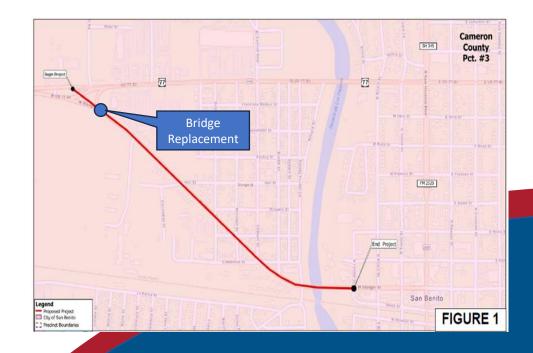


Recent Activity:

Limits: Complete loop around City of Los Fresnos (from 220 ft. N. of Alvarez St., along canal to 56 ft. S. of Huisache St) ILA between CCRMA And COLF has been executed AFA to be finalized after Adoption of May 2024 TIP Environmental & PE initiated Spring 2024 Funding: \$3,027,100 Cat 10 CRP Available Internal Kickoff Meeting held with COLF 09/2024 Anticipate TxDOT Kickoff 10/2024

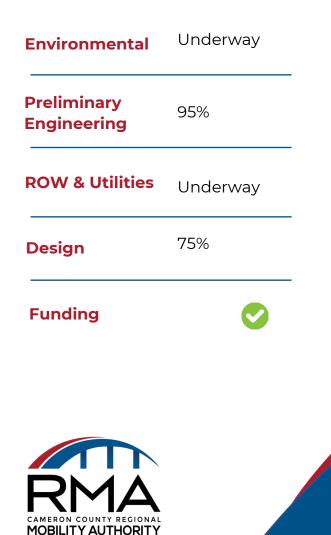
Stenger Road Sidewalk Improvements

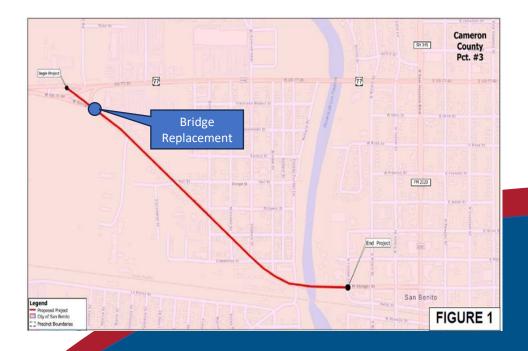
The project consists of the construction of a 10' concrete shared used path from West BUS 77 to Fannin St. approximately 1.1 miles.





Stenger Road Sidewalk Improvements





Recent Activity:

ILA w/ City of San Benito Limits from West BUS 77 to Fannin St Funding: \$1,750,156 Cat 10 CRP Available Bridge Rehab Funded and to be by TxDOT- project to be a State Letting AFA executed 04/24/24 DCC held 05/10/24 ENV Scoping to take place June 2024 Schematic 100% complete 60% PS&E submitted 09/2024

Primera Road Sidewalk Improvements

The project is located in Primera, Texas and consists of installing a concrete sidewalk that will be 8ft wide and is approximately 2.75 miles. The project will begin at Alonzo Road and end at the east city limit line near the intersection of Primera Road and US 77 Frontage Rd.





Primera Road Sidewalk Improvements

Environmental	Underway	
Preliminary Engineering	Underway	
ROW & Utilities	Pending	
Design	Pending	
Funding	Pending	



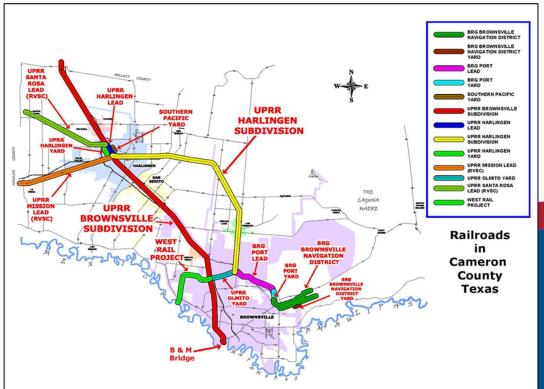
Recent Activity:

ILA w/ City of Primera Limits from Alonzo Rd. to West US 77/ I69E Frontage Rd. Future Transportation Alternatives Set Aside (TASA) Application



North Cameron County Rail Safety and Reutilization Project (Study Update)

Environmental	Pending
Preliminary Engineering	Pending
ROW & Utilities	Pending
Design	Pending
Funding	Pending



Recent Activity:

The recommended rail safety and reutilization plan would: Eliminate 39 at-grade rail crossings. Eliminate 204,642 vehicles daily crossing at rail intersections. Remove 90,000 feet of rail trackage. Open 17.5 miles of 100 feet of right of way for other use. Provide potential for new pedestrian and bike trails. Opens 9 miles of access for new development along I69E. Cost \$25 million.



SH 48 Master Plan

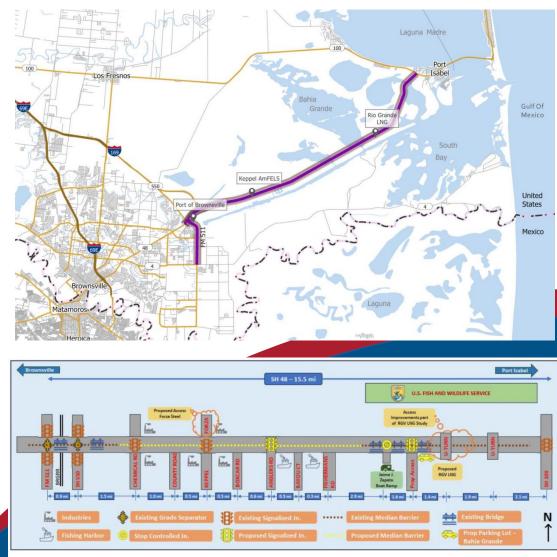
To prepare for this growth and to cater the developments, the Cameron County Regional Mobility Authority (CCRMA) is developing this Master Plan for SH 48.

It is culmination of traffic projection analysis, feasibility analysis, and meetings among stakeholder groups (Port, TxDOT, recreational groups) along SH 48, and other fieldwork efforts along I-69E, SH550 (future I-169), and SH 48.

The SH 48 corridor connects ports, harbors, and industries along recreation locations. The project corridor is expected to have significant industrial development resulting in sizable growth in employment. The new developments are currently in the planning and execution stages.

Master plan under review with TxDOT and then follow-up discussions to be had with stakeholders.





Short term recommendations include construction of cable median barrier and improvements at five Intersections (Chemical Road, Keppel AmFELS, Anglers Rd, Zapata Boat Ramp, Bahia Grande Proposed Parking)

SH 550 DCs from Brownsville

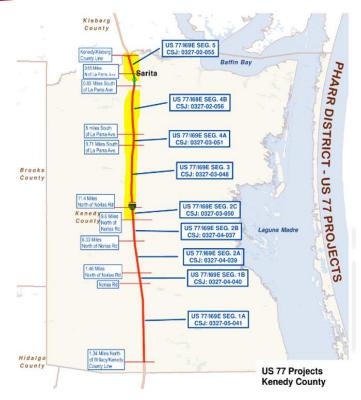
The construction of additional direct connectors between Interstate 69E (I-69E) and State Highway 550 (SH 550) is being evaluated by the Cameron County Regional Mobility Authority (CCRMA). The scope of the project is to build additional direct connector ramps from westbound SH 550 to southbound I-69E and from northbound I-69E to eastbound SH 550. The region's traffic is anticipated to grow due to the overall development of the region, including an increase in demand from the Port of Brownsville area and the other planned projects nearby.

Feasibility report is in DRAFT review, but soon to be ready for discussion with City of Brownsville.





