

AGENDA

TECHNICAL ADVISORY COMMITTEE MEETING
THURSDAY, DECEMBER 2, 2021 – 10:00 AM
RIO GRANDE VALLEY
METROPOLITAN PLANNING ORGANIZATION (RGVMPO)

(MEETING WILL BE HELD VITURAL)

- I. **Call To Order**
- II. **Roll Call**
- III. **Public Comments** – Maybe submitted online or maybe submitted in paper form specifying the matter you wish to address.
- IV. **Consent Agenda**

1. **Approval of Minutes for:**

November 18, 2021

Action **Possible Action** **Information**

Presenter: **JP Terrazas, TAC Chairman**

Item Summary: Approval of the November 18, 2021, Regular Meeting minutes contained in Electronic Item “A” will be requested.

Background: N/A

2. **Discussion and Action on the Congestion Study-RFP**

Action **Possible Action** **Information**

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

Item Summary: The RGVMPO periodically performs a regional Congestion Study to analyze congestion levels within the region as well as preforms a signal synchronization study to analyze corridor movements and possible improvements that can be made to synchronization of corridors to improve traffic movements. The RGVMPO hopes to analyze 1,000 center line miles as well as 75 signalized intersections for possible recommendations.

Background: FHWA requires that the RGVMPO performs, at least, bi-annually, a regional congestion study of the region. The study should provide recommendations to address traffic delays and to analyze volume versus capacity as well as other attributes that will provide recommendations to address delay and congestion on a regional basis.

3. Discussion and Action on the UPWP Financial Amendment
 Action **Possible Action** **Information**

Presenter: **Fernando Cantu, GIS Specialist II**

Item Summary: Staff will be providing updated information on the FY2022-2023 UPWP Amendment #1.

Background: RGVMPPO staff has made administrative changes to the FY2022-2023 UPWP and staff is asking to move over funds from FY2022-23 Task 2 into Task 5 in the amount of \$100,000, to be utilized for a Congestion Management Process study. (See Attachments)

4. Discussion and Action on the FY2023-2026 TIP Text Document
 Action **Possible Action** **Information**

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

Item Summary: RGVMPPO Staff is creating the Comprehensive TIP Text Document for FY 2023-2026. A Final Draft will be presented within the meeting packet for your review and approval. Staff is available for questions and/or concerns.

Background: The Comprehensive TIP text is an all-inclusive document covering planning aspects that range from the definitions of our planning area to funding programs, public involvement process, public transportation, performance measures, TIP project selection process, and additional supporting information. The text portion of the document is completed before the inclusion of both Highway and Transit TIP tables. A timeline for creation of the FY 2023-2026 TIP is included in the meeting packet, as well.

5. **Discussion and Action on the FY2021 - 2024 TIP & 2045 MTP Amendment, February 2022 Revisions**

Action **Possible Action** **Information**

Presenter: Rudy Zamora Jr., Transportation Planner

Item Summary: The FY 2021-2024 Highway & Transit TIP tables will undergo its last Revision cycle before creation of the new TIP. The MTP will also be updated during this revision cycle. All revisions and administrative modifications have been included on both the TIP & MTP tables included in the meeting packet. An action for approval of this item is needed before presenting to TPB.

Background: The FY 2021-2024 Highway & Transit TIP tables, along with the 2045 MTP will be amended for the February 2022 Revision cycle. Staff has accepted amendments to current projects, as well as any new projects, and approval is now needed. Staff will provide TIP/STIP/MTP updates to Policy on December 15th for discussion. Final action by TPB will be January 19, 2022. A 30-day public involvement period shall begin on December 3rd and all documentation will be displayed on our website and social media outlets.

6. **Discussion on Transportation Demand Model Data Request**

Action **Possible Action** **Information**

Presenter: Luis Diaz, Assistant Director

Item Summary: RGVMPPO Staff will coordinate a refresh of the 2014 – 2045 TDM with a new base year of 2019 and a forecast year of 2050 alongside the Texas Department of Transportation, and the Transportation Planning and Programming Division to assure a true reflection of traffic movement throughout the valley region is collected. RGVMPPO Staff is requesting from all municipalities within the RGVMPPO MAB to please provide a listing of various projects completed between 2014 and 2019; new facilities, added capacity, raised median, lane reductions, speed changes, directional flow changes and roadway removals or abandonments.

Background: In 2016, regional MPO Staff began work on the regional transportation model (TDM) with a base year of 2014 model for the RG. RGVMPPO Staff in coordination with TxDOT previously contracted a consultant to aide in the development of the overall Rio Grande Valley Regional Travel Demand Model (TDM) which produced a 2045 forecasted TDM.

V. **RGVMPO EXECUTIVE DIRECTORS' REPORT AND UPDATES**

Action Possible Action Information

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

Item Summary: **Financial Update**

Item Summary: Estimated Impact Highlights for Texas

Item Summary: **FY2021 TAC and TPB Meeting Dates Schedules**

Item Summary: **Edinburg Open House Event
617 West University Drive
December 16, 2021 @ 6PM.**

VI. **Status Report**

A. **TxDOT Project Status Report**

Action Possible Action Information

Presenter: **TxDOT**

B. **Cameron County RMA**

Action Possible Action Information

Presenter: **Pete Sepulveda**

C. **Hidalgo County RMA**

Action Possible Action Information

Presenter: **Eric Davila**

D. **McAllen Metro**

Action Possible Action Information

Presenter: **Jon Bocanegra**

E. **Brownsville Metro**

Action Possible Action Information

Presenter: **Antonio Zubieta**

F. **Valley Metro**

Action Possible Action Information

Presenter: **Nancy Sanchez**

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

VIII. **Next Meeting:** The next **"In Person Meeting"** of the RGVMPO Transportation Technical Committee is scheduled for **10:00 am on January 19, 2022 at the Ken Jones Boardroom - Weslaco.**

**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
IN PERSON MEETING
November 18, 2021**

I) CALL TO ORDER

JP Terrazas, (City of Mission) Chairman called the TAC Meeting to order at 10:00 AM. The TAC Meeting was held “Virtual”.

II) ROLL CALL

RGVTAC Representatives in attendance were as follows:

MEMBERS PRESENT	
ENTITY	VOTING MEMBERS
City of Mission	JP Terrazas, Chairman
Cameron County	Crystal Gonzalez (PROXY)
City of Brownsville	Joel Garza (ABSENT)
City of Edinburg	Tom Reyna (ABSENT)
City of Harlingen	Carlos Sanchez
City of McAllen	Yvette Barrera
City of Pharr	Moises Beas (ABSENT)
City of San Benito	Rick Guerra (Mayor)
Hidalgo County	Armando Garza, Jr. (ABSENT)
TxDOT Pharr District	Maria Champine
Valley Metro	Maribel Contreras
Cameron County RMA	Pete Sepulveda (ABSENT)
Hidalgo County RMA	Eric Davila
Brownsville Metro	Antonio Zubieta
McAllen Metro	Jon Bocanegra
Port of Brownsville	ABSENT
Port of Harlingen	ABSENT
Port Isabel-San Benito Navigation District	ABSENT
Cameron County Spaceport Dev. Corp.	Mark Yates (ABSENT)
GUEST	
LRGVDC	
STAFF	
RGVMPO	Andrew A. Canon
RGVMPO	Luis Diaz
RGVMPO	Staff

III) PUBLIC COMMENTS

Andrew explained to TAC members present that on Thursday, November 18, 2021, morning; at approximately 8:30 a.m. the RGVMPO network system came under attack from an external, malicious software which was apparently dormant on our servers for about 3 months. The launch of this malware took our servers completely down and held our system at ransom, demanding payment to release our network. Fortunately, we have an encrypted network and have IT here now “scrubbing” laptops and individual systems and restoring our servers to a time before the malware gained entrance into our network. We apologize for the cancellation of the TAC meeting Thursday, November 18, 2021.

IV) DISCUSSION / ACTION ITEMS

1. Approval of Minutes

Consideration and Action to Approve the Minutes of:

- **October 14, 2021**

Mr. Terrazas, Chairman (City of Mission) asked if there were any corrections to the minutes of October 14, 2021.

No other corrections were noted to the minutes of October 14, 2021, City of McAllen made a motion to approve the Minutes of October 14, 2021, as presented by staff. The motion was seconded by City Harlingen; and upon a vote, the motion carried unanimously.

**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
(RGVMPO) LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL
(LRGVDC) 301 W RAILROAD WESLACO, TEXAS 78596**

**REQUEST FOR PROPOSALS (RFP) RFP TITLE: SPRING 2022 CONGESTION
MANAGEMENT DATA COLLECTION**

Introduction

In the past, the RGVMPO has been responsible for gathering the traffic congestion data on its own. The RGVMPO has examined the network of roads and highways in the urbanized areas of Cameron and Hidalgo Counties, which is approximately 500 miles of roadways. The scope of this project is to gather data on congestion levels in the urbanized areas of Cameron and Hidalgo County. This CMP network consists of roadways within the RGVMPO MAB area that are either FHWA functionally classified or identified as a transit route. The information to be gathered, include but is not limited to, the travel times and delays for each identified road segment in the network.

As per the US Department of Transportation 49 CFR Part 26 which mandates to comply with TxDOT's Disadvantaged Business Enterprise DBE requirements, the appropriate documentation has been included at the end of this RFP.

Schedule of Events**

RFP Release	Sunday, December 19, 2021
Deadline for Submittal of Questions	Friday, January 14, 2022@ 4:00pm
(CTZ) Release of Response to Questions	Friday, January 21, 2022
Deadline for Submission of Proposals	Friday, February 11, 2022 @ 5:00 pm (CTZ)
Anticipated award date	March 25, 2022 (subject to change)
Contract Begins	Upon acceptance of the award and starting date is agreed on

*The LRGVDC and RGVMPO reserve the right, in its sole discretion, to change the above dates. Notices of changes to items directly impacting the Original RFP or proposal process will be submitted to each consultant of record as having received an RFP. Any changes to the timeline will require RGVMPO Policy Committee Approval according to established policy.

SUBMISSION OF PROPOSALS:

Twenty-five (25) original Technical Proposals and One Electronic must be sealed and submitted as the offeror's response, subject to the terms and conditions of this Request for Proposals ("RFP"), to:

(If hand delivered) Asst. Director of Bus. Operations
LRGVDC
301 W Railroad
Weslaco, Texas 78596

RFP Title: Spring 2022 Congestion Management Data Collection

(If Mailed) Asst. Director of Bus. Operations
LRGVDC
301 W Railroad
Weslaco, Texas 78596

RFP Title: Spring 2022 Congestion Management Data Collection

ALL PROPOSALS MUST BE RECEIVED IN THE OFFICES OF THE LRGVDC NO LATER THAN 5:00 P.M. CENTRAL TIME, Friday, February 11, 2022. ***The RGVMPO/LRGVDC is not responsible for lateness or non-delivery of mail, carrier, etc., and the date/time stamp at the receptionist area of the LRGVDC shall be the official time of receipt. Proposals received late will not be returned.***

Proposal contents considered confidential/proprietary by the Offeror, shall be clearly identified and subject to confirmation by the LRGVDC and RGVMPO. Should the material not be deemed confidential/proprietary, the Offeror may withdraw the designated materials from consideration prior to review and the evaluation process.

Part I GENERAL INFORMATION

1.1 Introduction

The RGVMPPO/LRGVDC, in close cooperation with the TxDOT, currently performs the transportation planning for the urbanized areas within the Cameron and Hidalgo County area.

The RGVMPPO/LRGVDC is seeking a qualified consulting firm to collect information and report on congestion levels for the **Spring Season of 2022** within the RGVMPPO study area.

Selected Respondent(s) [“Selected Consultant” or “Consultant”, where singular includes plural of both terms] must be prepared to begin performance of any contract resulting from issuance of this RFP, after **March 25, 2022**.

1.2 The RGVMPPO/LRGVDC Responsibilities

The RGVMPPO/LRGVDC shall pay no costs or other amount incurred by any entity in responding to this RFP. The RGVMPPO/LRGVDC reserves the right, in its sole discretion, to select one or more qualified responses to this RFP without discussion of responses with respondents. The RGVMPPO/LRGVDC reserves the right to refuse and reject any and all submitted proposals and to waive any and all formalities or technicalities and to accept the proposal(s) considered the best and most advantageous to the RGVMPPO/LRGVDC.

All proposals will become part of the RGVMPPO/LRGVDC’s official procurement files and will be available for public inspection. The RGVMPPO/LRGVDC will work with the Selected Consultant to help ensure that the Congestion Management Process will be of the highest quality and acceptable to the RGVMPPO/LRGVDC.

1.3 Respondent Responsibilities

Qualified, independent consultants are invited to submit proposals in accordance with this RFP. Proposals must address all specifications. Selected Consultant will organize the project under the direction of the RGVMPPO. Selected Consultant will be liable, both individually and severally, for the performance of all obligations under the Congestion Management Process and will not be relieved of non-performance of any subcontractor. Selected Consultant will be the sole point of contract responsibility. The LRGVDC will look solely to the Selected Consultant for performance of the Congestion Management Process.

1.4 Point of Contact

Questions concerning this RFP must be made in writing and addressed to the Asst. Director of Bus. Operations, LRGVDC, 301 W. Railroad, Weslaco, Texas 78596, or submitted by Email to lrgvdc@lrgvdc.org. Upon issuance of this RFP, employees and other representatives of the RGVMPPO/LRGVDC will not answer questions or otherwise discuss the contents of this RFP with any potential respondents or their representatives. Failure to observe this restriction may result in disqualification of any subsequent proposal. This restriction does not preclude discussions unrelated to this RFP.

1.5 Written Questions and Official Responses

All Inquiries and Questions concerning this RFP must be made in writing and address to the Asst. Director of Bus. Operations no later than Friday, January 14, 2022@ 4:00pm (CTZ). **Telephone inquiries will not be accepted.** Questions may be submitted via Email to lrgvdc@lrgvdc.org The LRGVDC will post its responses to the questions received by the deadline electronically on the LRGVDC's procurement web page <http://www.lrgvdc.org/procurement.html> on or about Friday January 21, 2022, or as soon thereafter as practical. The LRGVDC will email copies of its official responses to those respondents specifically requesting a copy by E-mail.

If the respondent discovers any ambiguities, conflicts, discrepancies, exclusionary specifications, omissions, or other errors in this RFP, respondent must immediately notify the Asst. Director of Bus. Operations. If a respondent fails to so notify the Asst. Director of Bus. Operations, such respondent submits a proposal at its own risk and under such conditions. If the respondent is awarded the contract, then it is not entitled to additional compensation, relief, or time by reason of the error or its later correction.

1.6 Deadline for Submission of Proposals; Copies

Twenty –five (25) original Technical Proposals and one Electronic must be submitted to and received by the LRGVDC Asst. Director of Bus. Operations no later than Friday, February 11, 2022 @ 5:00 pm (CTZ). Faxed responses are not acceptable. Proposals received after the deadline will not be accepted. The LRGVDC will not consider proposals from respondents that do not submit timely proposals. Respondents are solely responsible for verifying the LRGVDC's receipt of their proposals by the deadline specified above. Late proposals will not be considered under any circumstances.

The selected firm should be ready to submit one (1) sealed Cost Proposal at a moment's notice.

1.7 Right to Amend, Modify or Withdraw the RFP

The RGVMPO/LRGVDC reserves the right, in its sole discretion, to amend, or modify any provisions of this RFP, or to withdraw this RFP, at any time prior to the award of the Spring 2022 CMP, if it is in the best interest of the LRGVDC and RGVMPO. The decision of the RGVMPO/LRGVDC, or its designee, shall be administratively final in this regard.

1.8 Time

The times stated in this document refer to Central Time Zone (CTZ) where appropriate, unless otherwise stated in this document. The LRGVDC's regular office hours are 8:00 a.m. to 5:00 p.m. (CTZ), Monday through Friday, except State and LRGVDC holidays.

Part II PROJECT SCOPE, DELIVERABLES AND PERFORMANCE CRITERIA

2.1 Scope of Services

In the past, the RGVMPPO has been responsible for gathering the traffic congestion data on its own. The RGVMPPO has examined the network of roads and highways in the urbanized areas of Cameron and Hidalgo County, which is approximately 500 miles of roadways.

The scope of this project is to gather data on congestion levels in the urbanized areas of Cameron and Hidalgo County. This CMP network consists of roadways within the RGVMPPO area that are either FHWA functionally classified or identified as a transit route. The information to be gathered, include but is not limited to, the travel times and delays for each identified road segment in the network and to developing a regional synchro model with optimization timings.

The successful consultant must be willing to work with the network during the peak time periods as assigned by the RGVMPPO. The consultant must utilize the “floating car” method to perform the test.

The travel data must be collected when the local schools are in session. This year the RGVMPPO will be collecting the RGVMPPO defined Spring 2022 Season for the CMP.

2.1.1 Schedule and Timeline

The successful consultant must be willing to work with the network during the peak time periods as assigned by the RGVMPPO. The consultant must utilize the “floating car” method to perform the test.

The travel data must be collected when the local schools are in session. This year the RGVMPPO will be collecting the RGVMPPO defined Spring 2022 Season for the CMP.

2.1.2 Test Vehicle

A test vehicle will be used in order to gather the travel times and congestion level data of the roadways within the RGVMPPO area. The test vehicle must perform as the Highway capacity manual definition of one (1) passenger car equivalent. Each roadway test will be tested during the MPO determined peak travel times.

2.1.3 Reporting

The consultant will report on an agreed upon data delivery frequency with the RGVMPPO regarding roadway data collected. The consultant must also deliver the GPS location coordinates in one (1) second intervals in a format compatible with the RGVMPPO’s GIS system. A visual record of all applicable performance measures for the CMP method coded to Arc View 10.x. The raw, processed, and resulting performance measures shall be consistent and compatible with all previous CMP geodatabases.

3.1 Evaluation Process

The RGVMPO will establish a Technical Proposal Review Committee (TPRC). The TPRC will be comprised of employees of the RGVMPO and may include other impartial individuals who are non-RGVMPO employees. (i.e. TxDOT and Technical Advisory Committee Members, etc.)

The TPRC members will independently review all proposals for compliance and thoroughness. Upon completion of the independent reviews each TPRC member will individually score each proposal. The Asst. Director of Bus. Operations will then collect all scores and aggregate the scores of all members and rank the technical proposals.

After the technical proposals have been ranked, the TPRC will have the option to interview the top three (3) candidate(s). After the interviews have been conducted, the TC will then prepare and make a recommendation of the top three (3) ranked Technical Proposals to the Policy Committee. After the recommendations have been presented to the Policy Committee, the Policy Committee will have the final decision on the selection of the Technically Preferred Consultant.

3.2 Evaluation Criteria

The evaluation criteria will consist of three parts.

3.2.1 Part 1 Scoring of the Technical Proposal

Scoring of the Technical proposal will be based on a one hundred (100) point scale and will be conducted by the Technical Proposal Review Committee.

Categories that will be considered include, but are not limited to, the following:

- The firm's response to the RFP,
- The firm's capability to undertake the project and the utilization of available resources, etc.

Based upon the scores received from this review process, firms will be short-listed. The firms listed in the short-list may be notified as to when they will be requested to participate in the second part of the evaluation process.

3.2.2 Part 2 Oral presentation and Question and Answer Session

The top three (3) ranked firms may be contacted to provide an oral presentation and to provide responses to a question and answer session.

3.2.3 Part 3 Final Tabulation

Based upon the aggregated scoring of the written technical proposal, oral presentation, and responses to the question-and-answer session, the top-ranking firm(s) will be recommended, in order of ranking, to the Policy Committee for approval of the selected firm.

The Policy Committee has the final decision on approving the recommendation of the Technical Committee's ranking of firms.

3.3 Selection Process

Upon selection of an apparent Selected Consultant by the Policy Board, the RGVMP/ LRGVDC staff will proceed with the contract negotiation and attempt to finalize a contract with the apparent Selected Consultant. The RGVMP anticipates that these negotiations will involve very few issues and will be expedited; however, if a contract cannot be successfully negotiated within a reasonable period of time, contract negotiations will be terminated, and negotiations with the next highest-ranked respondent may commence. This process may continue until a contract is signed or this RFP is withdrawn. However, the LRGVDC and the RGVMP reserves the right, in their sole discretion and at any time upon failure of negotiations, to reissue or withdraw this RFP rather than continue with negotiations. The RGVMP reserves the right to reject any and all proposals.

As soon as possible thereafter the execution of a written contract with the Selected Consultant, all other respondents will be provided with formal notification.

Part IV DELIVERABLES AND PERFORMANCE CRITERIA

4.1 Project Deliverables

The Selected Consultant shall, at a minimum, provide the project deliverables as agreed upon data delivery frequency with the RGVMP regarding the findings of the Congestion Management Process. The report will be delivered in the agreed upon format. The Selected Consultant will do all the data collection and analysis. The Selected Consultant will also deliver a presentation to the RGVMP Technical Committee and Policy Board on the findings on the final product.

Part V TECHNICAL PROPOSAL REQUIREMENTS

The required contents and limitation for preparation of the technical proposal are described in this section. Failure to provide the requested information or adhere to any state limitations may result in disqualification of the submitted proposal. A total of twenty-five (25) original copies of the technical proposal and One Electronic version must be submitted to the address given in the cover letter.

5.1 Requirements

The required contents for the Technical Proposal are presented below in the order they should be incorporated into the submitted document.

5.1.1 Understanding of the Proposed Project

This section should demonstrate the consultants' understanding of the project needs, the work required, and any local issues or concerns.

This description should be concise, candid, and is limited to 3 pages in length.

5.1.2 Proposed Work Plan

The consultant should present the proposed work plan necessary to complete the work itemized under the scope of service. The proposed work plan should address each of the specific work elements described in the scope of service, but the consultants may propose additional work beneficial to completing the update of the Spring 2022 CMP. Where appropriate, the methodology to be used to accomplish a specific task should be described. There is no page limitation for this section, but consultants are encouraged to be concise.

5.1.3 Schedule

A proposed schedule for completing each task should be provided. For each review proposed by the consultant, the schedule shall reflect the maximum allowable review time available to maintain the proposed schedule. The schedule shall also reflect expected dates for deliverables.

5.1.4 Firm Qualifications

This section should include a description of the firm's most recent or applicable transportation data collection projects. For each project, a client contact name and phone number should be included for reference purposes. Additionally, the names of the personnel proposed for this project who participated in the listed projects should be provided. This project list is limited to 5 pages.

5.1.5 Personnel and Staffing

The consultant should provide an organizational chart for the project and a summary paragraph of the project work to be performed by each proposed staff member. Biographic summaries that highlight the experience relevant to the specific project responsibilities should be provided for all proposed personnel. This section should highlight personnel's experience with the proposed technology. There is a one (1) page limitation for each biographic summary provided.

5.1.6 Required Certification and Submittal

This section will contain any certification(s) and assurance(s) as required by TxDOT, the RGVMPO and the Federal Highway Administration (FHWA). If the firm wishes to claim DBE credit the proposal must contain a DBE certificate.

5.1.7 Tools, Equipment and Supplies

The consultant shall provide tools, equipment, supplies, materials, employees, management, and any other item or services as may be necessary in order to enable the consultant to provide the services required under the scope of service.