U.S. 77 – 169E Plan TxDOT - 2024 UTP



CSJ	Limits	FY	Funding Status	Funding Amount
0327-05-041	Norias Rd to 1.34 MI N of	2024	Fully funded	\$214,518,354
Seg. 1A 0327-04-040	Willacy/Kenedy CL 1.46 MI N of Norias Rd to	2024	Fully funded	\$31,033,192
Seg. 1B	Norias Rd		,	
0327-04-039	6.33 MI N of Noria Rd to	2024	Fully funded	\$100,100,488
Seg. 2A	1.46 MI N of Norias Rd			
0327-04-037 Seg. 2B	9.6 MI N of Norias Rd to 6.33 MI N of Norias Rd	2024	Fully funded	\$61,575,948
0327-03-050	11.40 MI N of Norias Rd	2024	Fully funded	\$35,619,465
Seg. 2C	to 9.6 MI N of Norias Rd			
0327-03-048	9.71 MI N of Norias Rd to	2028	None	\$91,500,000
Seg. 3	11.40 MI N of Norias Rd		(Requested SWDA)	
0327-03-051	8 MI S of La Parra Ave to	2031	None	\$20,720,000
Seg. 4A	9.71 MI S of La Parra Ave		(Requested SWDA)	
0327-02-056	0.85 MI S of La Parra Ave	2031	None	\$82,880,000
Seg. 4B	to 8 MI S of La Parra Ave		(Requested SWDA)	
0327-02-055	Kenedy/Kleberg CL to	2033	None	\$33,480,000
Seg. 5	0.65 MI N of La Parra Ave		(Requested SWDA)	

Total Funding Needed \$250M There are 12 international bridges, 3 deep water ports, 6 airports and 1 space port without interstate connectivity.

CCRMA Toll System Projects

CCRMA Back Office Update	CC Intl Bridge Toll Collection System	<u>CC Parks User Fee</u> <u>Collection System</u>
 FUEGO Tag live October 21, 2021 Customer Tag Functionality Electronic Communications Customization of Accounts to accommodate Bridges & Parks, as well as future partners Redesigned reporting for Interoperability New HCTRA BOS with Fuego Tag CUSIOP Interoperability live since July 2024 	 Estimated Go Live - 4th Qtr 2024 New lane functionality with ETC Tags and RFID Cards Improved Lane processing logic Improved transaction accountability and Cash Management process Account migration from current system to CCRMA Back Office Improvements to increase electronic payment versus cash payment Improved system accountability with Digital Video Auditing System 	 Estimated Go Live – 3rd Qtr 2025 Complete new system design leveraging ETC in the lanes Daily passes can now be offered to ETC customers CCRMA tag functionality to replace current monthly, annual, and RV passes Improved revenue enforcement using automatic license plate readers (ALPR) Improved system accountability with Digital Video Auditing System



CCRMA TOLL INTEROPERABILITY NEWS



What is Fuego Tag?

Fuego Tag is an electronic payment method created and operated by the Cameron County Regional Mobility Authority (CCRMA) that allows motorists to pay tolls electronically. Motorists with Fuego tags are allowed to use the State Highway 550 Toll Road with the following benefits:

- Discounted toll rates
- Online account management
- Auto replenishment
- Local Customer Service Center
- Available for commercial and passenger vehicles
- Tag is interoperable with tolling entities from the Mexican Border to Canada and Colorado to Florida as of <u>July 15, 2024</u>.

CCRMA TOLL INTEROPERABILITY NEWS





FOR IMMEDIATE RELEASE July 13, 2024

<u>Contact:</u> Pete Sepulveda, Jr. Executive Director psepulveda@ccrma.org 956-621-5571

HCTRA and CCRMA partner to expand accessibility and provide more choices for drivers in the region and beyond!

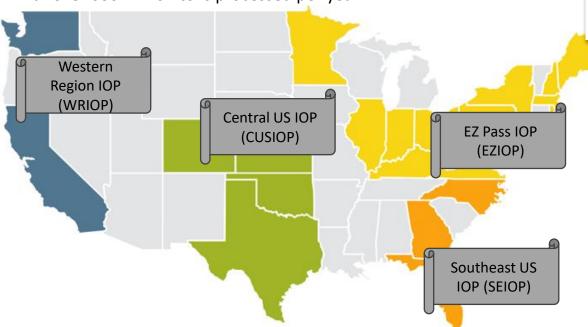
On July 2023 the Harris County Commissioners Court entered into an Interlocal agreement with the Cameron County Regional Mobility Authority (CCRMA) to expand accessibility for drivers.

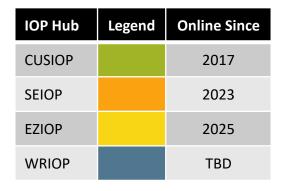
Approval of this agreement allowed the Harris County Toll Road Authority (HCTRA) and CCRMA to begin working on an implementation plan that will include CCRMA's FUEGO tag as an acceptable tag on HCTRA toll road lanes.

On July 15, 2024, HCTRA will assume responsibility for the CCRMA's back-office operations meaning that the FUEGO Tag will now be interoperable with all toll roads in the State of Texas, Kansas, Oklahoma and soon Florida and Colorado.

CCRMA's regional and international drivers will now be able to travel seamlessly between Cameron County and Harris County. The partnership eliminates the need for regional and international drivers to manage multiple toll accounts. Drivers will only need one transponder in their vehicle and will be able to determine which transponder benefits them the most.

Today, NTTA, TxTag, K-Tag and PIKEPASS are accepted on Harris County Toll Road Authority (HCTRA) operated toll road lanes, and HCTRA EZ TAG is accepted on CCRMA operated toll road lanes.





Interoperability

Central United States Interoperability (CUSIOP) Hub is the nation's first hub designed to national interoperability standards and has been operational since 2017. CUSIOP Hub facilitates transaction processing, reporting, and reconciliation for the participating agencies in the CUSIOP with over 600 million tolls processed per year.

CCRMA Partnership Projects with Cameron County

<u>Cameron County Parks</u> Administration Building Project

- New construction with site work of the two-story 8,695 SF County Parks Administration Building, located within Isla Blanca Park.
- COMPLETED

Cameron County Parks

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

Cameron County Parks Warehouse

- New construction with site work of the Cameron County Parks Warehouse
- Estimated project cost: \$4 Million

<u>Isla Blanca Toll Booths</u>

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

Isla Blanca Park Parking Lot 10 Expansion

- Construction of the Isla Blanca Park Parking Lot 10 Expansion
- 220 Parking Spaces
- Construction Cost: \$574,800
- COMPLETED

Beach Access 3

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

Mountain Bike Trail

- Enhancements to existing mountain bike trail at the Pedro "Pete" Benavides County Park, Cameron County Texas
- COMPLETED

Pedro "Pete" Benavides Basketball Court Pavilion

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



CCRMA PROJECT EXECUTIVE SUMMARY

\$30 Million in Projects Currently Under Construction \$1.6 Billion CCRMA Overall Project Portfolio

Shovel Ready Projects

- SH 550 Gap II
 - \$33.4 M
- Old Alice Road
 - \$43.6 M
- South Parallel Corridor Ph.
 - \$14.5 M

\$90+ Million in Locally Developed Shovel Ready Projects.

Projects in Design

- East Loop
 - \$216 M
- FM 509 Extension
 - \$16 M
- Whipple Rd.
 - \$8.4 M
- Morrison Road Project
 - \$38.6 M
- West Blvd.
 - \$12.1 M
- Misc. Projects

\$290+ Million in Locally Developed Projects.

Projects In Development

- US 77 / I69E
 - \$250M
- SPI 2nd access
 - \$800M
- Outer Parkway
 - \$200M
- Flor de Mayo International Bridge
 - \$25M
- 169 Connector
 - \$250M
- US 281 Connector
 - \$140M

\$1.7 Billion Planning Phase.

14 CCRMA Projects Currently included in the TxDOT Border Master Plan

V. Presentation & Reports

- G. Hidalgo County RMA Project Status Report
- \Box Action \boxdot Information

Presenter: Ramon Navarro, Hidalgo County RMA Chief Construction Engineer



BOARD OF DIRECTORS MEETING FOR SEPTEMBER 2024

HCRMA Board of Directors

S. David Deanda, Jr., Chairman Ezequiel Reyna, Jr., Vice-Chairman Juan Carlos Del Angel, Secretary/Treasurer Gabriel Kamel, Director Sergio Saenz, Director Francisco "Frank" Pardo, Director Michael J. Williamson, Director

HCRMA Administrative Staff

Pilar Rodriguez, PE, Executive Director Ramon Navarro IV, PE, CFM, Chief Constr. Eng Ruben Alfaro, PE, Development Eng. Celia Gaona, CIA, Chief Auditor/Compliance Ofcr. Jose Castillo, Chief Financial Ofer.

General Engineering Consultant HDR Engineering, Inc.



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Report on HCRMA Construction Activities Chief Construction Engineer – Ramon Navarro IV, PE, CFM

Strategic Plan Update Project Overview Overweight Permit Summary



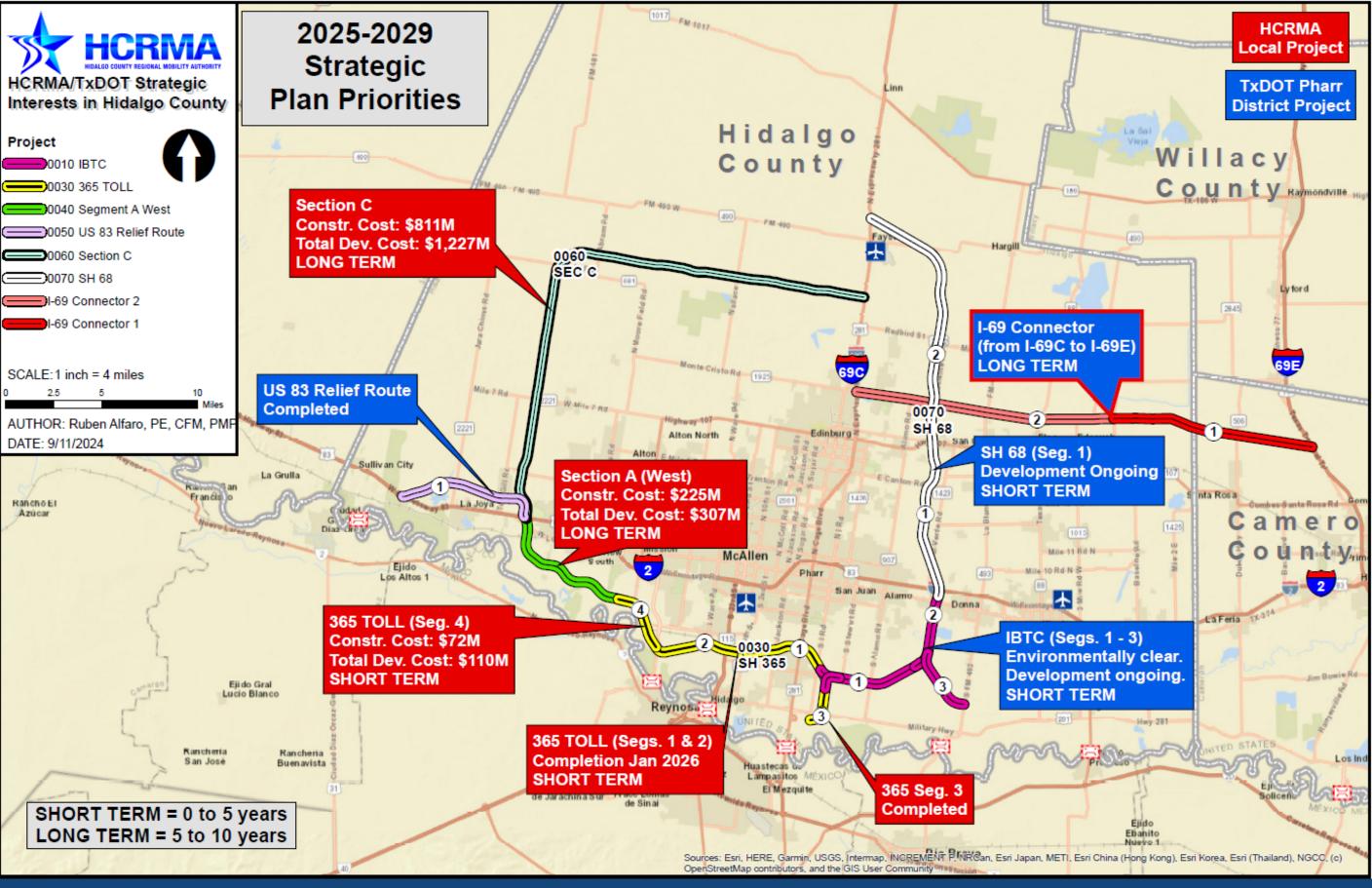
MISSION STATEMENT:

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









HCRMA STRATEGIC PLAN

TO DEVELOP SUITABLE MOBILITY INFRAESTRUCTURE TO SERVE A POPULATION OF APPROXIMATELY 800,000 RESIDENTS AND 5 INTERNATIONAL PORTS OF ENTRY



HOME About Us

Thursday, September 14, 2023

Lenguaje inglés V

Specialized Overweight Permits

Hidalgo County allows shippers to securely order specialized overweight permits online. The permits cover travel over the Hidalgo County roads listed below for vehicles weighing no more than the Mexican Legal Weight Limit or 125,000 lbs. For a more detailed explanation, see below.

Permit Information

The Hidalgo County Regional Mobility Authority (HCRMA) administers the overweight permit corridor system for the Hidalgo County. Overweight permits issued through the HCRMA are only valid for destinations originating from the following points of entry:

- Anzalduas Bridge
- Pharr-Reynosa Bridge
- Donna-Rio Bravo Bridge
- Progresso Bridge

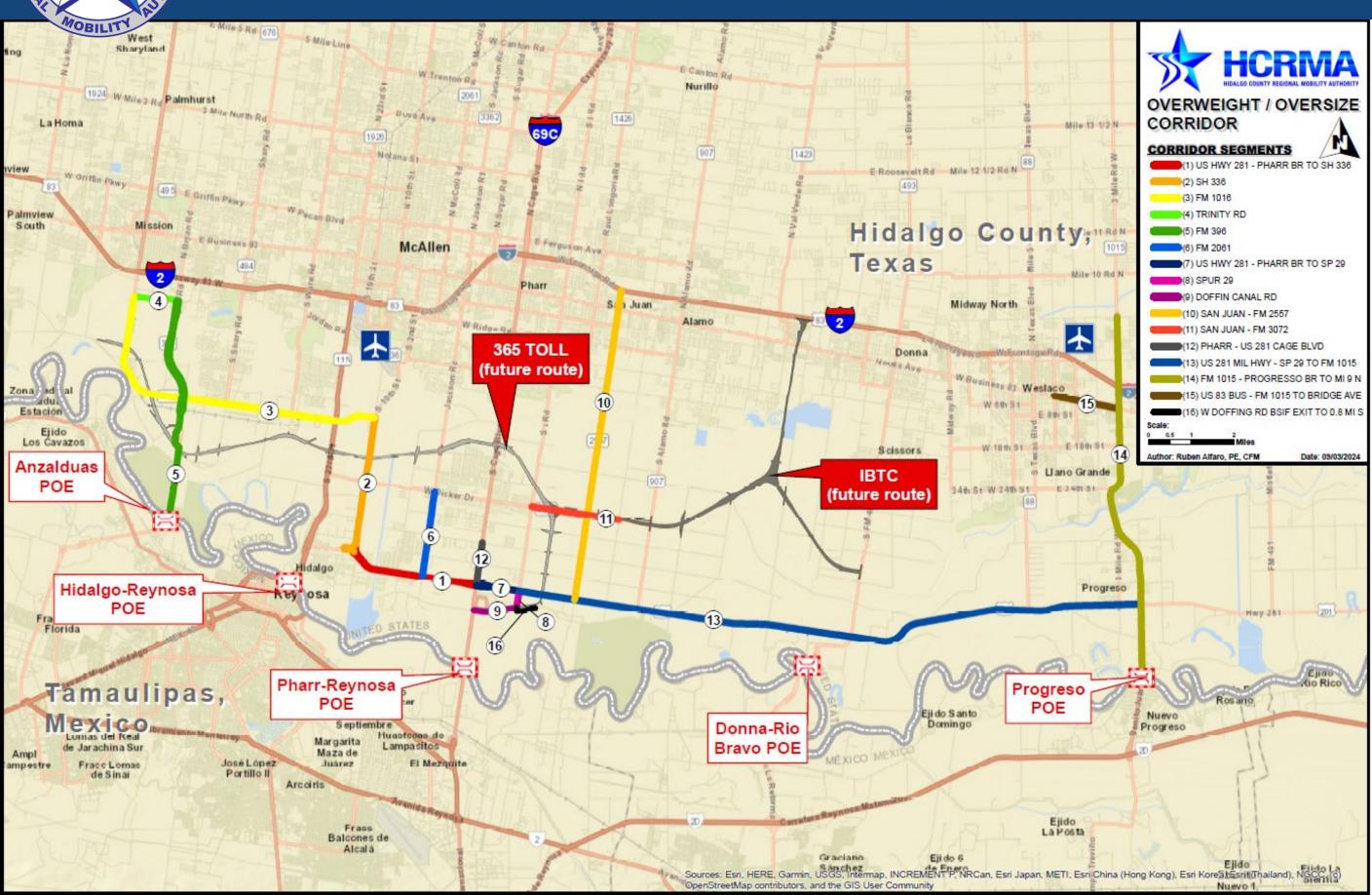
Or for movement on the following roads:

- . (1) U.S. Highway 281 between its intersection with Pharr-Reynosa International Bridge and its intersection with State Highway 336.
- . (2) State Highway 336 between its intersection with U.S. Highway 281 and its intersection with Farm-to-Market Road 1016.
- . (3) Farm-to-Market Road 1016 between its intersection with State Highway 336 and its intersection with Trinity Road.
- . (4) Trinity Road between its intersection with Farm-to-Market Road 1016 and its intersection with Farm-to-Market Road 396.
- (5) Farm-to-Market Road 396 between its intersection with Trinity Road and its intersection with the Anzalduas International Bridge.
- . (6) Farm-to-Market Road 2061 between its intersection with Farm-to-Market Road 3072 and its intersection with U.S. Highway 281.
- (7) U.S. Highway 281 between its intersection with the Pharr-Reynosa International Bridge and its intersection with Spur 29.
- . (8) Spur 29 between its intersection with U.S.Highway 281 and its intersection with Doffin Canal Road.
- (9) Doffin Canal Road between its intersection with the Pharr-Reynosa International Bridge and its intersection with Spur 29.
- . (10) FM 2557 (Stewart Road) from US 281/Military Highway to Interstate 2 (US 83).
- (11) FM 3072 (Dicker Road) from Veterans Boulevard ('I' Road) to Cesar Chavez Road.
- (12) Route 12: US 281 (Cage Boulevard) from US 281/Military Highway to Anaya Road.
- (13) US 281/Military Highway from Spur 29 to FM 1015.
- (14) Farm to Market 1015 Progresso International Bridge to Mile 9 North.
- (15) US 83 Business Farm to Market 1015 to South Bridge Avenue.

OVERWEIGHT / OVERSIZE CORRIDOR SEGMENTS



OVERWEIGHT / OVERSIZE CORRIDOR SEGMENTS MAP



YEARLY OVERWEIGHT REPORT: January 1, 2024 – August 31, 2024

Total Permits Issued:	52,643
Total Amount Collected:	\$ 10,756,402
Convenience Fees:	\$ 227,802
Total Permit Fees:	\$ 10,528,600
– Pro Miles:	\$ 157,929
– TxDOT:	\$ 8,949,310
– HCRMA:	\$ 1,421,361

*Effective November 13, 2017, permit fee increased from \$80 to \$200



ACCUMULATED OVERWEIGHT REPORT: January 1, 2014 – August 31, 2024

Total Permits Issued:	367,351
Total Amount Collected:	\$ 64,968,348.00
Convenience Fees:	\$ 1,281,948.00
Total Permit Fees:	\$ 63,686,400.00
– Pro Miles:	\$ 1,092,753.00
– TxDOT:	\$ 54,133,440.00
– HCRMA:	\$ 8,460,207.00



MONTHLY OVERWEIGHT REPORT: August 1, 2024 – August 31, 2024

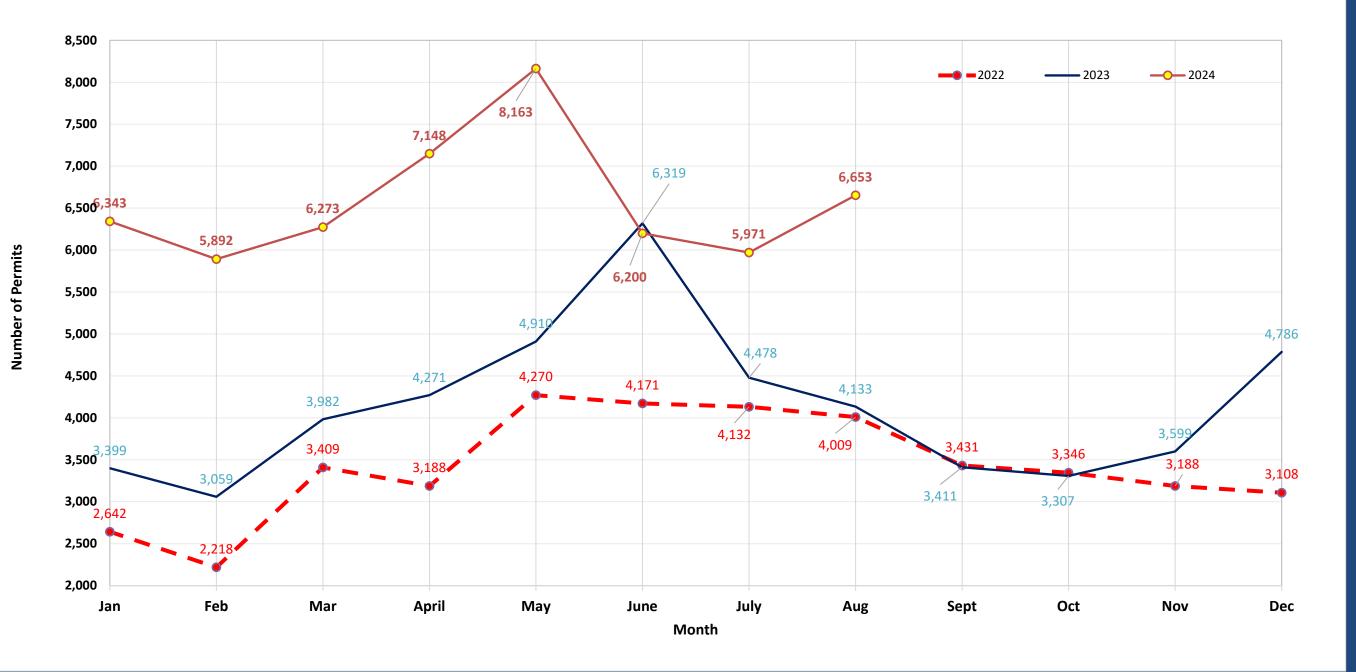
Total Permits Issued:	6,653
Total Amount Collected:	\$ 1,359,010
Convenience Fees:	\$ 28,410
Total Permit Fees:	\$ 1,330,600
– Pro Miles:	\$ 19,959
– TxDOT:	\$ 1,131,010
– HCRMA:	\$ 179,631