5.2 Items available to the Selected Consultant

The items available to the consultant from the RGVMPO are as follows:

- A list of Transit Routes within the scope of the study
- List of the roadways with the scope of study (approx. 500 centerline miles)
- Previous CMP results
- Schedule indicating the peak times for each roadway segment.

Part VI TECHNICAL PROPOSAL FORMAT

6.1 Introduction

Proposals must be complete; failure to provide all required information may result in disqualification of the proposal. Conciseness and clarity of content is required; vague and general proposals will be considered non-responsive and will result in disqualification. Proposal pages must be numbered and contain an organized, paginated table of contents corresponding to the section and pages.

The objectives of the technical portion of the respondent's proposal are to demonstrate:

- The experience and expertise of respondent's personnel and respondent's subcontractor personnel to complete all required deliverables under the Contract.
- Respondent's ability to logically plan and complete their reviews; and
- Respondent's ability to successfully deliver their review results.

Respondent must demonstrate their understanding of the critical elements of a performance review by specifically addressing and describing respondent's approach to providing the required, service and deliverable listed; the staffing and state resources that will be devoted and required to fulfill each task; the proposed time schedule required to complete each task.

6.2 General Organization of Proposal Contents

6.2. A Transmittal Letter

Respondent must submit with its proposal a transmittal letter that identifies the entity submitting the proposal and includes a commitment by the entity to provide the services required by the LRGVDC and the RGVMPPO. The transmittal letter must state that the proposal is valid for ninety (90) days for the deadline for delivery of the proposals to the LRGVDC. Any proposal containing a term of less than ninety (90) days for acceptance from this deadline will be rejected as nonresponsive.

The transmittal letter must be signed by a person legally authorized to bind the respondent to the representations as set forth in the response. In the case of a joint proposal, each part must sign the transmittal letter. Respondent also must indicate, in its transmittal letter, why it believes that it is the most qualified respondent to provide the requisite services.

6.2.B Executive Summary

Respondent must provide an executive summary of its proposal and a representation that the proposal addresses all of the requirements of this RFP. The executive summary must not exceed four (4) pages and must represent a full and concise summary of the contents of the proposal. The executive summary must not include any information concerning the cost of the proposal. Respondent must identify any services that are beyond those specifically requested. If respondent is providing services that do not meet the specific requirements of this RFP, but in the opinion of the respondent are equivalent or superior to those specifically requested, any such differences must be noted in the executive summary. However, failure to provide the services specifically required may result in disqualification of the proposal. The executive summary must include the consultant's understanding of the project.

6.2.C Proposed Subcontractor(s) Identifying Information and Statements

Proposals must identify any subcontractors, and outline the contractual relationship between Selected Consultant, respondent and each joint respondent or proposed subcontractor. Respondent must also, if selected for award of the contract, provide the LRGVDC with a copy of any proposed subcontract at least thirty (30) days in advance. The LRGVDC reserves the right, in its sole judgment and discretion, to approve or disprove any such subcontract. Respondent must provide statements from each of its proposed subcontractors, signed by an individual authorized to legally obligate each subcontractor, attesting to the fact that it will provide the services as represented in respondent's proposal. Respondent must disclose, at the LRGVDC's request, any information regarding proposed subcontractors.

6.2.D Cost Proposal To be submitted in a separate and sealed envelope at a later date.

Respondent must include with its proposal all proposed costs for the Plan, including personnel costs, travel, and all other out of pocket expenses required to perform the Plan. Respondent must include in its cost proposal all costs and expenses associated with its attendance at and participation in, all meetings as requested in this RFP.

Proposed costs must be detailed by proposed respondent and subcontractor personnel to provide services under the Plan Contract. Selected Consultant must provide any equipment, software, data communication lines, or other materials required to complete the Project.

The LRGVDC reserves the right in its sole discretion, to require the Selected Consultant to post a performance bond. The total cost subject to evaluation will not include the cost of a performance bond.

Part VII COST PROPOSAL FORMAT AND REQUIREMENTS

The technically preferred respondent must identify each person and their firm (respondent or subcontractor); the proposed hourly rates and number of hours for each person by content section; the total number of hours, fees, and other expenses for each person; and the total costs. The Cost Proposal must include all costs that the respondent proposes to be authorized for payment by the LRGVDC under the Plan contract. Cost Proposal will be broken down and include a breakdown Profit Rate from Overhead.

Part VIII GENERAL TERMS AND CONDITIONS

8.1 Rejection of Proposal Response

The LRGVDC may reject a proposal response if:

- The consultant misstates or conceals any material fact in the proposal.
- The consultant does not strictly conform to law or the requirements of the RFP.

The LRGVDC may reject any and all proposal responses and may reject any part of a proposal response. The LRGVDC may also waive any irregularities in any response whenever it is deemed in the best interest of the LRGVDC to do so.

8.2 Withdrawal or Modification of Proposal Responses

Proposal responses may be withdrawn or modified prior to the deadline for submission if the request to do so in writing and on the letterhead of the consultant. Persons bearing such requests must show positive identification of authorization to submit the request. Proposal responses and requests for withdrawal or modification received after the deadline for submission of responses will not be accepted.

8.3 Clarification/Exceptions to Proposal Specifications

Any consultant in doubt as to the true meaning of the specifications, or other proposal documents or any part thereof, may submit a request for clarification to LRGVDC on or before **Friday, January 14, 2022@ 4:00pm (CTZ)**. All such requests shall be made in writing and the person submitting the request shall be responsible for its prompt delivery.

Any interpretation of proposal documents, if made, will be by Addendum duly issues. A copy of such Addendum will be posted on the LRGVDC procurement website <http://www.lrgvdc.org/procurement.html>. The LRGVDC will not be responsible for any other explanation or interpretation of the specifications made or given prior to the award of the contract.

Prospective consultants are advised that the required bidder's conference is the forum through which prospective consultants are invited to offer comments and suggestions for consideration by the LRGVDC.

8.4 Protest Procedures

A written complaint must be sent by certified mail to LRGVDC's Asst. Director of Bus. Operations within seven (7) business days and shall identify the following:

- Name, mailing address and business phone number of the complainant
- Appropriate identification of the RFP being questioned
- A precise statement of reasons for the protest
- Supporting exhibits, evidence or documents to substantiate any claims

The protest must be based on an alleged violation of LRGVDC's procurement procedures, a violation of Federal or State law (if applicable), or a violation of applicable contract agreements to which LRGVDC is a party. Failure to receive a procurement contract award from LRGVDC, in and of itself, does not constitute a valid protest.

LRGVDC will provide a response to the protest within fourteen (14) business days that clearly states its position regarding the protest.

8.5 Commencement of Work

Commencement of work will begin once the Notice to Proceed has been issued.

8.6 Inquiries and Administrative Guidance Questions on

this RFP must be made in writing to:

Asst. Director of Bus. Operations
Lower Rio Grande Valley Development Council
301 W Railroad
Weslaco, Texas 78596
Or Emailed to lrgvdc@lrgvdc.org

Copies of all correspondence of a contractual nature should be sent clearly marked on both the document as well as the covering envelope with the RFP Name.
Deadline for questions and inquiries will be Friday, January 14, 2022@ 4:00pm (CTZ). LRGVDC will issue replies and any other changes by addendum (amendment) and will be posted on the LRGVDC procurement website <http://www.lrgvdc.org/procurement.html>. All such addenda (amendments) issued by LRGVDC prior to the time that proposals are received shall be considered part of the RFP, and the respondents must be required to consider and acknowledge receipt of such in their proposals.

Only replies by formal written addenda (amendments) must be binding. Oral and other interpretations or clarifications will be without legal effect. The respondent must acknowledge receipt of all addenda (amendments) by completing and emailing the Addendum Response Form to LRGVDC at lrgvdc@lrgvdc.org.

The information provided herein is intended to assist consultants in the preparations of proposals necessary to properly respond to this RFP. The RFP is designed to provide interested consultants with sufficient basic information to submit proposals meeting minimum requirements but is not intended to limit a proposal's content or to exclude any relevant or essential data there from. Consultants are at liberty and are encouraged to expand upon the specifications to evidence service capability under any proposal.

Part IX LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL
CONTRACT CONTACT FORM

Contact for Contract Administration

For use in the event that your firm receives a contract as a result of this RFP, please designate on the attached form, the person whom the LRGVDC may contact, during the period of the contract, for prompt action on matters pertaining to your administration of the contract.

AUTHORIZED ADMINISTRATOR:

NAME: _____ TITLE: _____

ADDRESS: _____

TELEPHONE NO.: _____ FAX: _____

INTERNET EMAIL ADDRESS: _____

.....

Contact for Authorized Negotiator

The person designated below will be authorized to negotiate terms, conditions, and pricing on behalf of your firm until a contract is awarded and can contractually commit your firm.

AUTHORIZED NEGOTIATOR:

This person is authorized to contractually commit your firm.

NAME: _____ TITLE: _____

ADDRESS: _____

TELEPHONE NO.: _____ FAX: _____

INTERNET EMAIL ADDRESS: _____

Sec.	Contract Clause	Applicability to Type of Contract
1.	Fly America Requirements	When Transportation Paid FTA Funds
2.	Buy America Requirements	Value > 100K for Goods, Rolling Stock
3.	Seismic Safety Requirements	New Construction/Additions
4.	Energy Conservation Requirements	All
5.	Lobbying	Construction, A/E, Services, Rolling Stock
6.	Access to Records and Reports	Construction, A/E, Services, Rolling Stock
7.	Federal Changes	All
8.	Recycled Products	Value > 10K In Fiscal Year
9.	Davis-Bacon and Copeland Anti- Kickback Acts	Construction > \$2000
10.	Contract Work Hours and Standards Act	Construction > \$2000, Stock, Operational > \$2,500
11.	No Government Obligation Third Parties	All
12.	Program Fraud and False or Fraudulent Statements and Related Acts	All
13.	Termination	Value > 10K
14.	Government-Wide and Suspension (Non- procurement)	Value > 25K
15.	Privacy Act	All
16.	Civil Rights Requirements	All
17.	ADA Access Requirements	All
18.	Patent and Rights in Data	Research Projects Only
19.	Disadvantaged Business Enterprise (DBE)	All
20.	Incorporation of FIA Terms	All
21.	Metric Requirements	Sealed Bid Procurements, Stock, Construction
22.	Conformance with National Architecture	Contracts and Solicitations ITS projects only
23.	Corridor Preservation	Right of Way Development
24.	Veterans Employment	Capital Projects

A. DBE PROGRAM COMPLIANCE FORMS

49 CFR PART 26

The following Proposal conditions apply to this United States Department of Transportation assisted contract. Submission of a proposal by a prospective Contractor shall constitute full acceptance of these Proposal conditions.

REQUIRED CONTRACT CLAUSES (49 CFR 26.13) UTILIZATION OF DISADVANTAGED BUSINESS ENTERPRISES

Lower Rio Grande Valley Development Council will ensure that the following clauses are included in each DOT assisted contract and subcontract:

- I) Policy - It is the policy of LRGVDC that Disadvantaged Business Enterprises shall have the maximum practicable opportunity to participate in the performance of contracts. Consequently, the DBE requirements of 49 CFR Part 26, do apply to this agreement. Proposers shall use sufficient and reasonably good faith efforts to carry out this policy in the award of their subcontracts to the fullest extent, consistent with the efficient performance of this contract.
- II) DBE Obligation - The contractor agrees to ensure that Disadvantaged Business Enterprises as defined in 49 CFR Part 26, Subpart D, have the maximum opportunity to participate in the performance of contracts and subcontracts. In this regard, all contractors shall take necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that Disadvantaged Business Enterprises have the maximum opportunity to compete for and perform contracts. Contractors shall not discriminate on the basis of race, color, national origin or sex.
- III) Contract Goal - If the contractor is not a DBE, then the Proposer/proposer agrees that the DBE goal for this Contract will be met by subcontracts or by joint ventures with DBE's. The goal set forth for this Contract is 3% of the final Contract price, including amendments and modifications. The amount of DBE participation will be determined by the dollar value of the work performed and/or supplies furnished by DBE firms as compared to the total value of all work performed and/or supplies furnished under this Contract. The contractor shall have met this goal if the contractor's DBE participation meets or exceeds this goal.

In cases where work is added to the contract by modification such that additional DBE participation is necessary to meet this goal, the Contractor shall increase the participation of one or more firms listed on the —Schedule of DBE Participation or submit additional DBE firms to meet the goal. In cases where work is deleted from the Contract, the goal shall be applicable to the new Contract amount. The Contractor shall be permitted to meet the goal by revising its DBE participation, provided, however, that the revision shall not result in DBE participation that is less than the original goal.

- IV) Compliance - All Proposers, potential contractors, or sub-contractors for this contract are hereby notified that failure to carry out the policy and the DBE obligation, as set forth above, shall constitute a breach of contract which may result in non-selection; termination of the contract; or such other remedy as deemed appropriate by LRGVDC. Agreements between a Proposer/proposer and a DBE, in which the DBE promises not to provide sub-contracting quotations to other PROPOSERS/PROPOSERS, are prohibited.

- V) Sub-contract Clauses - All Proposers and potential contractors hereby assure that they will include the above clauses in all sub-contracts which offer further sub-contracting opportunities.
- VI) Acceptable Good Faith Efforts - “Good faith efforts” means efforts to achieve a DBE goal or other requirements of LRGVDC’s DBE Program Plan which by their scope, intensity, and appropriateness to the objective, can reasonably be expected to fulfill the goal program requirement. If any Proposer fails to meet the DBE goals for this solicitation, the Proposer shall submit, with the Proposal, proof of good faith efforts, using the guideline listed in Appendix A of 49 CFR 26, along with a written statement of efforts made and reasons for not meeting said goals.

General Instructions

IMPORTANT! READ CAREFULLY!

All Proposers/contractors shall complete and submit, with their Proposals, DBE Forms 1, 2, and 3.

Each subcontractor listed on DBE Form 1 shall complete and sign DBE Form 2 and DBE Form 3 as a DBE Subcontractor.

Business Contractors seeking to participate as DBEs must be certified at the time of Proposal submittal. Lower Rio Grande Valley Development Council does not certify DBEs. Please check with your state's DBE office.

Proposers who fail to achieve the contract goal(s) stated in the Proposal document must provide (with the Proposal) an explanation as to why the goal was not achieved and documentation demonstrating that a "Good Faith Effort" was made by the Proposer as outlined in DBE Form 4.

Contractors may duplicate as many forms as needed. All DBE Program questions should be directed to the Lower Rio Grande Valley Development Council, 301 W. Railroad, Weslaco TX, 78596.

DBE Forms 1, 2, and 3 must be submitted with the Proposal in order to be eligible to receive a contract award. If there are sub-contractors listed, the sub-contractor must fill out DBE Form 3.

The Proposer must provide documentation and explanation as to why the DBE goal as was not achieved by filling out DBE Form 4.

LRGVDC FORM (A)

DBE FORM 1

SPRING 2022 CONGESTION MANAGEMENT DATA
COLLECTION DBE SCHEDULE OF DBE PARTICIPATION

Name of Proposer: _____

Project: _____

Project No.: _____

Proposal No: _____

Total Proposal Amount: _____

NAME OF DBE SUBCONTRACTOR	ADDRESS (COUNTY,	TYPE OF WORK SUBCONTRACTE	DBE	SUBCONTRACT VALUE
				\$
				\$
				\$
				\$
				\$
				\$

DBE PARTICIPATION TOTAL VALUE \$

The attainment of DBE participation goals for this contract will be measured as a percentage of the total dollar value of the contract.

The undersigned will enter into a formal agreement with the DBE Subcontractors identified herein for work listed in this schedule conditioned upon execution of a contract with

LRGVDC
FORM (A) DBE FORM 2
SPRING 2022 CONGESTION MANAGEMENT DATA
DBE SUBCONTRACTOR IDENTIFICATION

(Reproduce as necessary)

I HEREBY DECLARE AND AFFIRM THAT I AM THE_(Title - Owner, President, etc.) and duly authorized representative of_(Name of Firm) and I hereby declare and affirm that I am a certified DBE.

(Signed)

(Printed)

This firm has current DBE certification from the following agencies and/or state(s):

A copy of the current certification letter notifying the firm that it has been DBE certified must be attached to this form.

LRGVDC
FORM (A) DBE FORM 3
SPRING 2022 CONGESTION MANAGEMENT DATA
LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

TO: _____ (Name of General Contractor Proposing)

PROJECT:

The undersigned intends to perform work in connection with the above project.

The status of the undersigned is confirmed on the attached DBE Contractor Identification (DBE FORM 2).

The undersigned is prepared to perform the following described work in connection with the above project:

(Specify in detail, work items or parts thereof to be performed)

at the following price: \$_____.

The undersigned agrees to enter into a contract with you to perform the above work, if you are awarded the prime contract.

(Date) (Telephone No.)

(Name of DBE Subcontractor)

By:

(Firm Address)

Name:

(City and State)

(Signature)

(Typed)

Title:

LRGVDC
FORM (A) DBE
FORM 4

SPRING 2022 CONGESTION MANAGEMENT DATA
COLLECTION UNAVAILABILITY CERTIFICATION

I, _____, of _____

certify on the dates below that

I invited the following DBE Subcontractor(s) to Proposal work items to be performed on XXX

<u>DATE OF REQUEST D B E</u>	<u>NAME OF SUBCONTRACTOR</u>	<u>ITEMS</u>
------------------------------	------------------------------	--------------

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

The following Subcontractors submitted Proposals, which were not the low responsible Proposal:

_____ \$ _____

_____ \$ _____

_____ \$ _____

_____ \$ _____

_____ \$ _____

The Office of the Lower Rio Grande Valley Development Council (LRGVDC) located at 301 West Railroad, Weslaco Texas 78596 is accepting **Sealed Proposals** for:

**SPRING 2022 CONGESTION MANAGEMENT
DATA COLLECTION**

Specifications / Packet may be downloaded from our website by visiting our web site at: <http://www.lrgvdc.org/procurement.html>.

Sealed proposals will be accepted until **5:00pm CST, February 11th, 2022** in the LRGVDC office, Building D. Sealed proposals must be addressed to Asst. Director of Bus. Operations and delivered to the same address as above. Proposals must be clearly marked "**SPRING 2022 CONGESTION MANAGEMENT DATA COLLECTION**". Proposer should submit the proposals on the complete package. **Partial proposals will not be accepted.** Proposals must mirror the published specifications. Any questions regarding the specifications may be submitted via email only to lrgvdc@lrgvdc.org.

Any item that does not perform or meet tests as specified will be replaced at no cost to the LRGVDC. Transfer of assignment of contracts by service provider/winning proposer is prohibited. It is the policy of LRGVDC that Disadvantaged Business Enterprises (DBEs) shall have the maximum practicable opportunity to participate in the performance of contracts. Proposers shall fully use sufficient and reasonably good faith efforts to carry out this policy in the award of their subcontracts, consistent with the efficient performance of this contract.

The LRGVDC reserves the right to refuse and reject any and all proposals and to waive any formalities or technicalities and to accept the bid considered to be the best and most advantageous to the LRGVDC. Proposals submitted past the date and time mentioned above or submitted electronically or by fax will not be accepted. Proposals cannot be altered or amended after the submission deadline. If no proposal is accepted, the entire solicitation process may be repeated.

FY 2022-23 Unified Planning Work Program

DRAFT December 15, 2021



Amendment #1 Revised December 15, 2021

“This report was funded in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.”

I. INTRODUCTION

The Federal-Aid Highway Act of 1962 was the first piece of legislation to require a transportation plan from a metropolitan area in order to receive federal funds. This was the first time that a planning process was required of an urban area rather than a city. The act also mandated that the process for developing such plans and programs provide for consideration of all modes of transportation and be *continuing*, *cooperative*, and *comprehensive* (3C), to the degree appropriate.

In 1973, the Federal-Aid Highway Act formally created Metropolitan Planning Organizations (MPOs), which had the ability to choose a transportation planning process that would best fit the community. MPOs would prepare Transportation Improvement Programs (TIPs), Unified Planning Work Programs (UPWPs) [currently required under 23 CFR Part 420 and 23 CFR Part 450.308], and long-range plans, but could not prioritize projects depending on their degree of importance for the urbanized area.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 expanded the roles of the MPOs as well as the states making them more powerful as a decision-making organization. They were also required to prioritize their projects, placing emphasis on those needed due to financial constraints. Projects in the Transportation Improvement Program (TIP) were now obligated to precisely follow the recommendations of the adopted Long-Range Plan in the metropolitan area.

The Transportation Equity Act for the 21st Century (TEA 21) of 1998 continued the expanded roles of MPOs in the planning process. The sixteen factors of planning were then rolled into seven areas of planning emphasis known also as planning factors. TEA21 further refined many questions that arose out of ISTEA.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) approved by the President on August 10, 2005 addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing inter-modal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges.

SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

The Moving Ahead for Progress on the 21st Century (MAP-21) signed into law in 2012 supports the same transportation factors with the difference of placing considerable effort and emphasis towards developing and implementing performance measures to identify the effectiveness of transportation investments.

The new Transportation Bill Fixing America's Surface Transportation Act (FAST-Act) signed into law by President Obama on December 4th, 2015, is the first federal law in over ten years to provide long-term funding for surface transportation. It authorizes funding for highway infrastructure, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail and research technology and statistics programs. FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

HISTORY OF THE RIO GRANDE VALLEY MPO

On April 24, 2019, regional elected officials held a signing ceremony at the Lower Rio Grande Valley Development Council requesting a re-designation for the 3 Metropolitan Planning Organizations located in in the Rio Grande Valley, Brownsville MPO, Harlingen-San Benito MPO and Hidalgo County MPO, into a singular regional planning organization named the Rio Grande Valley Metropolitan Planning Organization (RGVMPO). On May 14, 2019, Governor Greg Abbott signed and approved the re-designation and creation of the RGVMPO and on June 26, 2019 the RGVMPO Policy Board held its first official meeting. By-laws and Chairman Ambrosio Hernandez, Mayor of Pharr and Vice Chairman, Eddie Trevino, Cameron County Judge were the first officers elected to the newly formed RGVMPO.

A. PURPOSE

The FY 2022-2023 UPWP is a two-year budget in which the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) staff defines the tasks that are to be undertaken to meet the requirements of MAP-21 and FAST-Act, and to provide an open, transparent resource for the public on what funds are being expended to meet these requirements.

FAST-Act amended the Scope of the Planning Process to include the following planning factors:

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- 2) Increase the safety of the transportation system for motorized and non-motorized users.
- 3) Increase the security of the transportation system for motorized and non-motorized users.
- 4) Increase the accessibility and mobility of people and for freight.
- 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.
- 8) Emphasize the preservation of the existing transportation system.
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- 10) Enhance travel and tourism.