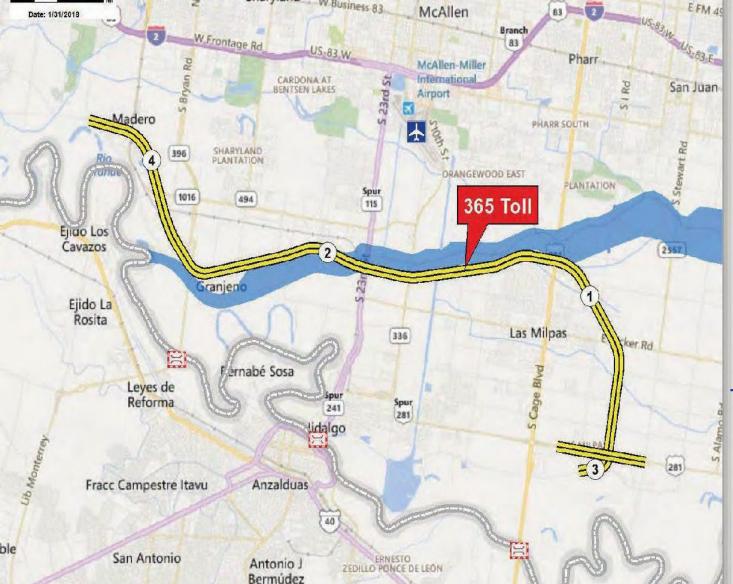
*Effective November 13, 2017, permit fee increased from \$80 to \$200



Latest 3-Years monthly permit Comparison

Overweight/Oversized Permit Count 2022 - 2024 Monthly Comparison





[SEGS. 1 & 2] LIMITSFROM 0.8 MI. W. FM 396 / ANZ. HWY. TO US 281 / BSIFCONNECTOR [365 SEG. 3 COMPLETED] [SEG. 4 FUTURE] LIMITSFROM FM 16 / CONWAY TO 0.8 MI. W. FM396 / ANZALDUAS HIGHWAY



MAJOR MILESTONES: NEPA CLEARANCE 07/03/2015

100% ROW ACQUIRED

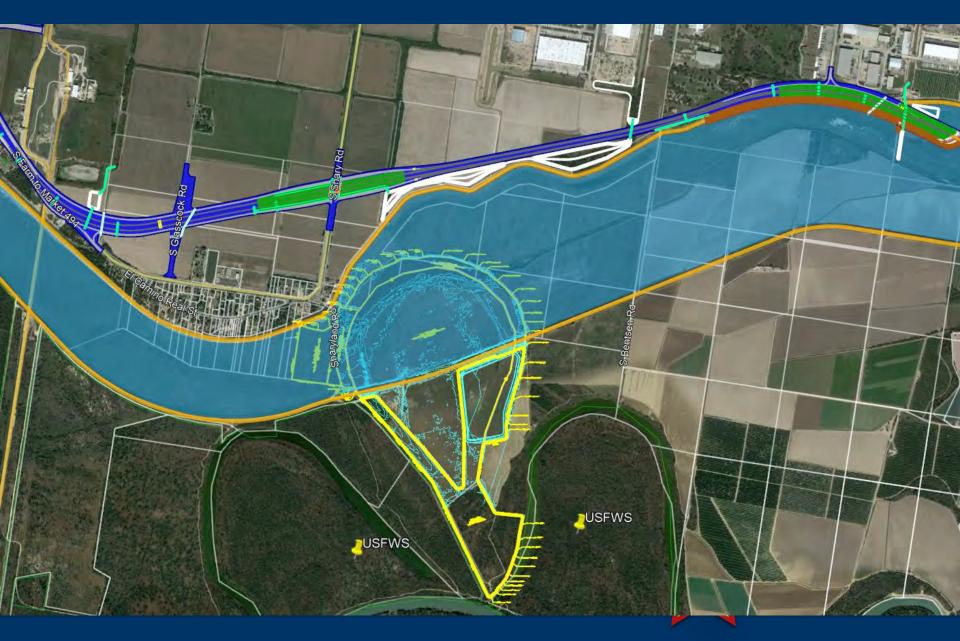
PH 1: 365 SEG. 3 LET: 08/2015 COMPLETED

PH 2: 365 TOLL SEGS.1 & 2 LET: 11/2021 OPEN: 01/2026

HCRNA HIDALGO COUNTY REGIONAL MOBILITY AUTHORIT

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WETLAND MITIGATION SITE





365 TOLLWAY COLLECTION SYSTEM INSTALLATION, INTEGRATION & MAINTENANCE PROJECT

SEPTEMBER 8, 2022 OCTOBER 3, 2022 DECEMBER 9, 2022	-Request for Proposals was released -Mandatory Pre-Bid meeting conducted with In-Person or Virtual Attendance option -Five Proposals received for the 365 Toll Collection System, Integration, and Maintenance Project
DECEMBER 16, 2022	-Compliance reviews conducted on all electronic bids
FEBRUARY 6, 2023	-Evaluation committee (HCRMA staff and HDR [GEC]) thoroughly reviewed proposals and conducted oral presentations, in accordance with RFP's two-step scoring process
FEBRUARY 14, 2023	-Proposal bid prices opened, evaluated, scored by evaluation committee
FEBRUARY 28, 2023	-First Executive Briefing
MARCH 13, 2023	-Second Executive Briefing
MARCH 14, 2023	-Negotiation of contract terms, condition, & BAFO
MARCH 28, 2023	-Award of contract to SICE, Inc. for \$13,980,669 with a score of 905
OCTOBER 28, 2023	-Single Gantry amendment
MARCH 26, 2024	-CO#1 \$645,170 for Single Gantry Implementation

EXECUTIVE SUMMARY

- The Notice to Proceed (NTP) was issued to Pulice Construction Inc. (PCI) on February 15, 2022, with time charges commencing on March 17, 2022.
- The work under this contract shall be substantiallycompleted within 1,264 CALENDAR days [September 22, 2025] After Substantial Completion, Pulice will be allowed up to an additional 60 calendar days for Final Acceptance. Therefore, all improvements must be final accepted by [November 21, 2025].
- □ Working days will be charged Sunday through Saturday, including all holidays [with exception of:

New Year's Day (January 1st)

Independence Day (July 4th)

Labor Day (1st Mondayin the month of September)

Thanksgiving Day and day after (4th Thursday and Friday in the month of November);

Christmas Eve and Day (December 24th and 25th)]

regardless of weather conditions, material availability, or other conditions not under the control of the Contractor, except as expressly provided for in the Contract. If Contractor fails to complete the work on or before the contract time, Pulice Construction Inc. agrees to pay the Authority \$ 16,500 per day as liquidated damages to cover losses, expenses and damages of the Authority for every Calendar Day which the Contractor fails to achieve Substantial Completion of the Project.

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

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HCRMA 365 TOLL PROJECT CSJ#0921-02-368: CHANGE ORDER SUMMARY

HCRMA 365 TOLL PROJECT CSJ#0921-02-368: CHANGE ORDER SUMMARY

Thirteen (13) approved Changes Order(s): [\$9,089,135.16] +0 days				
CO#1 11/11/2021 entering VECP process	+000 days	\$000,000,000.00	.0%	
CO#2 12/21/2021 VECP Plan Revisions	+000 days	\$(14,208,622.30)	(4.80%)	
CO#3 04/26/2022 VECP Contractor Risk	+000 days	\$000,000,000.00	(0%)	
CO#4 01/24/2023 Drill Shafts	+000 days	\$171,516.59	0.06%	
CO#5 06/24/2023 VECP True Realized Savings	s+000 days	\$4, 257,969.18	1.44%	
CO#6 07/09/2024 Depot Road rmve cul-de-sac	+000 days	(-\$30,843.33)	(0.01%)	
CO#7 07/09/2024 Mission waterline conflict	+000 days	\$13,075.83)	0.004%	
CO#8 07/09/2024 drill shaft casing conflict	+000 days	\$29,932.00	0.01%	
CO#9 07/09/2024 irrigation PVC / LHPP	+000 days	(-\$1,782.00)	(0%)	
CO#10 07/09/2024 TCP amendments	+000 days	\$249,919.32	0.08%	
CO#11 07/09/2024 add McColl driveway	+000 days	\$23,450.97	0.008%	
CO#12 07/09/2024 City of Pharr waterline	+000 days	\$135,487.78	0.005%	
CO#13 07/09/2024 Trffic sgnal/cntrl cabinets	+000 days	\$212,599.20	0.717%	