In compliance with FAST-Act just like with MAP 21, the RGVMPO will be working and will continue working on developing performance measures to address the following goals identified in 23 USC 150:

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

ADDRESSING MAP-21 PLANNING EMPHASIS AREAS

As conveyed by the US Department of Transportation on April 23rd, 2014 where it stated “With the renewed focus on transportation planning brought about by the MAP-21, Transportation Secretary Foxx, and the pending issuance of proposed transportation planning regulations. Federal Highway Administration (FHWA) and Federal Transit Administration’s (FTA) Offices of Planning are jointly issuing Planning Emphasis Areas (PEAs). The PEAs are planning topical areas that we want to place emphasis on as the Metropolitan Planning Organizations (MPOs) and the State DOTs develop their respective planning work programs”. We are asking our FHWA and FTA field offices to meet with their MPO and State DOT counterparts to discuss these emphasis areas and encourage the MPOs and the States to develop and identify work tasks associated with the planning emphasis areas for inclusion in their upcoming unified planning work programs and statewide planning and research work programs for federal FY-2016. The planning emphasis areas for Federal FY-2016 include:

MAP-21 Implementation. - Transition to Performance Based Planning and Programming.

RGVMPO Expected Activities. - The development of performance measures in consultation with local transit providers and planning partners in establishing, developing, and monitoring performance measures as they relate to safety and congestion. Some of these MAP-21 efforts are already part of the RGVMPO’s planning activities as identified in Subtask 5.2 Incident Management Program and Subtask 5.3 Congestion Data Collection. In these subtasks the RGVMPO has been utilizing the Crash Records Information System (CRIS) created by the Texas Department of Transportation to monitor and analyze crash and fatality incidents in Hidalgo County. Just as other MPO’s, the RGVMPO is new in establishing performance measures and will do so as soon as possible.

Ladders of Opportunity. - Access to essential services - as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.

RGVMPO Expected Activities. - Due to the nature of the Rio Grande Valley having many *colonias*, and a large percentage of the population under the poverty level, the RGVMPO will address Title VI and Environmental Justice efforts as soon as possible. These documents also provide the RGVMPO with the opportunity to hear from the under-served populations in identifying gaps in transportation and connectivity. Some of these efforts are identified in Subtasks 1.2 Public Participation, 2.2 Title VI, and 4.1 Metropolitan Multimodal Plan.

The RGVMPO will be producing its transit plan, bike plan and pedestrian plan through the facilitation of a consultant. Once the three plans have been updated, it is the goal of the RGVMPO to identify gaps between pedestrian, bicycle, transit and highway facilities as part of the overall multimodal plan to provide every person with access to mobility through the transportation alternative of their choice.

PUBLIC PARTICIPATION PLAN

The RGVMPO at a minimum, has produced a written and adopted Public Participation Plan (PPP) on September 25, 2019. This policy covers minimum time periods for public review and comments on initiatives undertaken or amended by the RGVMPO.

The RGVMPO will consult and coordinate with other transportation planning agencies such as Valley Metro, Metro McAllen and Brownsville Metro to partner with them in the transportation planning process.

The goal of the PPP is cooperation and continuing the effort to provide citizens, public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on any planning activity.

To reach out to citizens and agencies listed above, RGVMPO staff will initiate a quarterly newsletter as an effort to provide greater outreach to the RGV region. In other attempts, the RGVMPO will initiate the MPO's Web Page, the RGVMPO will constantly be updating it with meeting agendas, meeting minutes, oral meeting minutes in English and Spanish, amendments, calendar events, completed studies, Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Working Program (UPWP), Annual Performance and Expenditure Report (APER), Annual Project Listing (APL), and any other updates.

In addition, the RGVMPO will mail out flyers of amendments and public meetings and/or hearings to the libraries, city halls and chambers of commerce to post at a visual and accessible location for public access. As identified in the PPP, the public meetings and/or hearings will be located on a transit accessible route.

In accordance with Senate Bill 1237 signed by the Governor on June 19th, 2015 requiring “Internet broadcast and archive of open meetings in a manner that complies with Section 551.128(c), Government Code. A metropolitan planning organization shall broadcast over the Internet live video and audio of each open meeting held by the policy board. Subsequently, the organization shall make available through the organization’s Internet website archived video and audio for each meeting for which live video and audio has provided under this section”. The RGVMPO staff purchased hardware and software to have the capability to comply with this requirement.

B. DEFINITION OF THE AREA

The Rio Grande Valley Metropolitan Planning Organization is in the southern tier of the state of Texas. It shares an international border with Mexico and its boundaries lie within the Lower Rio Grande Valley, now known as Rio South Texas. The RGVMPO is comprised of the following cities: Alamo, Alton, Bayview, Brownsville, Combes, Donna, Edcouch, Edinburg, Elsa, Escobares, Granjeno, Harlingen, Hidalgo, Indian Lake, La Feria, La Grulla, La Joya, La Villa, Los Fresnos, Los Indios, McAllen, Mercedes, Mission, Palm Valley, Palmhurst, Palmview, Peñitas, Pharr, Primera, Progreso, Progreso Lakes, Rancho Viejo, Rangerville, Rio Grande, Rio Hondo, Roma, San Benito, San Juan, Santa Rosa, Sullivan City, and Weslaco. The RGVMPO is also comprised of unincorporated urbanized areas of Cameron and Hidalgo County. Governor Greg Abbott approved the re-designation agreement for the RGVMPO on May 14, 2019. On June 26, 2019, the Transportation Policy Board (TPB) approved the newly created Metropolitan Area Boundary (MAB) map that was created by merging the three (3) separate Rio Grande Valley MPO's, Brownsville, Harlingen-San Benito and Hidalgo County on November 5, 2019, and approved by Governor Greg Abbott on March 5, 2021. On April 28, 2021, the Transportation Policy Board (TPB) amended the MAB to include Starr county, and on October 29, 2021 it was approved by Governor Greg Abbott. A map depicts the area in Appendix B.

C. ORGANIZATION

The RGVMPO is composed of a Technical Advisory Committee (TAC) and a Transportation Policy Board (TPB). The TAC membership consists of local officials and planners from the cities and the counties within the MPO boundary. The TAC is responsible for making planning recommendations to the TPB for action. The TPB is responsible for policymaking in transportation planning issues. An updated list of the policy committee members is enclosed in Appendix A.

The RGVMPO contains subcommittees, which deal with specialized issues such as Transit, Multimodal, Data Criteria, Freight, Congestion, Land Use and more recently the Bicycle and Pedestrian Advisory Committee (BPAC). The TAC Chairperson will appoint subcommittees to carry out the Technical Advisory Committee's tasks, as he/she deems necessary. Appendix G contains an updated list of the Technical Committee and subcommittee members.

D. PRIVATE SECTOR INVOLVEMENT

The private sector has been utilized in the past to develop plans for special studies. A consultant has been engaged by the MPO, in developing Long Range Plans (MTP) as well as a Bike Pedestrian Plan and for a Regional Transit Plan. Furthermore, a consultant has been contracted for a regional Congestion Management Process.

E. PLANNING ISSUES AND EMPHASIS

The RGVMPO has the need to address mobility through added capacity and rehabilitation of the existing system as well as public transportation needs without the financial resources required. Public participation in conjunction with the transportation planning partners is critical to prioritize projects and funding to obtain the utmost benefit for the community with the resources available. This is where subcommittees such as transit, land use, freight, multimodal, data criteria, congestion, and the bicycle and pedestrian advisory committee play a vital role. The active participation of the RGVMPO TPB and TAC along with the subcommittees will make it possible for the RGVMPO to make successful planning decisions and strategies to address mobility and transit in Lower Rio Grande Valley.

II. TASK 1.0- ADMINISTRATION/MANAGEMENT

A. OBJECTIVE

This task includes the coordination of transportation planning activities among local, state, and federal participating agencies. It also includes training, supply/equipment purchases, the hiring and training of new MPO Staff and MPO Public Participation Plan.

Additional objectives:

- To develop public information exchange and education programs which increases public interest and participation in ongoing transportation planning activities.
- To promote public involvement and communication in “best practices” for land use/transportation interactions.
- To obtain and maintain computer hardware, software, technical support, and training necessary to maintain transportation planning activities.
- To re-develop the RGVMPPO’s website to meet all work task criteria, the RGVMPPO needs to migrate from an outdated content management system to a more astute time efficient content management system that will support the needs of the RGVMPPO. The RGVMPPO will consult with Civica the current website provider who will work with RGVMPPO staff to design and develop an updated intuitive and modern website.

B. EXPECTED PRODUCTS

LRGVDC staff in coordination with RGVMPPO staff will submit billing statements to the Texas Department of Transportation (TxDOT), implement Transportation Systems Management Elements, and coordinate public participation programs. These tasks will be distributed between the Administration, Public Participation, and Staff Development sub-tasks.

Travel for the director and and/or staff to attend the annual Transportation Research Board (TRB) conference and the annual Association of MPO’s (AMPO) conferences will be allocated to this task. Staff is also expected to have representation at the Texas Association of MPO’s (TEMPO) meetings.

C. PREVIOUS WORK

The Rio Grande Valley MPO Staff performed several activities under this task, including, but not limited to, the coordination of transportation planning activities in conjunction with staff from Reynosa; the development of the planning work program and the budget; management of transportation planning funds; the implementation of policies necessary to maintain the “3-C” planning process; and the creation of the public participation plan to efficiently gather public input. Staff attended several conferences, forums, training, and other appropriate seminars. Texas A&M Transportation Institute (TTI) performed a study in 2020, identifying the need for RGVMPPO staff to expand in the direction of 13 to 16 individuals. Since that study, the RGVMPPO has hired 4 more staff members, including Planners and GIS Specialist, to increase the staff count from 8 to 12.

D. SUBTASKS

Subtask 1.1: Program Support

This task will be performed entirely by the staff of the MPO. The primary activities, which take place under Program Support, include the following:

- 1.1.1 Development and distribution of reports required by the federal government or by the Transportation Policy Committee.
- 1.1.2 Development of transportation planning activities.
- 1.1.3 Coordination of transportation planning activities.
- 1.1.4 Budgeting and management of transportation planning activities.
- 1.1.5 Development and implementation of the policies/guidelines necessary to maintain the “3-C” planning process.
- 1.1.6 Conducting meetings necessary to carry out and maintain the transportation planning process by providing support to advisory committees.
- 1.1.7 Development of processes for obtaining increased public input and participation in the transportation planning process.

- 1.1.8 Development and revision of the PPP, Bylaws, and other related documents as needed.
- 1.1.9 Coordinating and working with other agencies and organizations involved in the planning, programming and implementation of transportation projects and other transportation activities.

Subtask 1.2: Public Participation Plan (adopted September 25, 2019)

This task consists of our public participation plan activities. Included in this task are our quarterly newsletters provided in English and Spanish and advertising budget. MPO Staff will continue to create and distribute a quarterly newsletter statewide. The newsletters will be made available to the public online at www.RGVMPO.org, via mail, e-mail, Facebook, Twitter and YouTube. The newsletters will also be distributed to several locations within Cameron, Hidalgo, & Starr County, including but not limited to, Libraries, Transit Routes, City Halls, Chambers of Commerce, and the Lower Rio Grande Valley Development Council (LRGVDC). MPO Staff will continuously update the MPO website through coordination with the Webmaster. The RGVMPO will archive TPB meetings as part of the SB 1237 so they can be reviewed by the public. MPO staff will also work with guidance from the TPB to assure that the current Public Participation Plan process is updated and reflective of the current needs and assessments of the RGVMPO. The RGVMPO staff will continue efforts to address essential services by identifying transportation connectivity gaps as part of the Ladders of Opportunity established by MAP-21. In accordance with the FAST-ACT, RGVMPO staff will also utilize Spanish material to target the under-served populations in Cameron, Hidalgo, and Starr County in conjunction with the LEP and Four Factor Analysis tools.

Brownsville Metro (B Metro) staff will undertake public involvement and correspondence activities for special projects that would involve the leveraging of funds through Cameron County by leveraging 5307 funding as well as Economic Development Corporations, and other opportunities, some of which may require revisions to the TIP/MTP documents.

Subtask 1.3: TAC and TPB Workshops

When feasible, the MPO staff will conduct a workshop on a variety of MPO topics for the TPB and TAC members. Some past examples include: A Multimodal Workshop, a review of basic MPO documents, including the UPWP and TIP, and an Introduction to the MPO for newer members.

Subtask 1.4: Computer and Equipment Purchases

This task consists of MPO software licenses and agreements for the computer system within the RGVMPPO offices. The RGVMPPO has a contract with a local firm, Wireless Internet, for the provision of technical (IT) support for the entire RGVMPPO network of computers, plotters, printers, iPads, server, etc. RGVMPPO Staff will continue upgrading computer(s)/server, hardware and software as the budget allows. As a result, from the purchase of an additional GIS server in 2016, the RGVMPPO Staff was able to create the United Metropolitan Area Planning (UMAP) database which is an interactive system that reflects all types of data such as geographic, statistical, economic, and demographic data and information for the Counties of Cameron, Hidalgo, and Starr. This information is accessible to the public and planning partners for their review and consultation. As the server becomes outdated, or runs out of space, RGVMPPO Staff will need to purchase server upgrades and supporting hardware and software to save and store the day-to-day work projects. As the number of RGVMPPO Staff grows, the RGVMPPO will need to purchase laptops, monitors, keyboards, and peripherals as needed as well as GIS devices and/or GIS desktop computers, to accommodate RGVMPPO Staff or replace existing units as they become outdated and/or they stop functioning. The RGVMPPO will also be seeking software licenses and updates as appropriate to update visualization and social media to assure seamless planning processes and public information sharing. Due to the demand of our current domain and GIS servers along with the corresponding services they provide, the processing capabilities needed to process these servers have been kept in a physical environment instead of moving to a cloud-based ecosystem. These physical servers will need constant upgrades or replacements within the next 2 years due to current operating systems becoming unsupported by Microsoft.

All LRGVDC Procurement Regulations and Federal Regulations will be followed during the purchase of all new office equipment, and equipment purchases greater than \$5,000 will require and seek prior approval from FHWA and TxDOT.

In accordance with Senate Bill 1237 signed by the Governor on June 19th, 2015 and taking effect on September 1st, 2015, requiring “Internet broadcast and archive of open meetings in a manner that complies with Section 551.128(c), Government Code. A metropolitan planning organization shall broadcast over the Internet live video and audio of each open meeting held by the policy board. Subsequently, the organization shall make available through the organization’s Internet website archived video and audio for each meeting for which live video and audio has provided under this section”.

Subtask 1.5: Staff Development

This subtask is to allow the Directors and staff to attend appropriate courses, seminars, and workshops to develop expertise in technical and policy transportation planning as the budget and staff workloads allow. Travel for the directors and/or staff to attend the annual TRB conference in January and the annual AMPO conference and TEMPO meetings will be allocated to this subtask. Out of state travel will require prior TPP approval.

Subtask 1.6: Transit Administration/Brownsville Metro

- Brownsville Metro staff will administer the associated transit planning activities for the Brownsville urbanized area. These activities include revisions/updates to the transit asset management plan, development of the public transportation agency safety plan, as well as liaison work with the regional transit advisory panel and other local agencies.

E. FUNDING SUMMARY

Task 1 –FY2022-2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
1.1	MPO	\$ 1,387,085.50	\$0	\$0	\$ 1,387,085.50
1.2	MPO, Brownsville	\$ 168,638.32	\$16,000	\$4,000	\$ 188,638.32
1.3	MPO	\$ 4,289.66	\$0	\$0	\$ 4,289.66
1.4	MPO	\$ 130,924.70	\$0	\$0	\$ 130,924.70
1.5	MPO	\$ 103,393.32	\$0	\$0	\$ 103,393.32
1.6	Brownsville	\$0	\$24,000	\$6,000	\$ 30,000.00
TOTAL		\$1,794,331.50	\$40,000	\$10,000	\$ 1,844,331.50

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF– This includes both FHWA PL-112 and FTA Section 5303 funds

III. TASK 2.0 DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

The main objective of this task is to maintain and update the databases we have established. The databases have been created for the provision of information and analysis to support the Metropolitan Planning Organization's planning efforts. This includes population forecasting, employment information, and increase of food deserts in tandem with information regarding income contained within the national emphasis on Title VI of the Civil Rights Act of 1964.

- To collect, process and analyze demographic and geographic data necessary to develop and implement regional transportation plans and systems.
- To develop and maintain advanced state-of-the-practice travel demand modeling tools and explore *advanced practice* modeling methods that enhances the region's capabilities for regional, sub regional, and corridor planning and analysis.
- To participate in the ongoing data collection efforts of other transportation agencies in the region and expedite the sharing of roadway inventory data and candidate roadway project information between transportation agencies.
- Enhance the understanding of regional impacts of commercial vehicle operations and traffic accidents in the region.
- To develop the technical expertise to support for emergency evacuation planning for the region.

B. EXPECTED PRODUCTS

Data base development and maintenance involves continuously updating the transportation model network and trip generation base. RGVMPO staff will update the FY 2045 Forecast Model and continue to develop a comprehensive scenario planning based Land Use Plan.

C. PREVIOUS WORK

Staff worked with local municipalities and planning partners to run travel demand model of the local project in the area. Staff updated parcel data and land use data in preparation for a 2045 MTP update. Staff worked with transit providers to assist in geocoding bus sign, bus stop and other transit assets.

D. SUBTASKS

Subtask 2.1: Demographic Data

This task involves continuously updating the land use map and utilize socio-economic data that is provided by our member cities. RGVMPO staff will utilize the land use map for the forecast FY 2050 transportation model and for use in demographic and employment forecasting to support regional and local transportation planning efforts. RGVMPO staff will be doing an inventory of all neighborhoods (including colonias) and monitor for any new development. [Ongoing] Food deserts, as defined by Center for Disease Control (CDC), is an area that “lack[s] access to affordable fruits, vegetables, whole grains, low-fat milk, and other foods that make up the full range of a healthy diet.” There are various measures that can help in identifying a food desert. The United States Department of Agriculture (USDA) notes some of these measures as the number of food sources in an area and the proximity for the residents to those food sources. After identifying and gathering this data within the RGVMPO MAB information is passed on to the transit providers (Valley Metro, Metro McAllen, and B Metro) in effort to assist families with limited income or access to vehicles.

Subtask 2.2: Title VI Civil Rights Evaluation

The RGVMPO Staff will continue to study analysis tools as related to Title VI, as well as the MPO’s adopted performance measure of Travel Time Savings for each community. RGVMPO Staff will be performing special analysis work to identify where low-income, minority, and *colonia* populations, are located within Cameron, Hidalgo, and Starr County. RGVMPO Staff will then produce various visual aids to show the relation of current and future projects, including location relative to the identified groups as well as the relation of transit routes to these identified areas. MPO Staff will produce maps to be used as analysis tools for identifying any possible equity issues with relationship to projects, transit routes and the relationship of transit routes to hospitals, schools, daycares, *colonias*, historical landmarks, wildlife refuges, elderly communities, and grocery store locations (to mention a few). Maps produced for the TIP will clearly indicate that none of the identified communities will suffer any undue burden for the region’s greater benefit.

The RGVMPO staff will also continue efforts to address essential services in identifying transportation connectivity gaps as part of the Ladders of Opportunity established by FAST-Act by utilizing Spanish material to target the under-served populations in Cameron, Hidalgo, and Starr County in conjunction with the LEP and Four Factor Analysis tools.

Subtask 2.3: Model Work

In 2016, regional MPO Staff began work on a regional transportation model (TDM) with a base year of 2014 model for the Rio Grande Valley (RGV). RGVMPO Staff will coordinate a refresh of the previous 2014 – 2045 TDM with a new base year of 2019 and a forecast year of 2050 working alongside the Texas Department of Transportation, and the Transportation Planning and Programming Division to assure a true reflection of traffic movement throughout the valley region is collected. MPO staff will attend training courses pertaining to various computer programs and/or databases utilized by the RGVMPO for TDM development and operation. RGVMPO Staff in coordination with TxDOT previously contracted a consultant to aide in the development of the overall Rio Grande Valley Regional Travel Demand Model (TDM) which produced a 2045 forecasted TDM. The RGV MPO will seek consultant services to aide in developing the refresh of the current 2014 – 2045 TDM with a new base year of 2019 and a forecast year of 2050. The scope of work will include but not be limited to; 1) Holding Delphi meetings with all stakeholders to acquire demographic information, 2) Working with RGVMPO staff to collect and verify demographic data, 3) Review and revise traffic analysis zones (TAZs), 4) Review and analyze existing roadway network and attribute, 5) Develop a forecast year network, 6) Present final TDM to RGVMPO, and 7) Train RGVMPO staff on TDM functionality.

TxDOT Data Collection - to conduct travel surveys and/or traffic saturation counts in the MPO region for use in the travel demand models and transportation analysis for pavement and geometric design.

Subtask 2.4: Land Use Map

Staff will coordinate efforts with Cameron, Hidalgo and Starr County's Appraisal Districts to receive parcel data, as the information is available the first quarter of every year. The parcel data is cleaned, and any missing data is filled. Such materials will allow staff to prepare the basis for county wide comprehensive map. Changes in the development for residential and employment areas, both in terms of design and location will potentially cause people to reassess how they move about the

region. If available, Staff will attend workshops and peer-to-peer programs to educate themselves on Land Use, and Scenario Planning process.

Subtask 2.5: Transit Planning/Brownsville Metro Geographic Information System (GIS)

Brownsville Metro staff will undertake the production of transit route(s) maps and service area maps needed for connectivity within the Brownsville Metro service area to facilitate pedestrian access to bus stops and frequent destinations.

E. FUNDING SUMMARY

Task 2 – FY2022-2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307	Local	Total
2.1	MPO	\$132,638.32	\$0	\$0	\$132,638.32
2.2	MPO	\$75,793.32	\$0	\$0	\$75,793.32
2.3	MPO, TPP	\$127,379.96	\$0	\$0	\$127,379.96
2.4	MPO, Cities	\$113,689.98	\$0	\$0	\$113,689.98
2.5	Brownsville	\$0.00	\$24,000	\$6,000	\$30,000.00
TOTAL		\$449,501.58	\$24,000.00	\$6,000.00	\$479,501.58

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF– This includes both FHWA PL-112 and FTA Section 5303 funds

IV. TASK 3.0 SHORT RANGE PLANNING

A. OBJECTIVE

The objective of this task is to include planning activities associated with immediate implementation relating to the near time frame. Examples include development and revision of the TIP, project development of selection process criteria and award of Transportation Planning Alternative funds known as TAP, Americans with Disabilities (ADA) implementation, transit planning, UPWP development and revisions, annual listing of projects, annual performance and expenditure reports, as well as establishing and implementing the planning procedures necessary to fulfill the requirements of Section 5303 of the Federal Transit Act of 1991.

B. EXPECTED PRODUCTS

Expected outcomes of this task include written and disseminated reports such as the annual listing of projects, the FY 2021-2024 TIP, the development of the new FY 2023-2026 TIP, development of project selection criteria and award of the FY 2023-2024 Transportation Alternative Program (TAP), and the UPWP. The MPO Staff will also be expected to provide technical assistance to member cities as needed. For example, the RGVMPPO staff will be coordinating with the member cities to update the Thoroughfare Plan Map. The RGVMPPO staff will also aid the regional public transportation service plan preparation process by attending meetings and providing technical assistance support within the Metropolitan Area Boundary (MAB).

C. PREVIOUS WORK

RGVMPO staff assisted in the amendments to the FY 2019-2022 TIP and the development of the FY 2021 – 2024 TIP. RGVMPPO staff attended Job Access and Reverse Commute (JARC) and New Freedom meetings and provided technical assistance to the group with respect to mapping and data collection, as well as technical expertise. As part of the UMAP live interaction initiative, RGVMPPO staff compared existing GIS transit data to current data from the region's transit providers in order to update the live interactive map. RGVMPPO staff also developed

selection criteria and awarded 2021-2022 Transportation Alternative Program (TAP) funding programs.

D. SUBTASKS

Subtask 3.1: Service Coordination

This task is intended to provide member cities with a quick review of the traffic impact study the city Planning, and Zoning Boards have received. This task is also intended to guide the newer members through the TIP process for the first time. The MPO also serves as expert testimony when requested. There are no consultants for this task. RGVMPPO Staff shall participate on the district's Regional Transit Advisory Panel (RTAP) under this subtask. The Transit Advisory Panel coordinates efforts such as FTA 5303 funds, and the JARC and New Freedom programs which under MAP-21 have been absorbed into FTA Categories 5307 and 5310 but will assist with any upcoming Program Calls. Any traffic counts performed, will be charged to this task as part of the coordination and cooperation with RGVMPPO local governments.

Subtask 3.2: Planning Assistance

This task will provide planning assistance to the regional planning project to develop transit service areas. This may include items such as: data sharing, the preparation of maps, attending meetings, and providing general transportation planning expertise to this effort. Staff has coordinated efforts with TxDOT and its planning partners and will continue to do so for the development of a financial forecast tool to be used by MPOs in the development of future MTP's. Travel to any meetings out of the MAB to surrounding areas will be charged under this subtask which is inclusive of discussions of transportation planning with our neighboring country, Mexico. The creation of the FY 2023-2026 TIP, annual list of projects, the development of project selection criteria and award of the 2023-2024 Transportation Alternatives Program, the UPWP, and the annual performance and expenditure reports will be attributed to this subtask.

Subtask 3.3: Transit Planning/Brownsville Metro-short range planning

Brownsville Metro staff will work on enhancing existing bus stops, and developing new bus stops that will incorporate bike and pedestrian amenities, in addition to, carrying out the necessary reporting requirements to meet grant compliance.

E. FUNDING SUMMARY

Task 3 – FY2022-2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307	Local	Total
3.1	MPO, TxDOT, Cities	\$77,093.32	\$0	\$0	\$77,093.32
3.2	MPO, TxDOT, Cities	\$171,684.98	\$0	\$0	\$171,684.98
3.3	Brownsville	\$0	\$32,000.00	\$8,000.00	\$ 40,000.00
TOTAL		\$248,778.30	\$32,000.00	\$8,000.00	\$288,778.30

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(2) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

V. TASK 4.0 METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

The objective of this task is to develop, maintain, and update a multi-modal Metropolitan Transportation Plan for the RGVMPPO, while keeping a 25-year horizon always. Previously referred to as the Long-Range Plan, the MTP will address the previous needs identified in Tasks 2.0 & 5.0.

B. EXPECTED PRODUCTS

In continuation from FY 2020-2021, the RGVMPPO Staff intends to address components of the 2020-2045 MTP to make it FAST-Act compliant and incorporate relevant reports into the plan to ensure that it remains as complete as possible and incorporating the newly mandated performance measures. Also, as part of this effort, the RGVMPPO Staff will work closely with TxDOT's adopted application to identify performance measures and values that are important to the communities within Cameron, Hidalgo, and Starr County.

C. PREVIOUS WORK

The regional MPO staff continued to work with the TAC, TPB and TxDOT to amend projects and costs in the MTPs as needed. The MTPs were adopted to meet MAP-21 compliance. In October of 2019 Alliance Transportation Group (ATG) was selected to perform multiple tasks for the newly created RGVMPPO, to assist in meeting federal certification requirements and compliance. ATG was selected to provide a regional 2045 MTP (long range transportation plan), develop a transit plan, as well as a regional bicycle and pedestrian plan, which became renamed to the Active Transportation Plan. The RGVMPPO Active Transportation Plan (ATP) facilitates the creation of a regional approach to active transportation in the RGV while recognizing the unique community identities throughout the region. The development and delivery of tools and strategies will empower the RGVMPPO and the regional transit providers to evaluate, coordinate, and deliver transit on behalf of the community. MTP updates are conducted every four to five years to ensure that the MPO is basing its decisions on the latest planning assumptions and that changing local conditions and trends are being taken into consideration in the long-range transportation planning process. The initial planning is also followed by a

performance management process that collects data on the performance of the regional transportation system to track progress over time and ensure that the MTP results in the continuous enhancement of the region's transportation system. RGVMPO staff follows federal and state guidelines by incorporating performance measures and uses these performance measures to score Category 7 projects.

D. SUBTASKS

Subtask 4.1: Project Selection Criteria

This task will be developed in coordination with a consultant who will be contracted to develop the RGVMPO 2045 MTP.

Subtask 4.2: Metropolitan Bike and Pedestrian Plan

Staff plans to develop, through a private consultant contract, a bike/pedestrian plan for the region. Staff plans to update and add elements to the plan every year in coordination with our planning partners and monitor its progress towards implementation. The purpose of this plan is to increase the connectivity between all modes of transportation including bicycle lanes/trails, pedestrian sidewalks/trails facilities, and public transportation routes/facilities. We consider this an on-going sub-task due to the changing nature of the transportation system. The Bicycle and Pedestrian Advisory Committee known as the BPAC formed in early 2020 will be the planning partner with the largest contribution to updating the multimodal plan. It will also work on the new 2023-2024 TAP project selection criteria and project funding selection. The RGVMPO staff will also continue efforts to address essential services in identifying transportation connectivity gaps as part of the Ladders of Opportunity established by MAP-21 and continued with FAST-Act. As part of bicycle awareness and planning efforts, the RGVMPO Staff has utilized Strava to receive data that identifies the corridors being utilized by the region for either walking or cycling, having a better tool for sharing the need of improvement of such corridors with elected officials.

Subtask 4.3: Truck Route & Freight Planning

Staff plans to work with members of local trucking companies and freight stakeholders to develop a freight plan that could be incorporated into future MTP developments once the RGVMPO has a modal split on its travel demand model. This task is also used to support travel expenses of RGVMPO staff for attending TxDOT freight committee meetings.

Subtask 4.4: County Thoroughfare Plan

The Hidalgo County Thoroughfare Plan was last adopted in 1996 and last amended in April of 2021. This subtask involves amending the thoroughfare plan (changing periodically) and updating information that is inclusive of both Cameron and Hidalgo Counties by obtaining the thoroughfare plans of member cities (as well as the counties) and synthesizing these respective plans into the RGV MPO thoroughfare plan. The Thoroughfare plan will be used as a tool for effective planning and Right of Way preservation. This plan is expected to be amended every year.

Subtask 4.5: Metropolitan Transportation Plan

The RGV MPO adopted the 2020-2045 MTP in December of 2020. As required by MAP-21, the RGV MPO staff will develop visualization techniques to provide the LRGV citizens with more insight on the impact, design, and function of future transportation projects.

E. FUNDING SUMMARY

Task 4 – FY2022-2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307	Local	Total
4.1	MPO	\$37,896.66	\$0	\$0	\$37,896.66
4.2	MPO	\$304,773.28	\$0	\$0	\$304,773.28
4.3	MPO	\$37,896.66	\$0	\$0	\$37,896.66
4.4	MPO	\$38,146.66	\$0	\$0	\$38,146.66
4.5	MPO	\$193,133.30	\$0	\$0	\$193,133.30
TOTAL		\$611,846.56	\$0	\$0	\$611,846.56

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) **TPF**- This includes both FHWA PL-112 and FTA Section 5303 funds.

VI. TASK 5.0 SPECIAL STUDIES

A. OBJECTIVE

The objectives of this task are: to optimize the performance of current and future transportation systems through the maximum utilization of management system outputs; to develop management systems, which provide information and strategies to improve the performance of existing and future facilities; to provide input into the transportation planning process for consideration at the system level; to undertake studies of specific aspects of the transportation system in order to provide the specialized information required in developing an efficient, multi-modal mobility system for the RGVMPO.

B. EXPECTED PRODUCTS

The RGVMPO staff in coordination with the counties of Cameron and Hidalgo County will perform a Congestion Management Study for the FY 2022. The RGVMPO will award a contract to a consultant thru the adopted Request for Proposal (RFP) process. Staff will continue monitoring of crash locations in order to identify the worst locations, statistically. These areas are identified as “Hot Spots”. After sites have been identified, further analysis is performed in order to discover the causes for incidents and identify safety improvements to these locations. Staff will continue processing information from the Crash Report Information System (CRIS) data received from TxDOT for incorporation into the Incident Management Program (IMP), now called the Transportation Incident Management (TIM) under FAST-Act. Program Staff has been asked to possibly examine the regional Intelligent Transportation System and explore possible recommendations for further integration into the transportation network. RGVMPO Staff will work with Brownsville Metro, Island Metro, McAllen Metro and Valley Metro to develop a 10 year “Long Range Transit Plan” in their current service areas and in the areas where expansion may occur. The RGVMPO Staff will collect traffic count data for Off-system roadways that are functionally classified and/or are on the thoroughfare plan that are in the MTP. Since these are not part of the assessment made by TxDOT for On-system roadways. The RGVMPO is planning to conduct one CMP data collection initiative in FY 2022. RGVMPO staff are planning on hiring a consultant to perform this study. This study will include a comparison of previous CMP studies

of the Brownsville and Hidalgo County areas to present data collection in identified corridors where early deployment initiatives were initiated. The RGVMPO will continue work on the develop congestion performance measures in FY 2022 utilizing the data obtained thru this subtask as part of the MAP-21 Implementation Planning Emphasis Area required by MAP-21 and FAST-Act.

C. PREVIOUS WORK

In 2019-2020, CoPlan was contracted to perform a travel time delay study and assist in establishing a congestion management process (CMP) for the RGVMPO region. CoPLAN met with the CMP sub-committee to identify the 1,000 centerline miles to be part of the study. In addition to the study routes, CoPLAN made recommendations to the sub-committee for the 80 intersections to be evaluated for possible operational improvements. Regarding the timing of the signals, vehicle detection is the key element for efficient operation of a traffic signal. As determined during the previous CMP Tier II, a large majority of the regions traffic signals do not have a full complement of vehicle detection for all movements. CoPLAN worked directly with designated representatives for each City (Brownsville, Edinburg, Pharr, and Mission) responsible for maintenance of the study signals. CoPLAN, along with the City representative, visited each study intersection and performed an assessment of the signal equipment contents, working conditions, capabilities, and limitations.

D. SUBTASK

Subtask 5.1: Regional Transit Plan

RGVMPO Staff will work with Brownsville Metro, Island Metro, McAllen Metro and Valley Metro to develop a 10 year “Long Range Transit Plan” in their current service areas and in the areas where expansion may occur. This study intends to develop a three-phased ten-year plan to improve the existing facility and its resources, address the issues in the facility and to provide an action plan to systematically overcome those identified issues and develop a financial plan for the recently approved Regional Transit Authority which will be administered by the LRGVDC.

Subtask 5.2: Incident Management & Safety Study

This task involves the continuous monitoring of crash locations in order to identify the worst locations, statistically. These areas are identified as “Hot Spots”. After sites have been identified by utilizing the data received from TxDOT thru CRIS, further analysis is performed to discover the causes for incidents and identify safety improvements to these locations. Through the Transportation Incident Management (TIM), we place primary planning emphasis on safety. This task will also involve a

Transportation Safety Study which will be an extension to identifying the “Hot Spots”. The safety study will keep safety at the forefront of the RGVMPO planning efforts by identifying transportation safety problem areas within the Metropolitan Areas. The data will be mapped and available through the website. The RGVMPO will develop safety performance measures in FY 2022-2023 utilizing the data obtained thru this subtask as part of the MAP-21 Implementation Planning Emphasis Area required by MAP-21 and continued with FAST-Act.

Subtask 5.3: Congestion Data Collection

This task involves the continuous monitoring of congestion, which is required of all Transportation Management Areas (TMAs) under FAST-Act. The RGVMPO is planning to conduct one CMP data collection initiative in FY 2022. RGVMPO staff are planning on hiring a consultant to perform this study. This study will include a comparison of previous CMP studies of the Brownsville and Hidalgo County areas to present data collection in identified corridors where early deployment initiatives were initiated. The RGVMPO will develop congestion performance measures in FY 2022 utilizing the data obtained thru this subtask as part of the MAP-21 Implementation Planning Emphasis Area required by MAP-21 and FAST-Act. Recommendations to address delay within the region will be a paramount outcome of this study.

Subtask 5.4: Corridor Study

RGVMPO staff proposes to collect traffic data and evaluate the traffic impact of US Business 77 (Sunshine Strip) and Commerce Street in Cameron County. Due to the tremendous growth, safe and efficient corridors are even more of a local concern. A consultant for the corridor study will be acquired in compliance with LRGVDC procurement guidance. The study of US Business 77 shall provide recommendations as to the feasibility of converting the existing intersection of Business 77 at Commerce Street into a traffic circle, with the addition of schematic drawings for said layout to include pedestrian access, a right-of-way assessment/need. The study will also make recommendations for the improvement of traffic signals, drainage, and other related improvements. The study of FM 509 shall provide recommendations for roadway expansion, additional ROW, signal improvements, improved drainage, and other related improvements.

Subtask 5.5: Traffic Counts

The RGVMPO Staff will collect traffic count data for Off-system roadways that are functionally classified and/or are on the thoroughfare plan since these are not part of the assessment made by TxDOT for On-system roadways. Staff is planning on

purchasing additional traffic counter equipment and software as necessary in order to work on this task. This task is also used to support travel expenses of RGVMPO staff for the placing and collecting of traffic data.

E. FUNDING SUMMARY

Task 5 – FY2022-2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307	Local	Total
5.1	MPO Regional Transit Plan	\$37,896.66	\$0	\$0	\$37,896.66
5.2	MPO TxDOT	\$18,948.34	\$0	\$0	\$18,948.34
5.3	Consultant CMP	\$389,796.66	\$0	\$0	\$389,796.66
5.4	MPO Corridor Study	\$175,000.00	\$0	\$0	\$175,000.00
5.5	MPO Traffic Counts	\$18,948.34	\$0	\$0	\$18,948.34
TOTAL		\$640,590.00			\$640,590.00

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

- (1) **TPF**- This includes both FHWA PL-112 and FTA Section 5303 funds.

VII. BUDGET SUMMARY FY 2022

TABLE 1 – RGVMPPO

UPWP Task	FTA Task	Description	TPF ¹ Funds	FTA Section 5307	Local Funds	Total Funds
1.0	44.21.00 44.22.00 44.23.01 44.23.02	Administration- Management	\$897,165.75	\$20,000.00	\$5,000.00	\$922,165.75
2.0		Data Development & Maintenance	\$224,750.79	\$12,000.00	\$3,000.00	\$239,750.79
3.0	44.23.02 44.24.00 44.25.00	Short Range Planning	\$124,389.15	\$16,000.00	\$4,000.00	\$144,389.15
4.0		Metropolitan Transportation Plan	\$305,923.28	\$0.00	\$0.00	\$305,923.28
5.0		Special Studies	\$438,846.67	\$0.00	\$0.00	\$438,846.67
		Total	\$1,991,075.64	\$48,000.00	\$12,000.00	\$2,051,075.64

¹TRANSPORTATION PLANNING FUNDS

FHWA (PL-112 & FTA 5303)²	\$ 2,041,075.64
Carryover	\$ 0.00
TOTAL TPF	\$ 2,041,075.64
TOTAL 5307	\$ 60,000.00

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

BUDGET SUMMARY FY 2023

TABLE 2 – RGVMPO

UPWP Task	FTA Task	Description	TPF ¹ Funds	FTA Section 5307	Local Funds	Total Funds
1.0	44.21.00 44.22.00 44.23.01 44.23.02	Administration- Management	\$897,165.75	\$20,000.00	\$5,000.00	\$922,165.75
2.0		Data Development & Maintenance	\$224,750.79	\$12,000.00	\$3,000.00	\$239,750.79
3.0	44.23.02 44.24.00 44.25.00	Short Range Planning	\$124,389.15	\$16,000.00	\$4,000.00	\$144,389.15
4.0		Metropolitan Transportation Plan	\$305,923.28	\$0.00	\$0.00	\$305,923.28
5.0		Special Studies	\$201,743.33	\$0.00	\$0.00	\$201,743.33
		Total	\$1,753,972.3	\$48,000.00	\$12,000.00	\$1,813,972.30

¹TRANSPORTATION PLANNING FUNDS

FHWA (PL-112 & FTA 5303) ²	\$ 1,753,972.30
Carry-Over	\$ 0
TOTAL TPF	\$ 1,753,972.30
TOTAL 5307	\$ 60,000.00

²Estimate based on prior year's authorizations.

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

APPENDIX A

POLICY BOARD MEMBERSHIP

RIO GRANDEMETROPOLITANPLANNING ORGANIZATON
 617 West University Drive – Edinburg, Texas 78539
 (956) 628-3481 – Office Number

Policy Transportation Board (RGVTPB)
Members

The Policy Transportation Board consist of Elected Officials who serve as spokesperson for the Citizens of the County and cities in the Metropolitan Area.

 <p>Chairperson- Honorable Eddie Treviño, Jr. – Judge</p> <p>Cameron County etrevino@co.cameron.tx.us</p>	 <p>Vice-Chairperson- Honorable David L Fuentes</p> <p>Hidalgo County-Comm Prescient 1 david.fuentes@co.hidalgo.tx.us</p>	 <p>Frank Parke, Jr.</p> <p>Cameron County RMA fparker@parker-logistics.com</p>
 <p>Honorable – Trey Mendez – Mayor</p> <p>City of Brownsville Trey.mendez@cob.us</p>	 <p>Honorable – Richard Molina – Mayor</p> <p>City of Edinburg Richmolina11@gmail.com</p>	 <p>Honorable – Chris Boswell – Mayor</p> <p>City of Harlingen cboswell@southtexlaw.com</p>
 <p>Honorable – Javier Villalobos – Mayor</p> <p>City of McAllen jvillalobos@mcallen.net</p>	 <p>Honorable – Armando O'Caña – Mayor</p> <p>City of Mission mayor@missiontexas.us</p>	 <p>Honorable- Mayor Ricardo "Rick" Guerra</p> <p>City of San Benito rguerra2@cityofsanbenito.com</p>
 <p>Honorable Ambrosio “Amon” Hernandez- Mayor</p> <p>City of Pharr mayor@pharr-tx.gov</p>	 <p>S. David Deanda, Jr.</p> <p>Hidalgo County RMA David.deanda@hcrma.net</p>	 <p>Honorable Eloy Vera Judge</p> <p>Starr County eloy.vera@co.starr.tx.us</p>
 <p>Pedro “Pete” Alvarez, P.E.</p> <p>TxDOT Phar District – Engineer Pedro.alvarez@txdot.gov</p>	 <p>Maribel Contreras</p> <p>Valley Metro – Executive Director Mcontreras@lrgvdc.org</p>	 <p>Andrew Canon</p> <p>RGVMPO – Executive Director acanon@rgvmppo.org</p>

APPENDIX B

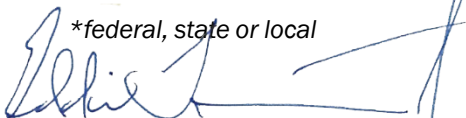
RGVMPO METROPOLITAN AREA BOUNDARY MAP

APPENDIX C
DEBARMENT CERTIFICATION

DEBARMENT CERTIFICATION

(Negotiated Contracts)

- (1) The RGVMPPO as CONTRACTOR certifies to the best of its knowledge and belief that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.
- (2) Where the CONTRACTOR is unable to certify to any of the statements in this certification, such CONTRACTOR shall attach an explanation to this certification.

**federal, state or local*


Signature – Chairman, RGVMPPO Policy Board

Chairman, Transportation Policy Board

Title

7-14-21
Date

APPENDIX D
LOBBYING CERTIFICATION

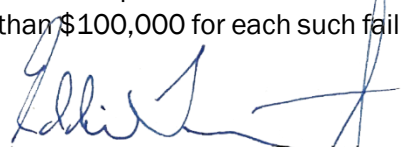
LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his or her knowledge and belief, that

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.



Signature - Chairman, RGVMPD Policy Board

Chairman, RGVMPD Policy Board

Title

Rio Grande Valley MPO

Agency

7/14/20
Date

APPENDIX E
CERTIFICATION OF COMPLIANCE

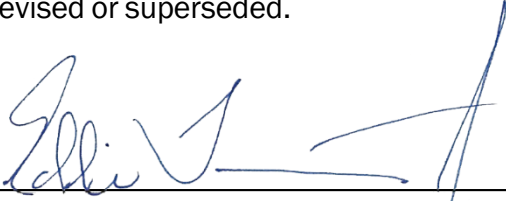
CERTIFICATION OF COMPLIANCE

I, **AMBROSIO "AMOS" HERNANDEZ, CHAIRMAN**

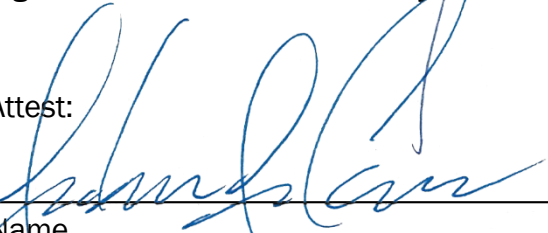
(Name and Position, Typed or Printed)

a duly authorized officer/representative of the **RIO GRANDE VALLEY**
(MPO)

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.



Signature - Chairman, MPO Policy Committee

Attest:


Name



Title

APPENDIX F

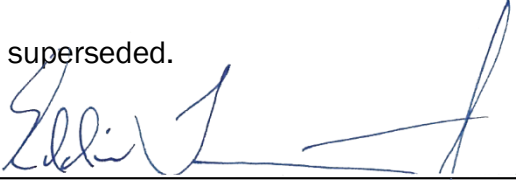
CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

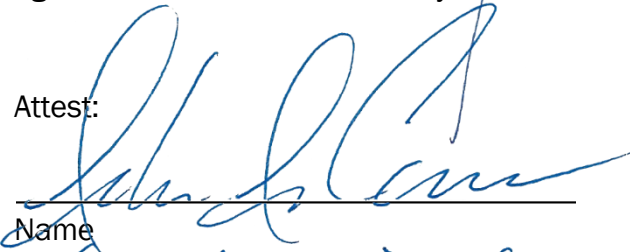
I, AMBROSIO "AMOS" HERNANDEZ, CHAIRMAN,
(Name and Position, Typed or Printed)


a duly authorized officer/representative of the RIO GRANDE VALLEY
(MPO)

do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.