Change Order No.1 Summary: November 10, 2021, Resolution 2021-54

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

Change Order No. 2 Summary: December 20, 2021, Resolution 2021-78

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

VECP calculations for Contract Price of	\$281,723,797.95
VECP Gross Savings	\$38,010,382.63
Less est. Total Design Cost	\$1,943,648.45
Less Est. Owner's Fees	\$545,178.43
VECP Net Savings	\$35,521,555.75
60% Contractor Saving:	\$21,312,933.45
40% Owner Savings:	\$14,208,622.30

(Schematics + Final Design) (GEC, Environmental, T&R Costs)

Paid as Progress Payments Reduced from original Project





Change Order No. 3 Summary: April 26, 2022, Resolution 2022-36

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

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

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

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

Change Order No. 4 Summary: January 24, 2023, Resolution 2023-05

Change Order No. 4 removes 1,524LF of Item 416-6005 Drill Shaft (42") introduces 48" drill shafts to incorporate detailed, finalized quantities and unit costs; and establishes State/Federal participation on odified unit costs, assuring compliance with the standard specifications included within the contract. Change Order No. 4 introducing 1,585LF of Item 416-6006 Drill Shaft (48 IN) at a unit cost of \$308.39/LF for a net cost of \$171,516.59 to be fully paid by HCRMA [Owner].



<u>www.hcrma.net</u>

Change Order No. 5 Summary: June 24, 2023, Resolution 2023-30

In Lieu of \$38,010,382.63 savings, they only can truly account for \$30,565,888. They are claiming that of the \$7,444,494.63 shortfall, only \$3,186,525.45 is from their 60%; additional \$4,257,969.18 are contributable to busts in original plans, design errors and quantity mistakes and are to be attributed to HCRMA contingency[\$ 5,000,000>>\$570,514.23].

- As provided for Contract Amendment #1 and Change Order No. 2, the Contractor's share of the net savings includes the "Contractor Risk" that the actual costs of implementing the approved VECP concepts in Change Order No. 2 may not result in the saving approved by the parties. To the extent total actual costs exceed the total amount approved, all overages due to errors, oversights, omissions, additions, or corrections to final units, final quantities, or final unit prices or costs increases shall be deducted from Contractor 60% portion of the net savings. The unrealized savings presented are \$2,367,208.20
 - To the extent actual costs exceed the amounts presented in Exhibit A, Contractor agrees that such overages due to errors, oversight, omission additions, or corrections to final units, quantities or unit pricing shall be deducted from contractor's 60% portion of the net savings (the "Contractor Risk"), revised shall be \$18,945,725.25
 - Contractor VECP Savings Payments are amended, as such:

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

Construction Progress	Proposed Savings Payment	Paid Date
**20% Completion	\$4,262,586.69	12/22/22
40% Completion	\$4,262,586.69 -\$ <mark>3,670,784.6</mark> 4	
60% Completion	\$ 4,262,586.69 -\$ <mark>3,670,784.6</mark> 4	
80% Completion	\$ 4,262,586.69 \$3,670,784.64	
Final Acceptance	<u>\$4,262,586.69</u> \$3,670,784.64	
	\$21,312,933.45_\$18,945,725.25	

**[\$18,945,725.25 - \$4,262,586.69 = \$14,683,138.56 / 4 = \$3,670,784.64]





Change Order No. 6 - 13 Summary: July 9, 2024 Resolution 2024-27

u # \ =#kU \ O 7 U are compilation of various Field Changes:

Change Order No. 6 Summary: (-\$30,843.33)

The scope of this change is to compensate the for changes related to Depot Road (southbound frontage road for SP115) which will remain in place at the directive of TxDOT. The existing SB frontage road (Depot) will be left in place in lieu of obliteration and cul-de-sac. As a result, the proposed levee will be reduced, guard rail and rail Ty T80PP will be added to protect columns. In addition, the TCP is revised to allow for the phased additional work.

Change Order No. 7 Summary: \$13,075.83

This change resolves an unanticipated utility conflict between the city of Mission 16" waterline casing and proposed drainage line at station 649+00. In lieu of the proposed 5' x 5', an 8'x8' Conflict Manhole must be installed to accommodate construction.

Change Order No. 8 Summary: \$20,932.00

The 60" drill shafts from FM 494 Bent 2 are in conflict with placed 24" water line casing. The existing 24" RCP CL V water line casing would need to be removed and relayed using the same pipe. Estimated damaged pipe would need to be new RCP.

Change Order No. 9 Summary: (-\$1,782.00)

Due to existing field conditions, the irrigation line from station 752+36.15 to 760+66.11 increased from 18" Pressure Irrigation PVC pipe to 36" LHPP. CO#5 instrumented replacement to 36" LHPP. However, due to immediate material need and unavailability, a 30" LHPP was placed in lieu of 36".

Change Order No. 10 Summary: \$249,919.32

Pertinent plan sheets depicted traffic control plan implementing portable concrete traffic barriers and crash cushion appurtenances for safety of traveling public; however, items were not in included in estimate.

Change Order No. 11 Summary: \$23, 450.97

This change adjusts items per driveway revisions on McColl Rd. The proposed NW driveways were revised to provide better access for the local businesses and to add end treatment components for safety purposes at driveway intersections.

Change Order No. 12 Summary: \$

The scope of this change is to add and adjust items related to the 18" waterline relocation. Items were accounted in plans but not placed on estimate.

Change Order No. 13 Summary: \$212,599.20

TS pole mounted cabinets (TY 2 CONF 2) to be installed, attached to the vertical mast of existing and proposed traffic signal poles. Installing ITS cabinets on traffic signal poles is not per TxDOT standard. Cabinets are to be installed as ground mounted to specifications.





PROJECT PRODUCTION

□ CAPTURING VECP PACKETS

2/8/23 VECP Team met, exchanged concepts, formats

3/8/23 VECP meeting formal report submitted

4/20/23 VECP concepts completed and negotiations underway

7/07/23 New revised baseline schedule

7/10/23 CO#5 terms and conditions

2/23/24 CO#6 conditions and negotiations

7/09/24 CO#6 - 13 various

□ FORMAL SUBMITTALS, REVIEW OF DOCUMENTS

- RFIs 221
- SUBMITTALS 204

TESTING [Soils/Concrete]

- Levees / embankment / select fill
- Drill Shafts / Bents / Slab
- Roadway: limed subgrade / Cement Treated base / CRCP
- MSE backfill
- Irrigation Structures
- ENVIRONMENTAL JUSTICES [SW3Ps] Archeological sites
- EMBANKMENT Shary / SH336 / SP115 / Highline/ McColl /Anaya
- UNDERGROUND WORK Storm Sewer / Irrigation structures / Tolling Conduit
- LEVEE WORK

11

- Bridge Substructure FM494 / Floodway / SP115 / SH336 / McColl / Ditch Bridge / Highline
 - BEAMS SET: McColl / Canal Bridge / Floodway/ FM494
- RETAINING WALLS Highline / Anaya / SP115/ SH336 / Jackson [6/6/24 suspension]

General Information

v m Project

Work Type Heavy Highway

v O Location



Texas Parks & Wildlife, CONANP, Esri, Tom ... Powered by Esri Coordinates

26.14052384945899, -98.24062242016183

Location

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

V .;-;. Management

Prime Contractor PULICE CONSTRUCTION, INC.