Signature - Chairman, MPO Policy Committee

Attest:


Name


Title

APPENDIX G

MPO SELF-CERTIFICATION

MPO Self-Certification Guidelines

Metropolitan Planning:

The State and the MPO shall annually certify to FHWA and FTA that the planning process is addressing major issues facing their area and is being conducted in accordance with all applicable transportation planning requirements. The planning process will undergo joint review and evaluation by FHWA, FTA and TxDOT to determine if the process meets requirements. The Federal administrators will take the appropriate action for each TMA to either issue certification action, or deny certification if the TMA planning process fails to substantially meet requirements. If FHWA and FTA jointly determine that the transportation planning process in a TMA does not substantially meet the requirements, they may withhold, in whole or in part, the apportionment attributed to the relevant metropolitan planning area, or withhold approval of all or certain categories of projects. Upon full, joint certification by FHWA and FTA, all funds will be restored to the metropolitan area, unless they have lapsed.

(23 CFR 450.334; 49 CFR613; USC Title 23, Sec. 134; and USC Title 49, CH. 53, Sec's 5303 –5306)

Statewide Planning:

The process for developing the transportation plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed. The State shall coordinate transportation planning activities for metropolitan areas of the State and shall carry out its responsibilities for the development of the transportation portion of the State implementation plan (STIP) to the extent required by the Clean Air Act.

The State will carry out the long-range planning processes and the STIP in cooperation and consultation with designated metropolitan planning organizations, affected local transportation officials and affected tribal governments.

Transportation improvement programs should include financial plans that demonstrate how the programs can be implemented, indicate resources from public and private sources reasonably expected to be made available for carrying out the programs, and recommend any additional financing strategies for needed projects.

(23 CFR 450.220; USC Title 23, Sec. 135; and USC Title 49, Ch. 53, Sec 5307-5311,5323(1))

Title VI, Civil Rights Act of 1964

Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on grounds of race, color, or national origin. Title VI assurance regulations were also executed by each State prohibiting discrimination on the basis of sex or disability.

(23 USC 324, 29 USC 794)

Environmental Justice

In support of Title VI regulations, each Federal agency must identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations. Recipients of federally assisted programs shall keep documentation, for federal review, demonstrating the extent to which members of target populations are beneficiaries of such programs.

(EO 12898, 23 CFR 200.9 (b)(4), and 49 CFR 21.9(b))

Disadvantage Business Enterprises

The Disadvantaged Business Enterprise (DBE) program ensures equal opportunity in transportation contracting markets, addresses the effects of discrimination in transportation contracting, and promotes increased participation in federally funded contracts by small, socially and economically disadvantaged businesses, including minority and women owned enterprises. The Statute provides that at least 10% of the amounts made available for any Federal – aid highways, mass transit, and transportation research and technology program be expended with certified DBEs.

(TEA-21, Pub. L. 105-178, Sec. 1101(b); CFR 49, Subtitle A, Part 26)

Americans with Disabilities Act of 1990

Programs and activities funded with Federal dollars are prohibited from discrimination based on disability. Compliance with the applicable regulations is a condition of receiving Federal financial assistance from the Department of Transportation.

(Pub.L. 101-336, 104 Stat.327 as amended; 49 CFR Parts 27,37 and 38)

Restrictions on influencing certain Federal activities

No appropriated funds may be expended by the recipient of a Federal contract, grant, loan, or cooperative agreement to pay any person for influencing a federal employee regarding the award of Federal contracts, grants, loans or cooperative agreements.

(49 CFR, Part 20)

MPO SELF-CERTIFICATION – ATTAINMENT AREA

In accordance with 23 CFR Part 450.334, the Texas Department of Transportation, and the **RGV** Metropolitan Planning Organization for the **McAllen-Brownsville-Harlingen** urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 United States Code (U.S.C.) 134, 49 U.S.C. 503, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;
- (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Fixing America’s Surface Transportation Act FAST-Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

PHARR
District
Texas Department of Transportation

District Engineer

7-14-21

Date

Metropolitan Planning Organization
Policy Board Chairperson

Chairperson

7-14-21

Date

APPENDIX H

TECHNICAL ADVISORY COMMITTEE (TAC)
MEMBERSHIP
AND
TECHNICAL SUBCOMMITTEES

Technical Advisory Committee (TAC) Membership

RIO GRANDEMETROPOLITANPLANNING ORGANIZATON

617 West University Drive – Edinburg, Texas 78539

(956) 628-3481 – Office Number

Technical Advisory Committee (TAC)

Members

<p>JP Terrazas, P.E. Chairman City of Mission jpterras@missiontexas.us</p>	<p>Benjamin L. Worsham, P.E. Vice Chairman Cameron County benjamin.worsham@co.cameron.tx.us</p>	<p>Pete Sepulveda, Jr. Chairman Cameron County RMA psepulveda@ccrma.org</p>
<p>Joel Garza City of Brownsville joel.garza@cob.us</p>	<p>Tomas D Reyna City of Edinburg treyana@cityofedinburg.com</p>	<p>Carlos Sanchez City of Harlingen csanchez@myharlingen.us</p>
<p>Yvette Barrera City of McAllen ybarrera@mcallen.net</p>	<p>Daniel Chavez- Commissioner City of Pharr Commissioner4@pharr-tx.gov</p>	<p>Manuel De La Rosa City of San Benito mdelarosa@cityofsanbenito.com</p>
<p>Armando Garza Hidalgo County armando.garzajr.@co.hidalgo.tx.us</p>	<p>Eric Davila Hidalgo County RMA Eric.davila@hcrma.net</p>	<p>Melba Schaus TXDOT (Pharr District) Melba.schaus@txdot.gov</p>
<p>Nancy Sanchez Valley Metro Nsanchez@lrgvdc.org</p>	<p>Antonio Zubieta City of Brownsville Antonio.Zubieta@brownsvilletx.gov</p>	<p>Jon Ray Bocanegra McAllen Metro jbocanegra@mcallen.net</p>
<p>Alan Johnson Port of Harlingen Alanjohnson7@me.com</p>	<p>Mark Yates Cameron Co. Spaceport Dev. Corp Mark.yates@co.cameron.tx.us</p>	<p>Ariel Chavez III Port of Brownsville achavez@portofbrownsville.com</p>
<p>Port Isabel – San Benito Nav. District</p>	<p>Pete Sepulveda, Jr. Chairman Cameron County RMA psepulveda@ccrma.org</p>	

TECHNICAL SUB-COMMITTEES
Transit Subcommittee

Freight Subcommittee

Congestion Subcommittee

Multi-Modal Sub-Committee

Data Criteria Sub-Committee

Land Use Sub-Committee

Scenario Planning Sub-Committee

Bicycle and Pedestrian Advisory Committee

<p>Joel Garza Mobility Director City of Brownsville</p> <p>Alternate: Frank Gudino</p>	<p>Larry Ayala Assistant Director of Public Works City of Edinburg</p>	<p>Andy Vigstol City Engineer City of Harlingen</p> <p>Alternate: Javier Mendez</p>
<p>Marlen Garza Asst. Director of Engineering City of McAllen</p> <p>Alternate: Rosvel Hinojosa</p>	<p>Omar Anzaldua City Engineer City of Pharr</p> <p>Alternate: Cynthia Garza</p>	<p>Craig Wuensche Landscape Architect TxDOT Pharr District</p> <p>Alternate: Joseph E. Leal</p>
<p>Frank Jaramillo Transportation Planner Valley Metro</p>	<p>Michael Padgett Citizen At-Large</p>	<p>Ana Adame Bicycle World RGV</p>
<p>Richard Cavin Citizen At-Large</p>	<p>Rene A. Ballesteros Museum of South Texas History</p>	<p>Eudy Carrillo Citizen At-Large</p>
<p>Javier de Leon Park Superintendent TPWD Estero Llano Grande State Park</p>	<p>Christine Donald Outdoor Recreation Planner USFWS Santa Ana National Wildlife Refuge</p>	<p>Dr. Rose Gowen Chair Community Health Advocate</p>
<p>Michael McNew Vice Chair Bike/Ped Citizen At-Large</p>		

Congestion Management Process Committee

Pete Sepulveda, Jr.	Cameron County RMA
Armando Garza, Jr.	Hidalgo County
Mardequero Hinojosa	City of Edinburg
Melba Schaus	TxDOT
Yvette Barrera	City of McAllen
Armando Gutierrez, Jr.	City of Brownsville

Metropolitan Transportation Plan Committee

Benjamin Worsham	Cameron County
Gabriel Gonzalez	City of Harlingen
Yvette Barrera	City of McAllen
Eric Davila	HCRMA
Melba Schaus	TxDOT
Mark Lund	City of Brownsville

APPENDIX I

TITLE VI ANALYTICAL FRAMEWORK

The RGVMPO is committed to being in the forefront of Title VI analysis and identifying Environmental Justice needs. Many MPOs have adopted elements of the framework referenced below and included a written description in their planning work products.

1. Develop maps with EJ information (race, income or proxies such as households receiving TANF, or other forms of public assistance) with existing and planned transportation facilities (including transit) overlaid. The RGVMPO has placed major destinations and/or critical service providers that EJ populations depend upon (e.g. schools, hospitals, public housing, daycare centers, grocery stores, social service agencies, employment centers, homeless shelters, etc.) or where other special populations exist (e.g. retirement communities) on maps for analysis as a part of the Job Access and Reverse Commute program. The RGVMPO has partnered with TxDOT and the regional transportation providers of both Hidalgo and Cameron County, as well as the Harlingen-San Benito and Brownsville MPOs to identify any gaps in the service provider network that EJ populations and individuals who are part of the JARC program may depend upon. Bicycle networks were also added to the network overlay to assist in identifying gaps in multi-modal transportation needs. Using the map, the MPO will do a spatial/access analysis to see if there are any potential equity issues.

2. The RGVMPO TAC will evaluate the previously identified maps annually for updates and enhancements.

3. The RGVMPO uses the maps when considering public involvement activities and make reference to this in the MPO's Public Involvement Policy (PIP).

4. RGVMPO staff and the TAC will consult the maps after project selections and perform spatial/access analysis.

5. Populations with limited-English proficiency (LEP) fall under Title VI and are addressed in the MPO's Title VI discussions and in its Public Involvement Policy.

TITLE VI NON-DISCRIMINATION POLICY STATEMENT

The Rio Grande Valley Metropolitan Planning Organization is committed to ensuring that no person is excluded from participation in, or denied the benefits of, or be subjected to discrimination in the receipt of its services or programs on the basis of race, color or national origin or any other characteristics protected by law, including Title I of the Civil Rights Act of 1964, as amended. Further, under the Americans with Disabilities Act (ADA) of 1990, no entity shall discriminate against an individual with a physical or mental disability in connection with the provision of transportation service.

To obtain more information on the Rio Grande Valley Metropolitan Planning Organization's Non-discrimination obligations or to file a Title VI complaint, contact:

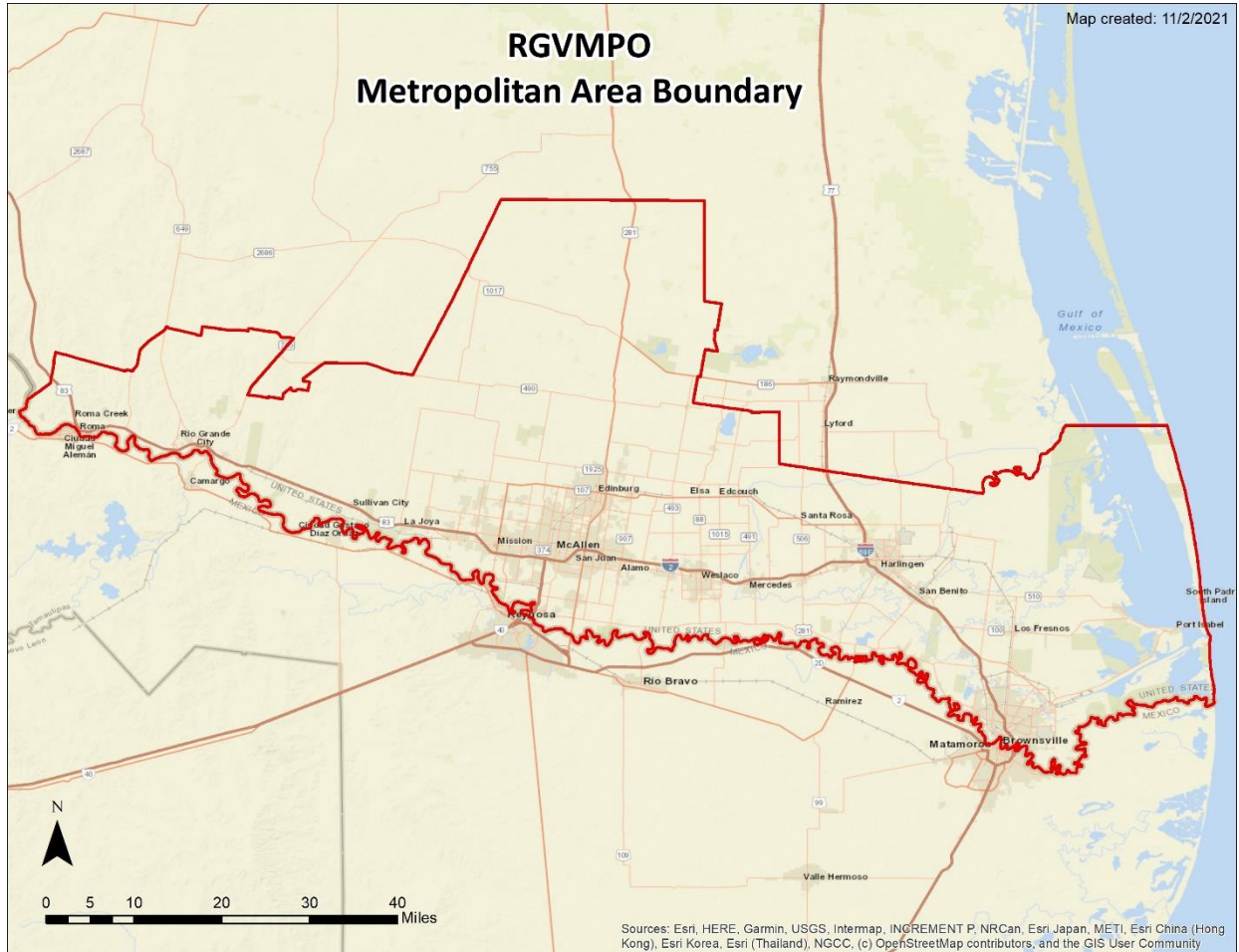
Rio Grande Valley Metropolitan Planning Organization
617 West University Drive
Edinburg, Texas 78539

You may file a written complaint no later than 180 calendar days after the date of the alleged discrimination.

Information on non-English alternative formats may be obtained from the Rio Grande Valley Metropolitan Planning Organization office.

APPENDIX J
RESOLUTIONS

PLANNING AREA



INTRODUCTION

The Rio Grande Valley is located just north of the Rio Grande River, at the southernmost tip of the state of Texas. There are four counties within the Valley (Starr, Hidalgo, Cameron, and Willacy) and population exceeds 1 million residents in total. The proximity to the country of Mexico requires several border crossings and accommodating transportation infrastructure. A total of 14 multi-modal border crossings exists within the region. With significant increases in population, economic and housing development has flourished across the metropolitan area. The metropolitan planning area is the geographic area in which the metropolitan transportation planning process, required by 23 USC 134 and Section 5307 of the Federal Transit Act (FTA), must be carried out. Each metropolitan planning area encompasses the census boundary, the urbanized boundary, and the Metropolitan Urban Area Boundary. The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) is a federally funded program that addresses the mobility goals of the urbanized area of the region, in accordance with the Metropolitan

FY 2023-2026 Comprehensive TIP Text – DRAFT

Transportation Planning and Programming Final Rule (23 CFR Subpart C Part 450.300). The RGVMPO administers all federal funds for various urban transportation improvements inclusive of road and highway expansion, maintaining the existing infrastructure through pavement management systems, safety transportation planning (including the creation of designated freight routes and bicycle/pedestrian paths), emergency response planning, rail studies and transit planning.

PURPOSE

According to the requirements of the Final Rule for Development and content of the Transportation Improvement Program, CFR Title 23, Subpart C, 450.326, the MPO must:

- Develop a TIP for the metropolitan area which shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor
- Provide all interested parties with a reasonable opportunity to comment on the proposed TIP
- Assure the TIP includes capital and non-capital surface transportation projects within the boundaries of the metropolitan planning area proposed for funding
- Assure the TIP contains all regionally significant projects requiring an action by FHWA or FTA
- Assure the TIP includes for each project:
 - Sufficient descriptive material of the project such as type of work, termini, and length
 - Estimated total project cost
 - Amount of Federal funds proposed to be obligated during each program year for the project
 - Identification of agencies responsible for carrying out the project
- Assure each project included in the TIP is consistent with the approved metropolitan transportation plan
- Assure the TIP includes a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from private and public sources that are reasonably expected to be made available to carry out the TIP
- The TIP shall include a project only if full funding can reasonably be anticipated to be available for the project within the period contemplated for completion of the project
- Shall be designed such that once implemented, it makes progress toward achieving the performance targets established

The current Transportation Legislation called Fixing America's Surface Transportation (FAST) Act was signed into law on December 4th, 2015, by President Barack Obama. This is the

FY 2023-2026 Comprehensive TIP Text – DRAFT

first Federal law in over ten years to provide long-term funding certainty for surface transportation. FAST Act was preceded by the Moving Ahead for Progress in the 21st Century of 2012 (MAP-21), by the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users of 2005 (SAFETEA-LU), by the Transportation Equity Act for the 21st Century of 1998 (TEA-21), and by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

FAST-Act indicates that the Transportation Improvement Program should provide for consideration and implementation of projects, strategies, and services that will address the following planning factors:

- Support the economic vitality of the United States, the States, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Enhance travel and tourism

The FAST Act also continues with the implementation of performance measures in key transportation components under MAP-21 to identify the effectiveness of transportation investments and use of resources. FAST Act also authorizes \$305 Billion over fiscal years 2016 through 2020 for highway infrastructure, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, research and technology, and statistics programs.

All roadway and transit projects funded under Title 23 U.S.C. – The Federal-Aid Highway Act and Title 49 U.S.C. – The Federal Transit Act by the U.S. Department of Transportation must be listed in the TIP. All projects in this document that are proposed for federal funding were initiated in a manner consistent with the Federal guidelines in Section 450, Subpart B, of Title 23 of the Code of Federal Regulations. Federal regulations mandate that the metropolitan transportation planning process must include development of a TIP for the metropolitan planning area by the MPO in cooperation with the State Department of Transportation, local governments, and public transportation providers.

DEFINITION OF AREA

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

PUBLIC INVOLVEMENT PROCESS

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

RGVMPO's public involvement procedures are designed to educate the public on transportation planning, to seek out and provide opportunity for interested parties to comment on transportation ideas and proposals, and to actively contribute to the transportation policy and decision-making process. Public notice of public participation activities and time established for public review of and comments on the TIP will satisfy Section 5307 Program of Project (POP) public involvement requirements for grantees with signed memorandums of agreement with RGVMPO. The Lower Rio Grande Valley Development Council, City of McAllen, City of Brownsville rely on RGVMPO's public participation process to satisfy the section 5307 POP requirements. Part of RGVMPO's public outreach for the FY 2023-2026 TIP process involves selecting strategic meeting places along a transit route and at well-known locations. These public meeting sessions should be scheduled during daytime and early evening hours, to accommodate work and/or school schedules while transit services are active and operating. The MPO should publish bilingual flyers (English & Spanish) outlining the purpose of the Public Meetings. Notice of the meetings are made available on all transit buses, e-mail/postal mailouts to the entire RGVMPO mailing list which includes residents, business establishments, police and fire departments, medical facilities, retirement homes, educational / religious institutions, the

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RGVMPO website, Facebook, and twitter pages. To gather comments from the public, the RGVMPO will also implement a series of electronic surveys which has previously prevailed as a significant outreach tool.

The RGVMPO held virtual public involvement in place of in-person meetings due to COVID-19 Pandemic federal guidelines. The virtual engagement process utilized the organization's website and social media outlets. The organization also accepted public comments by email and online message boards. The MPO's efforts provided an opportunity for public participation involving the creation of a Public Participation Plan, Unified Planning & Work Program, Active Transportation Plan, Transportation Improvement Program, and Metropolitan Transportation Plan. Regional transit providers' Program of Projects, Short-Range Transit Plans, and actively operating transit routes were also included in the process. Alliance Transportation was contracted by RGVMPO to assist in the design of the 2045 Metropolitan Transportation Plan, Regional Transit Plan, and Active Transportation Plan. Collective efforts have been made by both RGVMPO and Alliance Transportation to engage all stakeholders involved in the transportation planning process.

A minimum period of 30 days for public feedback is provided before the adoption of the TIP. The RGVMPO actively considers all public input, including but not limited to underserved and economically disadvantaged areas. Low access to food sources, development of safe, accommodating urban roadways, and the overall public health of the region are also exemplifying of concerns addressed by the MPO during public involvement. Periodic auditing of effective techniques used during the public involvement process ensures transparency and revision of the process, if necessary. Projects are developed for inclusion into the TIP by collecting data specified by project selection criteria and project ranking. As required by regulation, projects considered for inclusion into the TIP must be identified in the Metropolitan Transportation Plan. Projects added, revised, or incurring administrative changes will be presented to the Technical Advisory Committee for both comment and approval. Once approved, projects will be presented to the Transportation Policy Board for final approval, before uploading into the Texas Department of Transportation (TXDOT) online portal.

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

Hike and bike trails, bikeshare programs, and multi-modal transportation improvements contribute to both the general infrastructure and public health of the region. Regional active

transportation plans and trail connectivity initiatives are crucial to the continued development of multi-modal transportation within the RGV MPO TIP & MTP. Public engagement events such as running/walking marathons, bicycle rodeos, and active transportation learning hubs are examples of how the RGV MPO extends its outreach efforts. Public opinion and interaction between transportation planners, city officials, and the public provide an ideal forum for future planning and current concerns. Family-friendly environments produce larger turnouts and greater participation. With help from local sponsors and donations, the RGV MPO can provide opportunities of both educating and sharing resources with local citizens. The Bicycle Pedestrian Advisory Committee, along with RGV MPO staff, is planning coordination with local businesses in the designation of becoming “Bike Friendly,” an initiative spearheaded by the previously existing Hidalgo County MPO. Businesses along populated bike routes are highly encouraged to become a Bike Friendly Business by providing local cyclists with amenities such as restrooms, water, bicycle maintenance tools and/or bike racks. Collaborative efforts will help develop a region-wide collection of bicycle friendly businesses throughout the Rio Grande Valley.

GROUPED PROJECTS

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

The FAST Act emphasizes the consideration of the following factors in developing the MTP:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and nonmotorized users
- Increase the security of the transportation system for motorized and nonmotorized users
- Increase the accessibility and mobility of people and for freight
- 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
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

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- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

The following federal performance goals are also considered:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic reliability
- Environmental sustainability
- Reduced project delivery delays

The RGVMPO Transportation Policy Board approved the grouping of Bicycle & Pedestrian Projects (funded with Category 9 – TASA) with ambitions to streamline approval processes. A revision was proposed as per recommendation from the Transportation Planning and Programming (TPP) Division of the Texas Department of Transportation (TxDOT) to update the Group Project Definitions which was revised in accordance with 23 CFR 450.218(g) and applicable classifications under 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93 by Texas Park and Wildlife (TPWD) and TxDOT, the Federal Transit Agency (FTA) and Federal Highway Administration (FHWA) on February 23, 2021. A copy of the informative letter (from FHWA, FTA, & TXDOT) was provided to the RGVMPO Transportation Policy Board for discussion and approval.

The following tables list revised Grouped Project CSJ#, Categories, and Definitions:

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised February 23, 2021

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

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Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised February 23, 2021

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

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

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

FUNDING PROGRAMS

The TIP provides a four-year prioritized listing of all bikeway/pedestrian walkway, bridge and highway projects utilizing federal funds within the MPO region. The MPO transportation planning partners collaborate to implement project identification, funding sources, and scheduling of MTP. TxDOT sub-allocates a portion of federal dollars to each of the twenty-five (25) MPO’s in the State on an annual basis. The RGV MPO Transportation Policy Board (TPB) is responsible for managing and directing the development of a multi-year program of local projects within available annual budget amounts. Traditional State Highway Projects revenues are generated from Proposition’s 1 and 7 funding. Proposition 1 funding is a portion of the oil and gas extraction taxes to the State Highway Fund, while proposition 7 funding is a portion of the state’s Sales and Use Tax, Tax of Motor Vehicle sales and rental. Recently passed, in November of 2021, Proposition 2 authorizes counties to raise transportation and infrastructure funds for underdeveloped areas by issuing bonds or notes.

[Category-1] Preventive Maintenance and Rehabilitation

Funding is to address preventive maintenance and rehabilitation, to preserve and repair, the existing state highway system, including pavement, traffic signals, signs, and other infrastructure

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assets. Examples include preservation of a pavement or structure, restoring drainage systems, patching concrete pavement, cleaning, and sealing joints and cracks, etc. The Texas Transportation Commission allocates funds through a formula allocation program and projects are selected by TxDOT districts using a performance-based prioritization process.

[Category-2] Metropolitan and Urban Area Corridor Projects

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

[Category-3] Non-Traditionally Funded Transportation Projects

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

[Category-4] Statewide Connectivity Corridor Projects

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

- Mobility corridors: Based on traffic congestion.
- Connectivity corridors: Based on two lane roadways, requiring upgrade to four-lane divided roadways, and

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- Strategic corridors: Which adds unique routes for statewide connectivity, such as Ports-to-Plains.

[Category-5] Congestion Mitigation and Air Quality Improvement

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

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

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

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

[Category-7] Metropolitan Mobility and Rehabilitation

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

[Category-8] Safety

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

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

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

Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. TxDOT distributes federal TA funds through Category 9 to MPOs. 50% of these funds are designated for

statewide flexible use, and the other 50% are distributed by population. The Texas Transportation Commission allocates the statewide TA Flex funding allocations and distributions. Areas with less than 200,000 in population, TxDOT's Public Transportation Division allocates TA funds. TA project eligibility is determined by TxDOT and FHWA. The Safety Rest Area Expansion Program, which addresses truck parking needs, also falls under this category.

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

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

[Category-10] Supplemental Transportation Programs

Addresses the following sub-programs:

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

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Allocations to districts that have air quality non-attainment or near non-attainment counties, are based on one-half percent of the estimated letting capacity. The State's Design Division selects, ranks, and manage projects in this program.

- American with Disabilities Act (ADA) – targets more accessibility of intersections to pedestrians with disabilities, by addressing the construction or replacement of curb ramps at on-system intersections. The Design Division manage and select projects based on conditions of curb ramps or the location of intersections without ramps.
- Landscape Incentive Awards – This program allows TxDOT, in association with the nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program, to execute joint landscape development projects. The awards managed by TxDOT Design Division, recognize participating cities or communities' efforts in litter control, quality of life issues, and beautification programs and projects.
- Railroad Grade Crossing and Re-planking Program – Addresses rough railroad crossing surfaces replacements on the state highway system (an estimate of 50 installations per year statewide).
- Railroad Signal Maintenance Program – Provides funding contributions for signal maintenance to each railroad. TxDOT districts jointly coordinate with the TxDOT Rail Division in the selection of Railroad Grade Crossing Re-planking and Railroad Signal Maintenance projects.

[Category-11] District Discretionary

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

- District Discretionary – Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.
- Energy Sector – Eligible State Highway, safety, and maintenance work, that are impacted by the energy sector. Allocation of funds are through a formula allocation program by The Texas Transportation Commission. Allocated funds may be supplemented to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.
- Border Infrastructure- Rider 11(b) – Distribution of funds for this program are for highway projects within 50 miles of a port of entry to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts). Border state

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infrastructure using designated federal funds, follow project selection guidelines outlined under the CBI program (see Category 10). Project selection criteria addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico. Project selection criteria include, but are not limited to:

- Number of land border ports of entry
- Number of incoming commercial trucks and railcars
- Number of incoming personal motor vehicles and buses
- Weight of incoming cargo by commercial trucks

[Category-12] Strategic Priority

Addresses projects with specific importance to the state to improve:

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

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

Develop Authority (UTP years 5-10)

Are projects that are authorized to begin preliminary design, environmental review, cost estimates, and other early development activities. A project must be highly ranked among other potential projects at the region level, and the projects estimated construction cost must fall within the 10-year planning constraints to advance into Develop Authority. Projects ready to move into Develop Authority is determined by TxDOT Districts, with the authorization of the Unified Transportation Program (UTP).

G. PUBLIC TRANSPORTATION

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

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

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

will help create new opportunities growth and economic prosperity, while ensuring resources for the expansion of regional public transportation, including increased bus routes, expanded rural coverage and enhanced student access to college campuses.

Funding Programs Used

Congress establishes the funding for FTA programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Fiscal Year 2020. Federal funding used by the public transportation providers is based on an appropriations process. Annually, FTA apportions (divides up) the annual appropriation from Congress to fund a variety of public transit activities which require matching funds. All federal grants are awarded on a reimbursement basis, so expenses must be incurred before FTA disburses the federal funds. The public transit providers also receive State funds, which are also disbursed on a reimbursement basis and are appropriated biennially by the Texas Legislature. State funds may be used to meet the match requirements of federal grants or for any other purpose that is allowable under federal, or state law and a local match is not required. Listed below are the funding categories listed in the FTA website and used by both public transit providers.

49 U.S.C. Chapter 53, Sections 5303, 5304 & 5305

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

As per FTA, what has changed with FAST-ACT:

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

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

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

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

As per FTA, what has changed with FAST-ACT:

- The Special Rule relating to operating costs for “100 bus providers” has been expanded to include demand response public transportation service operated by state or local governmental authorities, excluding ADA complementary paratransit service.
- Additionally, in determining the amount of operating assistance available for specific systems in urbanized areas under the Special Rule, public transportation systems within the urbanized area to allocate funds by a method other than by measuring vehicle revenue hours.
- Recipients may now use up to 20% of their 5307 allocations (previously 10%) for the operation of paratransit service if certain conditions are met.

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

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

Chapter 53 Section 5310

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

As per FTA, what has changed with FAST-ACT:

- A State or local governmental entity that operates a public transportation service and that is eligible to receive direct grants under 5311 or 5307 is now an eligible direct recipient for Section 5310 funds.
- FTA shall disseminate collection of Best Practices to public transportation stakeholders on innovation, program models, new services delivery options, performance measure findings, and transit cooperative research program reports.
- Section 3006(b): a new discretionary pilot program for innovative coordinated access and mobility – open to 5310 recipients and sub-recipients – to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of

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transportation services and non-emergency medical transportation (NEMT) services, such as: the deployment of coordination technology projects that create or increase access to community One-Call/One-Click Centers, etc.

- Section 3006(c): Requires the interagency transportation Coordinating Council on Access and Mobility (CCAM) to create an updated strategic plan on transportation coordination across federal agencies and develop a cost-sharing policy.

Chapter 53 Section 5339

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

As per FTA, what has changed with FAST-ACT:

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

Transportation Development Credits

Transportation Development Credits have been used by both public transit providers, and they are a federal transportation funding tool that can be utilized by states as a means of meeting local and

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

Transit Asset Management (TAM)

The Federal Transit Administration (FTA) continues to advance efforts to implement a performance-based approach to planning. With this purpose in mind, FTA established requirements for the Transit Asset Management plan (TAM) thru a Final Rule establishing October 1st, 2016, as the deadline to comply with such requirements. A TAM plan’s main objective is that of enhancing safety, reducing maintenance costs, increasing reliability, and improving performance. The TAM Final Rule requires transit providers to set performance targets for state of good repair (SGR) by January 1st, 2017. All regional transit providers have followed established requirements.

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

Summary of Transit State of Good Repair Targets

TAM Targets for 5307 Transit Agencies within the RGVMA

<i>Brownsville Metro</i>		FY			
Measure	Asset Class	2022	2023		

<i>Revenue</i>

% of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark	Bus	0%	11%
	Cutaway	0%	7%

<i>Equipment</i>

% of vehicles within a particular asset class that have met or exceeded their useful life benchmark	Non-revenue service automobile	0%	0%
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<i>Facilities</i>

Condition - % of vehicles with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	5%
	Maintenance	0%	2%
	Parking Structures	0%	2%
	Passenger Facilities	5%	0%

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Metro McAllen		FY			
Measure	Asset Class		2022	2023	2024

Revenue

% Of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark	Bus		20%	12%	8%
	Cutaway		0%	0%	0%
	Sport Utility Vehicle		0%	0%	0%

Equipment

% Of vehicles within a particular asset class that have met or exceeded their useful life benchmark	Non-revenue service automobile		0%	0%	0%
	Trucks and other Rubber Tire Vehicles		0%	0%	0%

Facilities

Condition - % of vehicles with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale	Administration		0%	0%	0%
	Maintenance		0%	0%	0%
	Parking Structures		0%	0%	0%
	Passenger Facilities		0%	0%	0%

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Valley Metro		FY			
Measure	Asset Class		2022	2023	

Revenue

% of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark	Bus		1%	1%
	Cutaway		14%	14%
	Van		36%	36%

Equipment

% of vehicles within a particular asset class that have met or exceeded their useful life benchmark				
	Non-revenue service automobile		1%	1%

Facilities

Condition - % of vehicles with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale	Administration		1%	1%
	Maintenance		1%	1%
	Parking Structures		1%	1%

Selection of Projects

Rio Grande Valley MPO combines data on asset inventory and projected growth, to develop strategies to ultimately maintain a state of good repair. By managing vehicles, facilities, and equipment with essential performance measures and preparing for future growth, transit planning determines the best form of investment.

Expected Results

The RGVMPPO predicts steady progression with implementation of planned projects, through utilization of acquired equipment and vehicles, maintenance of existing infrastructure, and continued research for future measures of performance. Selected projects are chosen upon need and funding availability, with consideration of effectiveness and strategic planning. The projects in place should help meet expectations and promote the advancement of each transit agency involved in our planning process.

ACTIVE TRANSPORTATION

In coordination with the 2045 Rio Grande Valley Metropolitan Planning Organization (RGVMPO) Metropolitan Transportation Plan (MTP), the RGVMPPO Active Transportation Plan (ATP) facilitates the creation of a regional approach to active transportation in the Rio Grande Valley. The region is unified by three key principles that prioritize improving connectivity, accessibility, and community health, while planning for a comprehensive active transportation system. Supporting each of the key principles are goals, outlined in Figure 1-2, that enhance non-motorized modes of transportation. Five critical success areas (Planning & Design; Policy & Programs; Education & Encouragement; Safety; and Active Tourism) that contain supporting initiatives are also identified. Of the short-term initiatives outlined in the Action Plan, five have been initiated for on-going implementation and, so far, five are planned for FY2023-2026.

Figure 1-2: Key Principles and Supporting Goals



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

Connect Transit with Active Transportation

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

Establish a Regional Hike/Bike Network

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

Connect Pedestrian Network

Filling sidewalk gaps and improving the quality of the pedestrian network



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

Improve Connections to Key Destinations

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

Ensure Equity

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

Support Education and Encouragement

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



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

Build Active Tourism Network

Supporting job creation and local spending through active tourism

Improve Mental and Physical Health

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

Improve System Safety

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

Bicycle and Pedestrian Counts [Planning & Design Initiative]

In 2020-2021, the RGV MPO, in coordination with the LRGVDC, established a regional bicycle and pedestrian (trail) count program. The initiation phase of the Program utilized private funds from the Valley Baptist Legacy Foundation to support the installation of eighteen (18) Eco-Counters on eleven (11) trails, in nine (9) cities. The data collected is being shared with TxDOT and TTI, to be used in the Texas Bicycle and Pedestrian Count Exchange (BP|CX) Program for managing and analyzing count data. Ongoing coordination, management, improvements, and expansion of the program is anticipated during FY 2023-2026 if funding opportunities remain available. The benefit: an on-going count dataset can better provide insights and data-driven support for future projects, promoting efficient system management and operation.

	Government Agency	Hike & Bike Trail	Counters
1	Brownsville	Historic Battlefield Trail	3
	Brownsville	Southmost Nature Trail	2
2	Elsa	Elsa Hike & Bike Trail	1
3	Harlingen	Arroyo Colorado Trail	1
	Harlingen	Meg Jorn Trail (25 th St. Trail)	1
4	Hidalgo County	Pct. 2 Regional Hike & Bike Trail	1
5	Los Fresnos	Los Fresnos Hike & Bike Trail	1
6	McAllen	2 nd Street Trail	3
7	Mission	Mission Mountain Biking Trails	2
8	Primera	Primera Hike & Bike Trail	1
9	San Benito	Resaca Heavin Trail	2
Total BikePed Counters to be installed on RGV Hike & Bike Trails			18

Active Transportation Facility Inventory [Planning & Design Initiative]

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

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

RGV MPO Staff will guide the completion of the first regional active transportation facility inventory and subsequent annual data collection coordination. The benefit: establishment

of data benchmarks according to community goals. In addition, a facility inventory emphasizes the preservation and improvement of the existing regional active transportation system. Additionally, the facility inventory will assist with the establishment of an active transportation regional data portal, to be developed through FY2023-2026 to be used for future plans and assist with project planning and development.

Advisory Committees [Policies & Programs Initiative]

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

Bike Share [Education & Encouragement Initiative]

In 2015, the City of McAllen introduced McAllen B-Cycle to the Rio Grande Valley as the first bikeshare program. In recognizing the interest of the region, the LRGVDC – and by extension, Valley Metro - partnered with the City of McAllen to expand their program to the entire RGV. In 2021, the LRGVDC launched RGV B-Cycle with station locations in McAllen, Brownsville, and Harlingen. This regional bikeshare program allows users to rent bicycles for short-term or monthly use as one of the public transportation options for the community. A successful bikeshare program is an important tool to support the key principles of accessibility and community health. FY2023-2026 will include ongoing coordination between the RGVMPPO BPAC and LRGVDC/Valley Metro Staff to manage and improve the regional bikeshare program.

Law Enforcement Trainings [Safety Initiative]

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

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

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While the distribution of bike helmets and lights will assist with public safety education and encouragement, the law enforcement trainings are critical to increase the safety of the transportation system for non-motorized users. The trainings will include information about the regional active transportation facilities, current bicycle and pedestrian laws at the local and state levels, information on common collision types and locations, and enforcement procedures. In addition, officers will be trained protocols for properly completing collision forms when pedestrians and bicyclists are involved. Such protocols ensure the necessary details of the crash are properly recorded for crash analysis that will take place during FY2023-2026.

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

PERFORMANCE BASED PLANNING FOR METROPOLITAN PLANNING ORGANIZATIONS

Under the FAST-Act, MPOs shall coordinate to the maximum extent practicable with public transportation providers when setting performance targets required under 49 USC 5326 and 5329. An MPO may establish its own quantifiable performance targets or an MPO may adopt a state's performance targets and support the State's efforts at achieving those targets. In the case of RGVMPPO, the Policy Board representing the transportation management area decided to adopt TxDOT's safety performance targets as required under Performance Measures PM1, PM2, & PM3:

- Pavement Condition (4 measures)
- Bridge Condition (4 measures)
- Systems Performance (3 measures)
- Freight (1 measure)
- CMAQ (3 measures)

The Rio Grande Valley MPO's Transportation Policy Board approved the adoption of the following State's safety performance targets:

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

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

- Level of Travel Time Reliability (LOTTR) Interstate
- Level of Travel Time Reliability (LOTTR) Non-Interstate

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

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

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

There are three different sets of performance measures that the MPO must comply with. They include safety targets (PM1), pavement/bridge targets, and system performance targets (PM2). The RGVMPO continues to support these targets as they are reported and adopted by TxDOT and FHWA. The RGVMPO also continues to monitor for updates to performance targets using the performance dashboard tools that TxDOT has made available. The RGVMPO has also adopted resolutions supporting TxDOT's performance targets. These can be found in the "Resolutions" section of this document.

TIP PROJECT SELECTION PROCESS

The selection of projects for the Surface Transportation Program (STP), Transportation Alternatives Set-Aside (TASA) and Proposition 1, 2, and 7 funds, is the ultimate responsibility of the RGVMPO's Transportation Policy Board (TPB). As part of the selection process, the TPB has assigned specific duties to the Technical Advisory Committee (TAC) and Bicycle-Pedestrian Advisory Committee as critical analysts toward project selection. RGVMPO staff utilizes a project scoring system for Category 7 – Metropolitan Mobility and Rehabilitation funded projects.

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Category 2 – Metropolitan and Urban Corridor projects, along with categories 1,4,8,10,11, & 12 are scored by TXDOT. A ranking of projects is comprised based on their score and priority, ultimately leading to programming within the short-range TIP and/or long-range MTP. Federal transit funding is based on an appropriations process from the United States Congress. Each year, the U.S. Department of Transportation's Federal Transit Administration (FTA) distributes the state's annual appropriation to fund a variety of transit-related activities. All grants are awarded on a reimbursement basis and expenses must be incurred before FTA disburses the federal funds. MPO staff collaborates with regional transit providers to prioritize projects for inclusion to the Transit TIP.

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

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

Project selection procedures vary from locations within a transportation management area (TMA) versus a non-TMA, as well as which type of federal funding is involved. According to 23 C.F.R. Part 450, a TMA will require collaboration between the commission, MPO, and/or public transportation operator to select projects for implementation (with use of federal funds) on an

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approved TIP. In designated TMA's an MPO, in consultation with the state's DOT and public transportation operators, shall select all federally funded projects, except those listed on the National Highway System (NHS) and projects funded under bridge, interstate maintenance, safety, or federal lands highways.

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

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

TIP MODIFICATION AND AMENDMENT POLICIES AND PROCEDURES

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

STIP Revision vs STIP Administrative Amendment



STIP Revision aka Amendment :

Amendment means a revision that involves a **major** change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas).

STIP Administrative Amendment:

Administrative modification means a **minor** revision that includes minor changes to project/ project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/ project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

CHANGES THAT **DO NOT** REQUIRE A STIP REVISION

- ▶ Change in CSJ
- ▶ Change in estimated federal cost resulting in a total project cost of less than \$1.5 million
- ▶ Change in letting date
- ▶ Change from one state funding category to another state-funding category
- ▶ Change in the project limits for a state-funded project
- ▶ Change in TIP year for a state-funded project
- ▶ Change in project scope of work for a state-funded project
- ▶ Change in one federal funding category to another federal category
- ▶ Addition of a project to a Statewide Program (using a Statewide CSJ)

CHANGES THAT REQUIRE A STIP REVISION—Breaking a Business Rule

- Adding federally funded projects
- Adding regionally significant state or locally-funded projects locally-funded for illustrative purposes unless there are environmental or AQ impacts)
- Change in the project scope of work
- Change in the project limits
- Changes from state funding category to federal funding category (same as adding a federally funded project)
- If the MPO's project selection procedures do not provide for selecting projects in the second or third years, a change in TIP year would require a revision
- Change in Transit Grantees for FTA Section 5310 projects
- Changes in an estimated federal cost exceeding 50% and resulting in a revised total cost exceeding \$1,499,999. An amendment is not required when a change in estimated federal cost results in a total project cost of under \$1,500,000. This point is clarified by examples presented on the next page.

CHANGES THAT REQUIRE A STIP REVISION - continued

Initial Cost	Revised Cost	Amendment Needed
\$800,000	\$1,450,000	No (increase > 50%, revised cost < \$1,499,999)
\$800,000	\$1,550,000	Yes (increase > 50%, revised cost > \$1,499,999)
\$1,500,000	\$2,200,000	No (increase < 50%, revised cost > \$1,499,999)
\$1,500,000	\$2,300,000	Yes (increase > 50%, revised cost > \$1,499,999)
\$14,000,000	\$20,000,000	No (increase < 50%, revised cost > \$1,499,999)
\$20,000,000	\$32,000,000	Yes (increase > 50%, revised cost > \$1,499,999)

- If project changes types of lanes (same as project scope of work changing) examples:
 - (HOV / E x L)— HOV / Tolled Express Lanes
 - (HOV) - HOV Lanes
 - (E x L) - Express Lanes
 - (ML / T) - Tolled Managed Lanes
 - (-C) - Concurrent Lanes
 - (-R) - Reversible Lanes

- Removing or adding a phase of work, e.g., PE, Construction or ROW (same as change in the project scope of work)

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

FY 2023-2026 Comprehensive TIP Text – DRAFT

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

YEAR OF EXPENDITURE

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

- ROW cost - obtained cost from ROW section and/or Advanced Funding Agreements.
- PE Cost - obtained Preliminary Engineering cost from our consultant management section, projects done in house were given a standard 4.9% of the construction estimate cost
- CE Cost & Contingencies Cost - obtained percentages from our District Design Engineer, the breakdown is as follows:
 - Projects less than \$2 M = 7.5% CE, 7% Contingencies \$2.0 M to \$10.0 M = 5% CE, 6.5%
 - Contingency costs are no longer eligible for funding through Category 7 and must be absorbed by the project developer
- Indirect Cost - As per Design Division, Pharr District has a rate of 6.2% of the construction estimate cost

AIR QUALITY ISSUES

The Clean Air Act of 1990 places several requirements on communities to maintain and improve urban air quality. In response to the Act, the U.S. Department of Transportation has identified those communities in the nation with poor air quality as non-attainment areas and those with good air quality are classified as attainment areas. U.S. EPA conformity requirements 10 CFR 51 require air quality in non-attainment and maintenance areas for significant projects funded with federal funds. The RGVMPO MAB is currently in attainment under all categories of the National Ambient Air Quality Standards, according to the EPA classification.

TRANSPORTATION RESILIENCE

Transportation Resilience is an ongoing planning effort that is currently under development by the RGVMPO to address reliability and resiliency measures on our regions' transportation system. Natural disasters and climate change have caused significant impacts in the Rio Grande Valley's Road systems, the RGVMPO plans on reducing vulnerability risks by using strategies to prepare for disaster recovery and improve safety on our roads. In coordination with the Texas Department of Transportation (TxDOT), Texas Transportation Institute (TTI), the Association of Texas Metropolitan Planning Organizations (TEMPO), and other resiliency working groups, some critical factors identified for the Rio Grande Valley are flooding, hurricanes, evacuation routes and shelters, public health, emergency response, border and freight security, and wind impacts. Currently a sub-committee is in the process of being formed to facilitate transportation resiliency planning efforts for the region. FY2023-2026 will see on-going implementation of the developing RGVMPO Transportation Resiliency Plan.