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

Managing Office HCRMA Construction Department

Created By Sergio Mandujano Awarded Amount (S) \$295,932,420.25

Authorized Amount \$265,757,983.23

0

Approved Changes -\$30, 174,437.02

20

Description

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

Amount Paid of your ofyour of your Amount paid so far Approved 50% Authorized Awarded \$133,728,905.98 Payments \$265.757,983.23 \$295.932,420.25 \$133,728,905.98 **Important Dates** Date Created Notice to Proceed **Construction Start** Work Completion Sep 22, 2025 Apr 22, 2022 Feb 15, 2022 Mar 17, 2022 Drogroco

Time Complete: 916	Days	Time Remaining: 3	348 Days		
Amount Posted: \$113	8,042,497.34 8%			Awarded Amount: \$295,93	2,420.25
Amount Posted: \$113	8,042,497.34 43%			Authorized Amount: \$265,75	7,983.23
Total Retainage	0	Retainage Released	0	Liquidated Damages	0

Business:	HCRMA
Project Name:	365 TOLL PROJECT CSJ:0921-02-368
Project Description:	GREENFIELD PROJECT, PRINCIPAL ARTERIAL, CONTROLLED ACCESS HIGHWAY, TOLL IMPROVEMENT, CSJ: 0921-02-368
Prime Contractor:	PULICE CONSTRUCTION, INC.
Notice to Proceed Date:	2/15/2022
Construction Start Date:	3/17/2022
Awarded Project Amount:	\$ 295,932,420.25
Net Change by Change Orders:	\$ (30,174,437.02)
Authorized Project Amount:	\$ 265,757,983.23
% Complete Paid Awarded Amount:	45.189
% Complete Paid Authorized Amount:	50.32

Payment History:

								% Production/	%
Payment Number	Pay Period Start	Pay Period End		Payment Amount	Pa	ayment To Date	Payment Status	MONTH	Commulative
30	8/16/2024	9/15/2024	\$	3,213,288.84	\$	136,942,194.82	Pending	1.209	51.529
29	7/16/2024	8/15/2024	\$	5,786,638.29	\$	133,728,905.98	Paid	2.177	50.320
28	8 6/16/2024	7/15/2024	\$	2,006,402.82	\$	127,942,267.69	Paid	0.755	48.142
27	5/16/2024	6/15/2024	\$	3,637,006.93	\$	125,935,864.87	Paid	1.369	47.387
26	6 4/16/2024	5/15/2024	\$	2,271,351.76	\$	122,298,857.94	Paid	0.855	46.019
25	3/16/2024	4/15/2024	\$	5,798,909.13	\$	120,027,506.18	Paid	2.182	45.164
24	2/16/2024	3/15/2024	\$	2,969,884.58	\$	114,228,597.05	Paid	1.118	42.982
23	3 1/16/2024	2/15/2024	\$	4,352,674.67	\$	111,258,712.47	Paid	1.638	41.865
22	2 12/16/2023	1/15/2024	\$	3,798,704.58	\$	106,906,037.80	Paid	1.429	40.227
21	11/16/2023	12/15/2023	\$	7,678,808.97	\$	103,107,333.22	Paid	2.889	38.797
20	10/16/2023	11/15/2023	\$	6,172,155.46	\$	95,428,524.25	Paid	2.322	35.908
19	9/16/2023	10/15/2023	\$	5,115,697.33	\$	89,256,368.79	Paid	1.925	33.586
18	8 8/16/2023	9/15/2023	\$	7,157,089.08	\$	84,140,671.46	Paid	2.693	31.661
17	7/16/2023	8/15/2023	\$	5,532,158.94	\$	76,983,582.38	Paid	2.082	28.968
16	6/16/2023	7/15/2023	\$	2,803,225.26	\$	71,451,423.44	Paid	1.055	26.886
15	5/16/2023	6/15/2023	\$	2,402,150.75	\$	68,648,198.18	Paid	0.904	25.831
14	4/16/2023	5/15/2023	\$	1,672,812.23	\$	66,246,047.43	Paid	0.629	24.927
13	3/16/2023	4/15/2023	\$	2,302,505.87	\$	64,573,235.20	Paid	0.866	24.298
12	2/16/2023	3/15/2023	\$	1,571,621.63	\$	62,270,729.33	Paid	0.591	23.431
11	1/16/2023	2/15/2023	\$	1,519,297.77	\$	60,699,107.70	Paid	0.572	22.840
10) 12/16/2022	1/15/2023	\$	943,705.68	\$	59,179,809.93	Paid	0.355	22.268
ç) 11/15/2022	12/15/2022	\$	8,892,613.75	\$	58,236,104.25	Paid	3.346	21.913
8	3 10/15/2022	11/14/2022	\$	4,085,602.35	\$	49,343,490.50	Paid	1.537	18.567
7	9/16/2022	10/14/2022	\$	1,427,873.36	\$	45,257,888.15	Paid	0.537	17.030
e	8/19/2022	9/15/2022	\$	657,136.92	\$	43,830,014.79	Paid	0.247	16.492
5	5 7/20/2022	8/18/2022	\$	378,458.17	\$	43,172,877.87	Paid	0.142	16.245
4	6/21/2022	7/19/2022	\$	2,793,575.17	\$	42,794,419.70	Paid	1.051	16.103
3	6/1/2022	6/20/2022	\$	2,336,832.39	\$	40,000,844.53	Paid	0.879	15.052
2	2 5/1/2022	5/31/2022	\$	14,029,200.82	\$	37,664,012.14	Paid	5.279	14.172
1	2/15/2022	4/30/2022	\$	23,634,811.32	\$	23,634,811.32	Paid	8.893	8.893
Tatal			¢	126 042 104 92					

\$ 136,942,194.82

August 06, 2024 9:14 PM















September 12, 2024 9:26 PM



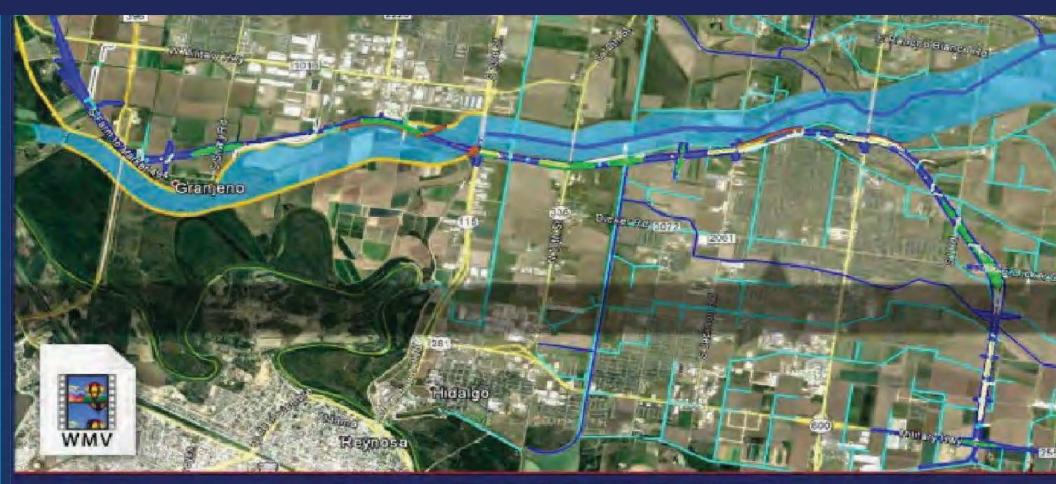
















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V. Presentation & Reports

- H. Transit Status Report
- \Box Action

 \blacksquare Information

Presenter: Transit Provider Representative









REGIONAL TRANSIT REPORT October 2024

Transit Report - RGVMPO Policy Board Meeting 2,676,557 277,028 223,650 46,013 231,452 264,370 251,770 237,184 291,94 300,4 254.14

567,338 81,110 43,030 58,327 85,696 67,691 89,262 100.219 42,003 38,917 40.945 54,153 1,275,051 65,926 510 10 044 0 320 5222 106,956 107,142 113,776 115,983 115,90 98 197 99.775 Oct-23 Sep-24 Agency Nov-23 Total