AMERICANS WITH DISABILITIES ACT (ADA)

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

Discussion and Possible Action on the FY 2021 - 2024 TIP & 2045 MTP Amendment, February 2022 Revisions

- Staff will be accepting any amendments to current projects, or submittal of new projects, beginning:
 - November 1st
- TIP revisions will be submitted to TAC for discussion and consideration on:
 - November 18th
- TAC may take final action and approval of the amendments on:
 - December 2nd
- Staff will provide versions of the TIP/STIP update for discussion to Policy on:
 - December 15th
- Final action by TPB will be on:
 - January 19, 2022
- Public involvement shall begin on **December 3rd** after the second review by TAC on the **December 2nd**.

(As of 11/24/2021)

February 2022 – Administrative Modifications & Revisions Summary Sheet

FY 2021-2024 TIP & 2045 MTP

(CSJ# - Project Name - FY - Project Update)

0921-02-362 – Russell Rd. – FY 2024 – Added new CSJ#, Revised project description

0921-02-475 – Nolana Loop (S4) – FY 2030 – Added CSJ#

I Rd. (Dicker to Military) – FY 2026 – Pending CSJ#

1064-01-043 was replaced by 0921-02-493 (ROW) – FY 2023 – FM 676 - grouped during November 2021 Revision cycle – Remove from TIP tables

0921-02-429 - RGV B-Cycle Bikeshare – Remove from TIP and transfer funds to 0921-02-431 – Jackson Rd. Hike & Bike Ph. II (FY 2022)

0921-02-394 – FY 2024 - Revise funding to reflect Rider 11B (\$8,900,000)

0921-26-113 – US 83/FM755 - Add project to FY 2024, funded with LOCAL \$ (Starr County)

City of Harlingen Projects Added to Unfunded List on MTP:

BUS 77 – Traffic Circle

Chester Park – Realignment

Commerce Street – Reconstruction

Dixieland – LED Lighting

FM 509

Grimes St – Extension

I-2 - Connector Bridge

I-69 Exit Ramp

I-69 – LED Lighting

I-69E – Turnaround Lanes

Loop 499 – LED Lighting

Primera Rd – Reconfiguration

Washington Rd - Extension

FY 2020-2045 Metropolitan Transportation Plan (MTP) - RGVMP

Project Phase	AFSA Execution Year	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Estimate (4.9% 2011 const cost)	CE Cost (est M 7.5%, \$2-\$10 M 5%-\$10 M 4.5%, of 2011 const cost)	Contingencies (est M 7%, \$2-\$25 M 6.5%, \$25-\$50 M 9%, \$50M 7% of 2011 const cost)	FY 2020 Total Project Cost	FY 2020 Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMAP	Cat 4 - Statewide Connectivity	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Earmark	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL							
BROWNSVILLE																																							
C	2020	South Port Connector	On South Port Connector, From Ostos Road	S.H. 4	BMPO-P1	0921-06-288	2.1	Construct a direct connector at Port of Brownsville	BND	\$ 18,840,283	\$ 18,840,283	\$ 513,700	\$ 923,174	\$ 600,000	\$ 650,000	\$ 20,363,457	\$ 18,032,868					\$ 1.53	\$ 11.20			\$ 5.30					\$ 18.03								
C	2019	CS	B Metro Eastside Transfer Station	At Jose Colunga Jr & Billy Mitchell	BMPO-TE14	0921-06-304		Construct Bus Facility	City of Brownsville	\$ 812,862	\$ 812,862	\$ -	\$ 39,830	\$ 51,861	\$ 10,486	\$ 966,900	\$ 812,862							\$ 0.51					\$ 0.30	\$ 0.81									
C		FM 802	F.M. 1847	Old Port Isabel Rd.	BMPO-TTI	1140-02-038	1.3	Proposed 6 lanes with raised center median.	TXDOT	\$ 7,500,000	\$ 7,500,000	\$ -	\$ 256,487	\$ 259,628	\$ 104,165	\$ 6,050,478	\$ 6,354,499		\$ 14.00											\$ 14.00									
E	2020	Veterans International Bridge at Los Tomates	Port of Entry		BMPO-CCR2	0921-06-313		Expansion of primary lanes for passenger vehicles.	CCRMA	\$ 13,134,449	\$ 13,134,449	\$ -	\$ 500,000	\$ 1,444,396	\$ 898,345	\$ 15,977,190	\$ 500,000												\$ 0.50	\$ 0.50									
																						\$ 25,700,229							\$ 11,198,000										
HARLINGEN/ SAN BENITO																																							
HIDALGO																																							
E	2020	Mile 10 North	Westgate (Mile 6 W)	FM 1015	HC-264	0921-02-360	3	Widen to 4 lanes - Urban	Weslaco / HC 1	\$ 12,194,434	\$ 12,194,434	\$ 2,200,000	\$ 1,240,022	\$ 1,700,000	\$ -	\$ 18,675,784	\$ 1,240,022												\$ 1.24	\$ 1.24									
R		Donna Int'l Bridge Commercial Approach	Donna BSIF	Future IBTC / FM 493 intersection	HC-275r	0921-02-382	3.02	Construct 4 lane controlled access tolled facility	Donna	\$ 51,821,636	\$ 51,821,636	\$ 3,300,000	\$ -	\$ -	\$ -	\$ 55,121,636	\$ 3,300,000												\$ 3.30	\$ 3.30									
C	2019	Signal Improvements	Within Hidalgo County		HC-363	0921-02-155		Traffic signal hardware improvements	Various	\$ 1,000,000	\$ 1,000,000	\$ -	\$ 49,000	\$ 75,000	\$ 70,000	\$ 1,256,000	\$ 1,000,000					\$ 1.00								\$ 1.00									
TAP	2020	Pharr Comprehensive Pedestrian Safety Wellness Plan	City limits	City limits	HC-357	0921-02-389	12	Planning study for new construction pedestrian safety improvements	Pharr	\$ -	\$ -	\$ -	\$ 254,000	\$ -	\$ -	\$ 254,000	\$ 254,000							\$ 0.17					\$ 0.09	\$ 0.25									
TAP	2020	Vision Zero Planning Study	City limits	City limits	HC-356	0921-02-390		Vision Zero Planning Study	McAllen	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000							\$ 0.15					\$ 0.15										
R		SH 68	US 83	FM 1925	HC-295b	3629-01-001	10	Construct new 4 lane divided rural highway facility	TXDOT	\$ 180,000,000	\$ 180,000,000	\$ 92,629,626	\$ 6,500,000	\$ 2,475,000	\$ 3,850,000	\$ 288,864,626	\$ 92,629,626												92.63	\$ 92.63									
																						\$ 98,573,648							\$ 1,000,000										
BROWNSVILLE																																							
E	2020	CS	On Morrison Rd, from FM 1847	FM 511	BMPO-E3	0921-06-291		Construct 4 lane Urban Roadway.	CCRMA	\$ 21,000,000	\$ 21,000,000	\$ 150,000	\$ 500,000	\$ 900,000	\$ 200,000	\$ 22,750,000	\$ 500,000												\$ 0.50	\$ 0.50									
																						\$ 500,000																	
HARLINGEN/ SAN BENITO																																							
E,R		CS	S. Parallel Corridor, FM 2520	FM 1577	HSB-110	0921-06-257	2.2	New Location - 2 lane Rural roadway in a proposed 120 Foot ROW	Cameron County	\$ 9,000,000	\$ 9,000,000	\$ 1,000,000	\$ 1,200,000	\$ -	\$ -	\$ 11,200,000	\$ 2,200,000												\$ 2.20	\$ 2.20									
																						\$ 2,200,000							\$ -										
HIDALGO																																							
TAP	2019	VA	Cano St.	Freddy Gonzalez	HC-359	0921-02-392	1	Installation of solar powered lighting along the Cano walking trail	Edinburg	\$ 534,400	\$ 534,400	\$ -	\$ -	\$ -	\$ -	\$ 556,631	\$ 534,400								\$ 0.42				\$ 0.11	\$ 0.53									
C		CS	On 365 Tollway, FM 396 (Anzalduas Highway) Phase II	US 281 Military Highway	RMA-1aa	0921-02-368	12.5	Construct 4-lane controlled access tolled facility	HCRMA	\$ 258,618,363	\$ 258,618,363	\$ 23,475,000	\$13,738,040	\$10,906,321	\$ 3,303,155	\$ 310,040,879	\$ 258,618,363								\$ 22.54		\$ 4.46	\$ 14.39	\$ 217.23	\$ 258.62									
E		International Bridge Trade Corridor (BTC)	365 Tollway at FM 493	IH-2	RMA-3	0921-02-142		Construct non-tolled 4 lane divided (at grade) highway (interim)	HCRMA	\$ 96,270,000	\$ 96,270,000	\$ 40,000,000	\$ 8,000,000	\$ 6,500,000	\$ 5,078,652	\$ 159,988,238	\$ 8,000,000											\$ 8.00	\$ 8.00										
R	2018	CS	Liberty Blvd, from Mile 3	US 83	HC-284ar	0921-02-194	2.4	Widen from 2 to 4 lanes with dedicated left turn lane	Hidalgo County	\$ 9,448,858	\$ 9,448,858	\$ 1,185,242	\$ 219,782	\$ 1,086,619	\$ -	\$ 13,034,594	\$ 1,185,242									\$ 0.70		\$ 0.08	\$ 1.19										
R	2018	CS	On Veterans SH 495 from IH-2-US 83	SH 364 (La Homa Rd)	HC-50r	0865-01-108	2.3	Construct 4 lane divide urban section	Palmview/ HC 3	\$ 12,745,750	\$ 12,745,750	\$ 2,699,360	\$ 371,667	\$ 632,189	\$ 253,640	\$ 17,883,617	\$ 2,699,360												\$ 2.70	\$ 2.70									
R	2018	CS	On Taylor Rd, from Bus 83	I-2 (US 83)	HC-256r	0921-02-327	1	Widen from 2 to 4 lanes Roadway	HC 3	\$ 4,500,000	\$ 4,500,000	\$ 1,192,488	\$ 371,667	\$ 500,000	\$ 365,050	\$ 7,468,223	\$ 1,192,488												\$ 1.19	\$ 1.19									
R	2020	CS	On Taylor Rd @Mile 2 N	Business 83	HC-257r	0921-02-328	2	Widen from 2 lanes to 4 lane divided urban	HC 3	\$ 6,006,390	\$ 6,006,390	\$ 2,011,852	\$ 743,333	\$ 887,802	\$ 376,725	\$ 10,662,880	\$ 2,011,852												\$ 2.01	\$ 2.01									
R	2020	CS	On Liberty Blvd, from Mile 3 Rd	FM 2221	HC-284br	0921-02-322	3.8	Construct 2 lanes with shoulders (on new location from mile 4 to FM 2221)	HC 3	\$ 8,598,629	\$ 8,598,629	\$ 2,030,000	\$ 347,988	\$ 1,576,755	\$ -	\$ 13,755,983	\$ 2,030,000												\$ 2.03	\$ 2.03									
E		SH 495 Ext. (Section 1)	FM 1423	FM 493		0921-02-470		Proposed construction of 4 lane divided urban section within 100ft of ROW	PCT 1	\$ 18,534,600	\$ 18,534,600	\$ 8,753,600	\$ 4,494,851	\$ 2,038,806	\$ -	\$ 33,821,857	\$ 2,244,851											\$ 2.24	\$ 2.24										
E		SH 495 Ext. (Section 2)	FM 493	Mile 6 Rd		0921-02-471		Proposed construction of 4 lane divided urban section within 100ft of ROW.	PCT 1	\$ 11,756,400	\$ 11,756,400	\$ 4,413,440	\$ 3,121,285	\$ 1,293,204	\$ -	\$ 20,584,329	\$ 1,560,643											\$ 1.56	\$ 1.56										
E		FM 1925 (Section 1)	FM 2221	3.1 Miles N		0921-02-472		Proposed 2-lane rural highway with 10 ft. shoulders in 120 ft. of ROW	PCT 3	\$ 9,511,200	\$ 9,511,200	\$ 772,727	\$ 2,620,315	\$ 1,046,232	\$ -	\$ 13,950,474	\$ 1,320,315											\$ 1.32	\$ 1.32										
E		FM 1925 (Section 2)	Jarachina Rd	8.6 Miles East (New Location)		0921-02-473		Proposed 2-lane rural highway with 10 ft. shoulders in 120 ft. of ROW	Pct. 3	\$ 26,222,400	\$ 26,222,400	\$ 4,371,939	\$ 5,764,113	\$ 2,884,464	\$ -	\$ 39,242,916	\$ 2,764,113											\$ 2.76	\$ 2.76										
E		CS	On Cesar Chavez from Business 83	Ridge	HC-344	0921-02-399	1	Widen from 2 to 4 lanes	San Juan / Alamo / HC 1-2	\$ 6,193,200	\$ 6,193,200	\$ 1,000,000	\$ 249,994	\$ 655,000	\$ -	\$ 8,482,172	\$ 249,994											\$ 0.25	\$ 0.25										
R	2019	Eldora Rd	FM 3362 (Jackson Rd)	Veterans Blvd (I Rd)	HC-322r	0921-02-403	2.3	Widen from 2 to 4 Lane Divided	HC 2	\$ 12,204,142	\$ 12,204,142	\$ 1,200,000	\$ 893,159	\$ 1,518,417	\$ -	\$ 16,672,565	\$ 1,200,000											\$ 1.20	\$ 1.20										
R	2020	CS - Nolana Loop (S1)	FM 1426 (Raul Longoria)	FM 907	HC-152ar	0921-02-361	2.25	Widen from 2 to 4 Lane Divided	HC 2 / McAllen	\$ 12,140,418	\$ 12,140,418	\$ 2,000,000	\$ 230,275	\$ 1,200,000	\$ 789,127	\$ 17,112,526	\$ 2,000,000									\$ 2.00		\$ 2.00											
E		FM 676	Taylor Rd	FM 2220	HC-144	1064-01-043	1	Widen from 2 to 4 Lane Divided	McAllen / HC 4	\$ 6,000,000	\$ 6,000,000	\$ 1,202,648	\$1,839,870	\$ 500,000	\$ 119,400	\$ 9,886,318	\$ 1,839,870											\$ 1.83	\$ 1.83										
C		FM 1926 (23rd st)	SH 1926 (23rd st) & Kandlewood Ave		HC-311	1804-01-069	1	Addition of North and South bound center turn lanes	McAllen	\$ 94,785	\$ 94,785	\$ 16,000	\$ 4,361	\$ 4,450	\$ -	\$ 125,114	\$ 94,785											\$ 0.09	\$ 0.09										
																						\$ 289,546,276							\$ 9,628,485										
BROWNSVILLE																																							
E	2020	CS	On East Loop, from I-69E	SH 4	BMPO-E4	0921-06-315	11.1	Construction of 4 to 6 lane roadway	CCRMA	\$ 96,636,622	\$ 96,636,622	\$ 5,600,000	\$ 3,875,000	\$ 4,831,833	\$ 4,900,000	\$ 120,887,889	\$ 3,875,000											\$ 3.88	\$ 3.88										
R	2020	CS	On East Loop, from I-69E	SH 4	BMPO-E4	0921-06-315	11.1	Construction of 4 to 6 lane roadway	CCRMA	\$ 96,636,622	\$ 96,636,622	\$ 5,600,000	\$ 3,875,000	\$ 4,831,833	\$ 4,900,000	\$ 120,887,889	\$ 5,600,000											\$ 5.60	\$ 5.60										
E	2021	CS	On Old Alice Road, Sports Park Blvd	SH 100	BMPO-E2	0921-06-290	4.9	Widen from 2 lane to 4 lane Urban Roadway	Cameron County	\$ 18,662,525	\$ 22,705,815	\$ -	\$ 1,100,000	\$ 1,650,000	\$ -	\$ 21,412,525	\$ 1,100,000											\$ 1.10	\$ 1.10										