TRANSIT AGENCY UPDATES

Brownsville Metro	Island Metro	Metro McAllen	Valley Metro
<u>Tiger Bus Yard Project</u> * Substantial completion updated to mid November 2024, due to rain delays. Ribbon cutting set for February 2025	Island Metro is 100% done with the new bus shelter project. All stops are open to the public.	Launched the GO PASS app on June 18, 2024. The mobile allows users to purchase fares using their smartphone.	"VALLEY METRO RGV" Mobile App On September 16, 2024, Valley Metro introduced the "Valley Metro RGV" mobile app, marking a significant step forward in enhancing public transportation services.
<u>Microtransit Study :</u> * Moving forward with rewarding contract	Multimodal Facility Recieved it's Leed Certification Plaque.	Full Launch of System Expansion on July 29, 2024. 12 routes operating.	TXDOT 5310 FUNDING Valley Metro was awarded funding for Year 2 of the 5310 call for projects. Funding will be used for acquisition of Farebox Collection equipment and 1 type III expansion vehicle for small urban.
<u>Fare increase:</u> * Went into effect 10/1		Partnership with RideCo / Uber for Paratransit / Microtransit when over capacity. Internal Testing is underway.	SERVICE EXPANSION PROGRAM Valley Metro was awarded a first round of Rural funding for a Service Expansion project targeting Willacy, Starr, and Zapata Counties' Demand Response service. Serving the area from 7:00am to 7:00pm.
		Plans for faster headways in several months.	VEHICLE OVERHAUL TXDOT 5339 funding was awarded for a vehicle overhaul project which consists of overhauling 11 rural area vehicles.

BROWNSVILLE METRO

MOBILE FARE PROJECT:

Smartcard and mobile fare payments has had a successful launch.

Began October 1, 2024







BROWNSVILLE METRO









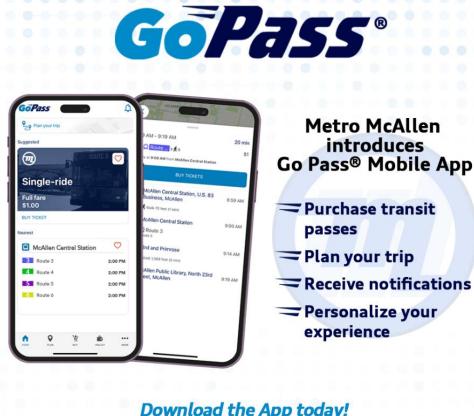


ISLAND METRO – South Padre Island

Island Metro Ridership												
Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Agency Total
34,163	31,138	34,618	37,147	44,570	45,654	40,044	40,320	36,139	36,222			380,015



METRO MCALLEN



Go Pass[®] Mobile App

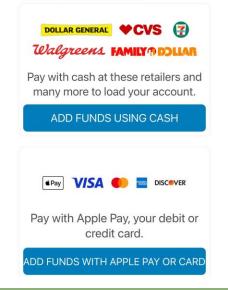
Download the App today!



On June 18, 2024, Metro McAllen launched the GO PASS mobile app to the public.

The Go Pass mobile app, is a convenient way to purchase and use Metro passes directly from a mobile device. With the Go Pass app, you can buy single fare passes instantly using your credit card.

Users are also able to reload their wallet at the following participating retailers: GoPass Wallet X





METRO MCALLEN



On July 29, 2024, Metro McAllen officially launched its NEW SYSTEM REDESIGN & SERVICE EXPANSION:

The system redesign and service expansion of the Metro McAllen routes is part of a short-range transit plan to realign McAllen's transit system to make it more efficient and effective, making it more attractive for the community to use.

The introduction of the new routes is a response to the increasing demand from a rapidly growing city and its ridership for better connectivity to new locations. These anticipated changes and expansions to the Metro McAllen system aim to enhance accessibility for residents, allowing them to easily reach essential services, amenities, and attractions while reducing the reliance on personal vehicles.

Metro McAllen now offers 12 Fixed Routes, Paratransit and Microtransit via Micro McAllen (which as of August 3, 2024 now provides services on Saturdays from 7am-7pm).



METRO MCALLEN



RideCO + Metro McAllen + GoPass + UBER =



Our partnership with RideCo recently afforded us the opportunity for an UBER Integration. What this means is that we can turn on UBER overflow for both our Paratransit and Micro Transit Services.

- Positive Rider Experience
- Cost Savings
- Allow Gradual Growth
- Better on-time performance



"VALLEY METRO RGV" APP





🌞 ¡Mantente Conectado con Valley Metro! 🌞

¡Tu próximo viaje en autobús acaba de hacerse mucho más fácil!

- 🔽 Compra de Pases Conveniente
- 🔽 Eficiencia en Tiempo y Costo
- 🔽 Acceso Instantáneo a los Boletos
- iDisponible ahora en Google Play y la Apple Store!

Descárgala hoy y viaja de manera más inteligente. 🞇

- 👉 Google Play Store
- Apple Store
- 🎋 Stay Connected with Valley Metro! 🍀 Your next bus ride just got a lot easier!
- Conveniently Purchase Passes
- ✓ Time & Cost E iciency
- 🛃 Instant Access to Tickets

Available on Google Play and the Apple Store NOW! Download today and travel smarter.

👉 Google Play Store

https://play.google.com/store/apps/details?id=com.genfare.mobile2.weslaco

👉 Apple Store

https://apps.apple.com/us/app/valley-metro-rgv/id6473686426









LRGVDC – Valley Metro Service Expansion Project

Willacy County (Raymondville, TX to Harlingen, TX) Zapata County (Zapata, TX to Laredo, TX) Demand Response Service (Starr, Willacy, & Zapata)

PGA: SEP-2024-LRGVDC-00008 Project Name: SEP FY24-25 LRGVDC Project Service Area: Rural Funding Agency: Texas Department of Transportation



Service Expansion Project

PROJECT RECAP:

- 6/25/24 Service Expansion Survey
- 6/26/24 News Coverage
- 7/09/24 Zapata County Outreach
- 7/10/24 Willacy County Outreach
- 7/17/24 Zapata County Outreach
- 9/11/24 Radio Interview

SERVICE EXPANSION ACTIVATED:

 9/18/24 for Demand Response extended hours in Willacy, Starr, and Zapata Counties.



Public outreach events began in June 2024 and have steadily continued.



Surveys created for both Zapata and Willacy County



QR codes and links were made to make the surveys available via tablet, phone, computer.



Shared via social media, print and posted in local businesses.



Willacy County SEP Outreach 7.10.24

- Community Involvement event was held at Loaves and Fishes in Willacy County
- Information was distributed on the ongoing Service Expansion Project
- Feedback was requested from residents.
- Surveys were filled out, 20 were left to get filled out and turned in later.







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Zapata County SEP Event – July 17, 2024

Valley Metro held their very own Zapata County Service **Expansion Project Event to** give out more information on the service and answer any questions citizens may have had. This even was held at Zapata County Waterworks building from 9am - 2pm on July 17, 2024

ValleyMetro Weslaco Yesterday at 10:57 AM @

Don't forget to stop by Zapata County Waterworks building and meet with Valley Metro to get more information about their Rural Service Expansion Project in Zapata County! We are located at 605 N, US Hwy 83 Zapata, Tx and will be here until 2pm!

¡No olvide pasar por el edificio de obras sanitarias del condado de Zapata y reunirse con Valley. Metro para obtener más información sobre su Proyecto de expansión del servicio rural en el condado de Zapatal ¡Estamos ubicados en 605 N. US Hwy 83 Zapata. Tx y estaremos aquí hasta las 2 p. m.!





Come out and join Valley Metro as they host a public involvement event to give out more information about their Rural Service Expansion Project in Zapata County.



PROYECTO DE AMPLIACIÓN DE SERVICIOS DEL CONDADO DE ZAPATA Valley Metro quiere saber de USTED Venga y únase a Valley Metro mientras organizan un evento de participación publica para brindar más información sobre su Proyecto de Expansión de Servicios Rurales en el Condado de Zapata

Valley Metro







Questions or Comments?









Thank You!

VI. Other Business (Old or New)

A. The next RGVMPO Technical Advisory Committee is <u>IN-PERSON</u> at 10:00am on December 12, 2024.



Technical Advisory Committee Meeting Thursday October 10, 2024