FY 2020-2045 Metropolitan Transportation Plan (MTP) - RGVMP

Project Phase	AFPA Execution Year	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Estimate (4.9% 2011 const cost)	CE Cost (\$2 M 7.5%, \$2-\$10 M 5%, >\$10 M 4.5% of 2011 const cost)	Contingencies (\$2M 7%, \$2-\$5M 6%, \$5-\$10M 7%, >\$10M 7% of 2011 const cost)	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMP	Cat 4 - Statewide Connectivity	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Earmark	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
C, E	2020	VA	Southmost Nature Trail Phase, from Manzano St	La Posada Dr.	BMPO-ST1	0921-06-280	0.8	Construct 10' concrete trail	City of Brownsville	\$ 356,250	\$ 356,250	\$ -	\$ -	\$ 18,750	\$ 26,250	\$ 413,709	\$ 375,000					\$ 0.36								\$ 0.02		\$ 0.38
C	2020	VA	2 Mi North of FM 511/FM 1847 Int.	Along Canal, 7 mi E, .38 mi N, 0.3 mi W	BMPO-BL1	0921-06-322	1.1	Construct 10' Hike and Bike Trail between Brownsville and Los Fresnos	City of Brownsville	\$ 999,080	\$ 999,080	\$ -	\$ 48,954	\$ -	\$ 19,882	\$ 1,161,776	\$ 999,080							\$ 0.64						\$ 0.36		\$ 1.00
E	2020	CS	On West Rail Trail, From Palm Blvd @ Former Rail Line	I-69E SB Frontage Road, W. of Old Alice Road	BMPO-E7	0921-06-293	6.5	Construct Multimodal Facility	CCRMA	\$ 6,240,000	\$ 6,240,000	\$ -	\$ 1,000,000	\$ 660,000	\$ 200,672	\$ 9,146,001	\$ 1,000,000					\$ 1.00									\$ 1.00	
E			Dana Road	FM 802	BMPO-DR1	0921-06-330	2.4	Widen roadway and add sidewalks	CCRMA	\$ 14,978,700	\$ 18,952,833	\$ -	\$ 517,440	\$ 1,198,300	\$ 210,144	\$ 16,904,584	\$ 517,440													\$ 0.52		\$ 0.52
C, E	2020	West Rail Trail, Ph. I	West Rail Trail on Palm Blvd @ Former Rail Line	I-69E SB Frontage Road, W. of Old Alice Road	BMPO-E7	0921-06-293	6.5	Construct Multimodal Facility	Brownsville	\$ 6,270,000	\$ 6,270,000	\$ -	\$ -	\$ 501,600	\$ -	\$ 6,771,600	\$ 6,771,600													\$ 6.77		\$ 6.77
C, E	2020	SH 550	0.203mi S of FM 1847	1.13mi SE of UPRR Overpass @ FM 3248	BMPO-CCR1	0684-01-068	3.9	Construct Contolled Access Tolloed Facility	CCRMA	\$ 20,474,607	\$ 20,474,607	\$ -	\$ 1,000,000	\$ 1,631,503	\$ 743,425	\$ 23,849,535	\$ 23,106,110					\$21.51 (\$2.16 CRRSAA)								\$ 1.60		\$ 23.11
C, E	2020	Veterans International Bridge at Los Tomates	CBP Primary Inspection Lanes		BMPO-AA1	0921-06-313		Expansion of primary lanes for passenger vehicles.	CCRMA	\$ 13,134,449	\$ 13,134,449	\$ -	\$ 500,000	\$ 1,444,396	\$ 898,345	\$ 15,977,190	\$ 14,578,845					\$ 14.6									\$ 14.60	
HARLINGEN/ SAN BENITO																		\$ 57,923,075	\$ 38,950,000.00													
C		IH-69E	Industrial Blvd	Loop 499/ Primavera Rd	HSB-115	0039-07-257		NB and SB Ramps Reversal	TxDOT	\$ 2,813,725	\$ 2,813,725	\$ -	\$ 135,169	\$ 110,618	\$ 39,171	\$ 3,382,538	\$ 2,813,725		\$ 2.81													\$ 2.81
C		Bus 77X	Jefferson Ave	0.035 Mi S of SS 206	HSB-135	0327-08-102		Install Raised Median	TxDOT	\$ 651,026	\$ 651,026	\$ -	\$ 31,900	\$ 18,554	\$ 6,706	\$ 718,863	\$ 651,026					\$ 0.65									\$ 0.65	
C, E	2019	CS	On Stuart PL Rd, 0.18 MI N of Primavera Rd	FM 2994-Wilson Rd	HSB-128	0921-06-311		Construction of 1.2mi of ADA-accessible 5 to 6 foot wide sidewalk	City of Primavera	\$ 482,010	\$ 482,010	\$ -	\$ 21,690	\$ 50,611	\$ -	\$ 578,412	\$ 578,412					\$ 0.58									\$ 0.58	
C	2017	CS	S Parallel Corridor, FM 509	FM 2520	HSB-133	0921-06-252	2.4	Construct 2 lane rural	Cameron County	\$ 7,500,000	\$ 7,500,000	\$ -	\$ -	\$ 825,000	\$ -	\$ 8,749,496	\$ 7,500,000								\$ 1.68	\$ 1.33	\$ 4.50					\$ 7.50
C, E	2018	Loop 499	Rio Hondo Road	FM 106 (Harrison Ave)	HSB-127	0921-06-312	1.48	Construction of 1.48 mi of ADA accessible 6 ft wide sidewalks	City of Harlingen	\$ 428,489	\$ 428,489	\$ 1,946	\$ 9,732	\$ 53,200	\$ 25,653	\$ 571,490	\$ 544,711					\$ 0.52								\$ 0.026		\$ 0.54
HIDALGO																		\$ 22,273,175	\$ -													
TAP	2019	VA	Donna Sidewalk Project	S. International Blvd.	HC-360	0921-02-393	4.9	Rehabilitation of deteriorated sidewalks and construction of new sidewalks	Donna	\$ 340,741	\$ 340,741	\$ -	\$ -	\$ -	\$ -	\$ 357,241	\$ 340,741						\$ 0.34									\$ 0.34
C	2018	TL2	Anzalduas Land Port of Entry NB Empties		HC-352	0921-02-379		Inbound commercial inspection pre-primary inspection pre-cleared cargo traffic	McAllen	\$ 43,700,000	\$ 43,700,000	\$ -	\$ 3,496,000	\$ 4,370,000	\$ -	\$ 53,308,091	\$ 43,700,000								\$ 12.10					\$ 31.60		\$ 43.70
TAP	2020	VA	Canton Rd & Jackson Rd (Edinburg)	Bicentennial HB & Wisconsin (McAllen)	HC-370	0921-02-431	2.8	Jackson Rd Hike & Bike Project Phase II	McAllen / Edinburg	\$ 2,753,775	\$ 2,753,775	\$ 370,000	\$ -	\$ -	\$ -	\$ 3,211,886	\$ 2,753,775						\$ 0.81							\$ 1.94		\$ 2.75
C		FM 1926 (23rd st)	At FM 1926 (23rd st) & Hackberry Ave		HC-310	1804-01-068	1	Addition of North and South bound center turn lanes	McAllen	\$ 86,265	\$ 86,265	\$ 16,000	\$ 3,969	\$ 4,050	\$ -	\$ 121,586	\$ 86,265					\$ 0.09									\$ 0.09	
C		SH 336	Intersection Business US 83	135ft S Intersection US Business 83	HC-312	0621-01-106	0.025	Addition of north bound right turn lane	McAllen	\$ 77,958	\$ 77,958	\$ 31,000	\$ 3,587	\$ 3,660	\$ -	\$ 123,986	\$ 77,958					\$ 0.08									\$ 0.08	
C		FM 1926 (23rd st)	At FM 1926 (23rd st) & Ebony Ave		HC-313	1804-01-071	2	Addition of east, north and south bound center turn lanes	McAllen	\$ 141,219	\$ 141,219	\$ 21,000	\$ 6,497	\$ 6,630	\$ -	\$ 188,521	\$ 141,219					\$ 0.14									\$ 0.14	
C		SS 115	At FM 1926 (23rd st) & Jackson Ave		HC-314	1804-01-072	1	Addition of North and South bound center turn lanes	McAllen	\$ 116,618	\$ 116,618	\$ 31,000	\$ 5,366	\$ 5,475	\$ -	\$ 169,519	\$ 116,618					\$ 0.17									\$ 0.17	
C, E		CS	On Taylor Rd from Bus 83	1-2 (US 83)	HC-256	0921-02-327	1	Widen from 2 to 4 lanes with left turn lane	Hidalgo County	\$ 4,500,000	\$ 4,500,000	\$ 1,192,488	\$ 371,667	\$ 500,000	\$ 365,050	\$ 7,468,223	\$ 5,000,000					\$ 5.0 (\$4.5 M CRRSAA)									\$ 5.00	
C	2018	VA	Anzalduas Int Bridge Port of Entry	South Bound	HC-277	0921-02-303		Construction of Southbound Inspection Station	McAllen	\$ 10,000,000	\$ 10,000,000	\$ -	\$ 800,000	\$ 1,281,660	\$ -	\$ 12,506,367	\$ 10,000,000					\$ 0.51			\$ 5.49	\$ 4.00					\$ 10.00	
R	2020	CS	On Mile 6 W from SH 107	Mile 11 N	HC-1488br	0921-02-286	5.5	ROW Acquisition for CONST. & Widen from 2 to 4 Lanes	HC 1	\$ 31,202,489	\$ 31,202,489	\$ 4,396,313	\$ 992,000	\$ 3,410,000	\$ 1,316,000	\$ 43,832,238	\$ 4,396,313					\$ 4.40									\$ 4.40	
TAP	2020	VA	City Pharr	City Alamo	HC-371	0921-02-432	13.4	PSJA Tri-City Ped Improvement Phase II	Pharr / San Juan / Alamo	\$ 2,196,840	\$ 2,196,840	\$ -	\$ -	\$ -	\$ -	\$ 2,282,736	\$ 2,196,840					\$ 1.62								\$ 0.58		\$ 2.20
TAP		VA	Within Hidalgo County		HC-369	0921-02-430		Hidalgo County Active Mobility Plan	Valley Metro	\$ 330,000	\$ 330,000	\$ -	\$ -	\$ -	\$ -	\$ 342,903	\$ 330,000						\$ 0.33								\$ 0.33	
R		International Bridge Trade Corridor (IBTC)	365 Tollway at FM 493	IH-2	RMA-3	0921-02-142		Construct non-tolled 4 lane divided (at grade) highway (interim)	HCRMA	\$ 96,270,000	\$ 96,270,000	\$ 40,000,000	\$ 8,000,000	\$ 6,500,000	\$ 5,078,652	\$ 159,988,238	\$ 40,000,000												\$ 40.00		\$ 40.00	
R	2020	CS	On Mile 10 N from Mile 6 (Westgate)	FM 1015	HC-264r	0921-02-360	3	Widen from 2 to 4 lanes	Hidalgo County	\$ 12,194,434	\$ 12,194,434	\$ 2,200,000	\$ 1,240,022	\$ 1,700,000	\$ -	\$ 19,224,973	\$ 2,200,000					\$ 2.20									\$ 2.20	
R	2019	CS	On Inspiration Rd/ Military Parkway Loop from IH-2	FM 1016	HC-341r	0921-02-395		Widen from 2 to 4 lane Divided	Hidalgo County	\$ 20,047,928	\$ 20,047,928	\$ 3,000,000	\$ 1,276,483	\$ 2,205,272	\$ -	\$ 28,414,311	\$ 3,000,000					\$ 3.00									\$ 3.00	
R, E		CS	On Cesar Chavez from Business 83	Nolana Loop	HC-326r	0921-02-405	2.8	Widen from 2 to 4 lanes	San Juan / Alamo / HC 1-2	\$ 18,064,345	\$ 18,064,345	\$ 4,570,000	\$ 1,151,217	\$ 2,567,723	\$ -	\$ 28,558,177	\$ 5,721,217					\$ 4.57							\$ 1.15		\$ 5.72	
R	2019	CS	On Cesar Chavez from Business 83	Ridge	HC-344r	0921-02-399	1	Widen from 2 to 4 lanes	San Juan / Alamo / HC 1-2	\$ 6,193,200	\$ 6,193,200	\$ 1,000,000	\$ 249,994	\$ 655,000	\$ -	\$ 8,482,172	\$ 1,000,000					\$ 1.00									\$ 1.00	
C		FM 676 (Mile 5 N)	SH 364 E (La Homa Rd)	SH 107 (Conway)	HC-117b	1064-01-032	2.39	Widen from 2 to 4 Lane Divided	TXDOT / HC 3	\$ 16,149,113	\$ 16,149,113	\$ 1,200,000	\$ 423,987	\$ 450,000	\$ 650,000	\$ 19,493,100	\$ 16,149,113		\$ 16.15												\$ 16.15	
FY 2020																		\$ 137,210,059	\$ 21,150,046													
BROWNSVILLE																																
C & E		Mesquite St	Interior Roads at Olmito Townsite	FM 1732	BMPO-CY1	0921-06-326		Construct 5' concrete sidewalks	Cameron County	\$ 398,706	\$ 398,706	\$ -	\$ 19,537	\$ -	\$ 7,934	\$ 441,414	\$ 418,243												\$ 0.02		\$ 0.42	
E	2020	CS	On Whipple Rd, FM 1575	FM 1847	BMPO-E5	0921-06-292	1.3	Proposed 2 lane roadway with continuous left turn lane	CCRMA	\$ 4,000,000	\$ 4,000,000	\$ -	\$ 380,300	\$ 440,000	\$ 260,000	\$ 5,232,892	\$ 380,300					\$ 0.38									\$ 0.38	
C		Bejarano-McFarland-Galvan Trail Ext	SH 100 & Roy St	Arturo Galvan Coastal Park Entrance	BMG-1	0921-06-351	6.6	Extend & Construct sidewalk, ADA ramps, and bus stop improvements	Port Isabel	\$ 435,300	\$ 435,300					\$ 741,825	\$ 741,825						\$ 0.54						\$ 0.20		\$ 0.74	
C	2020	West Rail Trail	West Rail Trail on Palm Blvd @ Former Rail Line	I-69E SB Frontage Road, W. of Old Alice Road	BMPO-E7B	0921-06-350	6.5	Purchase/Installation of Amenities (Multimodal Facility)	Brownsville	\$ 900,000	\$ 900,000	\$ -	\$ -	\$ -	\$ 1,125,000	\$ 1,125,000						\$ 1.13								\$ 1.13		
C		VA	On W side of FM 1847, Henderson Road	First Street	BMPO-BL3	0921-06-325	0.8	Construct sidewalk on west side of FM 1847	City of Los Fresnos	\$ 386,012	\$ 386,012	\$ -	\$ 18,915	\$ -	\$ 7,681	\$ 427,701	\$ 412,608					\$ 0.39							\$ 0.03		\$ 0.41	
C	2020	VA	Phase 1 terminus, 1 Mile North	0.38 miles west, 0.1 miles north	BMPO-BL2	0921-06-324	1.4	Construct 10' Hike and Bike Trail between Brownsville and Los Fresnos	City of Brownsville	\$ 999,080	\$ 999,080	\$ -	\$ 44,954	\$ -	\$ 19,882	\$ 1,088,940	\$ 999,080						\$ 0.64							\$ 0.36		\$ 1.00
FY 2021																		\$ 4,077,056	\$ 380,300													

FY 2020-2045 Metropolitan Transportation Plan (MTP) - RGVMP

Project Phase	AFA Execution Year	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Estimate (4.9% 2011 const cost)	CE Cost (\$2 M 7.5%, \$2-\$10 M 5%, >\$10 M 4.5% of 2011 const cost)	Contingencies (\$2M 7%, \$2-\$5M 6.6%, \$5-\$10M 7%, >\$10M 7% of 2011 const cost)	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMAP	Cat 4 - Statewide Connectivity	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Earmark	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL	
HARLINGEN/ SAN BENITO																																	
C		CS	S. Parallel Corridor, FM 2520	FM 1577	HSB-110	0921-06-257	2.2	New Location - 2 lane Rural roadway in a proposed 120 Foot ROW	Cameron County	\$ 9,000,000	\$ 9,000,000	\$ 1,000,000	\$ 1,200,000	\$ -	\$ -	\$ 11,200,000	\$ 9,000,000					\$ 9.00											\$ 9.00
E		Arroyo-Colorado Trail, Ph. III	McKelvey Park	77 Sunshine Strip	Arroyo-1	0921-06-349	1.1	Planning for the Arroyo Colorado Trail, Ph. III	Harlingen				\$ 141,568			\$ 179,200	\$ 179,200							\$ 0.179							\$ 0.002	\$ 0.18	
C.E.R	2019	FM 509	FM 508	FM 1599	HSB-509	0921-06-254	2.3	New Location 2 lane Rural Roadway	CCRMA	\$ 7,280,000	\$ 7,280,000	\$ 2,000,000	\$ 686,000	\$ 617,967	\$ 124,949	\$ 11,944,850	\$ 9,966,000		\$ 7.28						\$ 0.69				\$ 2.00	\$ 9.97			
\$ 19,145,200																	\$ -																
HIDALGO																																	
C.E	2018	CS	Liberty Blvd from Mile 3	US 83	HC-284a	0921-02-194	2.4	Widen from 2 to 4 lanes with dedicated left turn lane	HC 3	\$ 9,448,858	\$ 9,448,858	\$ 1,185,242	\$ 219,782	\$ 1,086,619	\$ -	\$ 13,034,594	\$ 10,535,477					\$ 10.14							\$ 0.40	\$ 10.54			
C.E.R	2020	CS	On Hi-Line Rd. From Cage Blvd	Veterans Rd	HC-336	0921-02-375	1	Widen to 2 lane with continuous left turn and shoulders	Pharr	\$ 7,386,161	\$ 7,386,161	\$ 350,000	\$ 361,922	\$ 590,893	\$ 480,100	\$ 9,823,086	\$ 8,327,054					\$ 6.67							\$ 1.66	\$ 8.33			
C		FM 676	Taylor Rd	FM 2220	HC-144	1064-01-043	1	Widen from 2 to 4 Lane Divided	TXDOT / HC 4	\$ 6,000,000	\$ 6,000,000	\$ 1,202,648	\$ 1,839,870	\$ 500,000	\$ 119,400	\$ 9,886,318	\$ 6,000,000								\$ 1.00				\$ 6.00				
C		SH 107	Bus 281-W	I-69C (US 281)	HC-337	0342-01-093	1.3	Operational Improvements and Rehabilitation	TXDOT / HC 2	\$ 19,000,000	\$ 19,000,000	\$ 1,000,000	\$ 3,930,484	\$ 2,195,826	\$ -	\$ 26,916,710	\$ 19,000,000		\$ 19.00											\$ 19.00			
C.R	2021	CS	On Hi Line W. Jackson Rd	Cage Blvd	HC-339	0921-02-376	1	Widen to 2 lane with continuous left turn lane	Pharr	\$ 6,031,860	\$ 6,031,860	\$ 100,000	\$ 295,561	\$ 482,549	\$ 392,071	\$ 7,814,606	\$ 6,614,409					\$ 6.13						\$ 0.48	\$ 6.61				
C.E	2020	CS	On Taylor Rd @ Mile 2 N	Business 83	HC-257	0921-02-328	2	Widen from 2 to 4 lanes divided urban	HC 3	\$ 7,600,000	\$ 7,600,000	\$ 2,011,852	\$ 743,333	\$ 887,802	\$ 376,725	\$ 12,256,490	\$ 8,487,802					\$ 8.48								\$ 8.48			
C		SH 107 (Conway)	FM 1924 (Mile 3 N)	SH 495	HC-383	0528-01-118	1	Widen from 4 lanes to 6 lanes with raised median	TXDOT/ HC 3	\$ 20,541,600	\$ 20,541,600	\$ -	\$ 999,600	\$ 1,011,840	\$ 405,960	\$ 23,721,960	\$ 20,541,600		\$ 20.54											\$ 20.54			
R		FM 676	Taylor Rd	FM 2220	HC-144	0921-02-493	1	Widen from 2 to 4 Lane Divided	McAllen / HC 4	\$ 6,000,000	\$ 6,000,000	\$ 1,202,648	\$ 1,839,870	\$ 500,000	\$ 119,400	\$ 9,886,318	\$ 1,202,648					\$ 1.00							\$ 0.20	\$ 1.20			
C	2018	SH 495	Veterans Blvd, from IH-2	La Homa Rd	HC-50	0865-01-108	2.3	Construct 4 lane divide urban section	TXDOT	\$ 15,063,159	\$ 15,063,159	\$ 2,399,360	\$ 371,667	\$ 632,189	\$ 253,640	\$ 19,901,026	\$ 15,063,159		\$ 15.06											\$ 15.06			
C		Freddy Gonzalez Hike N Bike Trail	Freddy Gonzalez Dr. & Closer Blvd	Municipal Park on Raul Longoria	EDFG-1	0921-02-497	1.9	Construct 10 ft. wide concrete shared use path	Edinburg	\$ 699,996	\$ 699,996					\$ 999,994	\$ 999,994						\$ 0.87						\$ 0.12	\$ 1.00			
E		Bridge St Bike/Ped Dev	10th St & Ramon Ayala	Bridge St & INTL Blvd.	BRDG-3	0921-02-496	1	Planning-Conceptual design and estimates	Hidalgo				\$ 70,000			\$ 87,500	\$ 87,500						\$ 0.88							\$ 0.88			
E		Elsa - Getting Connected	City-Wide		ELGC-1	0921-02-495		Planning Studies for a city-wide Bike/Ped Trail System	Elsa				\$ 46,920			\$ 69,000	\$ 69,000						\$ 0.59						\$ 0.10	\$ 0.69			
\$ 96,928,643																	\$ 37,420,000																
BROWNSVILLE																																	
C		VA	Vicinity of GSA Facility at Brownsville	Veterans Intl Bridge at Los Tomates	BMPO-LS17	0921-06-207		Construction of Border Safety Inspection Facility	TXDOT	\$ 15,600,000	\$ 15,600,000	\$ 1,950,000	\$ -	\$ 600,000	\$ 530,000	\$ 18,680,000	\$ 15,600,000								\$ 6.50				\$ 9.10	\$ 15.60			
C		West Blvd.	FM 3248 (Alton Gloor)	FM 802 (Ruben Torres Blvd)	BMPO-WBL	0921-06-340	2.2	Roadway/ Trail Construction Phase of Multi Modal Corridor	CCRMA	\$ 6,378,902	\$ 6,378,902	\$ -	\$ 312,566	\$ 318,945	\$ 414,629	\$ 7,820,534	\$ 6,378,902												\$ 6.38	\$ 6.38			
C		VA	Southmost Nature Trail, from FM 1847	Alameda Dr./Monsees Rd	BMPO-ST2	0921-06-289	5.5	Construct 10' concrete trail	City of Brownsville	\$ 6,968,000	\$ 6,968,000	\$ -	\$ -	\$ 341,432	\$ 139,360	\$ 7,740,660	\$ 6,968,000					\$ 6.97								\$ 6.97			
C		CS	On East Loop, from I-69E	SH 4	BMPO-E4	0921-06-315	11.1	Construction of 4 to 6 lane roadway	CCRMA	\$ 96,636,662	\$ 96,636,662	\$ 5,600,000	\$ 3,875,000	\$ 4,831,833	\$ 4,900,000	\$ 120,887,929	\$ 96,636,662												\$ 96.64	\$ 96.64			
P.E.R		SPI 2nd Access	SH 100, across Laguna Madre	PR 100	BMPO-SP12	0921-06-163		Construct 4-lane Roadway with Elevated Bridge	CCRMA	\$ 400,000,000	\$ 5,600,000	\$ 15,000,000	\$ 18,000,000			\$ 438,600,000	\$ 20,600,000											\$ 20.60	\$ 20.60				
\$ 146,183,564																	\$ 6,968,000																
HARLINGEN/ SAN BENITO																																	
HIDALGO																																	
C	2020	Pharr Bridge	At Pharr/Reynosa Int'l Bridge		HC-372	0921-02-424		Dock Expansion Phase I	Pharr	\$ 14,577,764	\$ 14,577,764	\$ -	\$ 330,000	\$ 275,000	\$ 275,000	\$ 16,137,755	\$ 14,577,764												\$ 3.00	\$ 11.58	\$ 14.58		
C	2020	Pharr Bridge	At Pharr/Reynosa Int'l Bridge		HC-373	0921-02-425		Dock Expansion Phase II	Pharr	\$ 13,610,000	\$ 13,610,000	\$ -	\$ 690,000	\$ 575,000	\$ 575,000	\$ 16,252,151	\$ 13,610,000												\$ 5.00	\$ 8.61	\$ 13.61		
C	2020	Pharr Bridge	At Pharr/Reynosa Int'l Bridge		HC-374	0921-02-423		Pharr Bridge Commercial Vehicle Staging Site	Pharr	\$ 7,500,000	\$ 7,500,000	\$ -	\$ 450,000	\$ 375,000	\$ 375,000	\$ 9,143,250	\$ 7,500,000											\$ 4.00	\$ 3.50	\$ 7.50			
C		FM 494	SH 107	FM 676 (Mile 5)	HC-292a	0864-01-068	2	Widen to 4 lane	TXDOT	\$ 18,756,091	\$ 18,756,091	\$ -	\$ 683,175	\$ 691,540	\$ 277,453	\$ 20,795,243	\$ 18,756,091		\$ 18.76											\$ 18.76			
C		FM 2220 (Ware Rd)	FM 1925 (Monte Cristo)	SH 107	HC-20	2094-01-063	2.5	Widen from 2 lanes to 6 lanes with median	McAllen /TXDOT	\$ 20,275,969	\$ 20,275,969	\$ -	\$ 919,928	\$ 931,193	\$ 373,604	\$ 23,202,843	\$ 20,275,969		\$ 20.28											\$ 20.28			
C		FM 1925	FM 907 (Alamo Rd)	Sharp Rd	HC-12aa	1803-02-035	1.57	Widen from 2 to 4 Lane Divided	TXDOT	\$ 9,319,536	\$ 9,319,536	\$ -	\$ 414,540	\$ 419,616	\$ 168,354	\$ 10,696,046	\$ 9,319,536		\$ 9.32											\$ 9.32			
C		FM 1925	10th St	McColl Rd	HC-290	1803-01-092	1.28	Widen from 2 to 6 lane with raised median	TXDOT	\$ 10,052,100	\$ 10,052,100	\$ -	\$ 447,125	\$ 452,600	\$ 181,588	\$ 11,474,688	\$ 10,052,100		\$ 10.05											\$ 10.05			
C.E		Pharr Bridge	At Pharr/Reynosa Int'l Bridge		HC-12bb	0921-02-479		Construct Twin Span Bridge	Pharr	\$ 24,000,000	\$ 24,000,000	\$ -	\$ 1,176,000	\$ 1,080,000	\$ 1,680,000	\$ 30,453,667	\$ 27,936,000					\$ 2.00						\$ 25.94	\$ 27.94				
C.E	2021	Pharr Bridge Agricultural Lab	@ Pharr Int'l Bridge		HC-376	0921-02-433		Agricultural Lab and Training Center	Pharr	\$ 18,140,049	\$ 18,140,049	\$ -	\$ 260,000	\$ 150,000	\$ 287,200	\$ 19,398,181	\$ 18,290,049						\$ 8.00				\$ 10.29	\$ 18.29					
C.E		CS	On I Rd. from 4 Mi. South of Rancho Blanco Rd.	Dicker Rd.	HC-12ac	0921-02-363	2.5	Widen from 2 to 4 lane	Pharr	\$ 6,300,000	\$ 6,300,000	\$ -	\$ 308,700	\$ 693,000	\$ 760,408	\$ 8,787,420	\$ 6,993,000					6.3 (\$2.41 CRRSAA)					\$ 0.69	\$ 6.99					
R		CS	On Las Milpas from Cage Rd	I Rd	HC-378	0921-02-435	1.25	Widen from 2 to 4 lane curb & gutter	Pharr	\$ 5,625,000	\$ 5,625,000	\$ 455,000	\$ 275,625	\$ 618,750		\$ 6,974,375	\$ 455,000					\$ 0.46							\$ 0.46				
R		CS	On Las Milpas Rd. from Jackson Rd	Cage Rd	HC-377	0921-02-434	1.25	Widen from 2 to 4 lane curb & gutter	Pharr	\$ 5,625,000	\$ 5,625,000	\$ 792,000	\$ 275,625	\$ 618,750		\$ 7,311,375	\$ 792,000					\$ 0.79							\$ 0.79				
E		CS	On Moore Rd. from Jackson Rd	Cage Rd	HC-379	0921-02-436	1.25	Widen to 4 lanes, curb & gutter w/ center turn lane	Pharr	\$ 6,744,537	\$ 6,744,537	\$ 605,000	\$ 330,482	\$ 741,899		\$ 8,421,918	\$ 330,482											\$ 0.33	\$ 0.33				
E		CS	On Moore Rd. from Cage Rd	I Rd	HC-380	0921-02-437	1.25	Widen to 4 lanes, curb & gutter w/ center turn lane	Pharr	\$ 6,744,537	\$ 6,744,537	\$ 605,000	\$ 330,482	\$ 741,899		\$ 8,421,918	\$ 330,482											\$ 0.33	\$ 0.33				
C		CS	At Donna Int'l Bridge		HC-361	0921-02-394	1.2	Construction commercial facilities NB loaded/empty & SB loaded trucks	Donna	\$ 53,980,069	\$ 53,980,069	\$ -	\$ 4,545,234	\$ 1,500,000	\$ -	\$ 61,877,730	\$ 53,980,069								\$ 8.90		\$ 45.08	\$ 53.98					
C.E.R		Russell Rd	FM 2220 (Ware Rd)	Rooth Rd	HC-RU1	0921-02-362		Realignment of existing roadway	PCT 4	\$ 1,200,000	\$ 1,200,000	\$ 350,000	\$ 58,800	\$ 96,000		\$ 1,704,800	\$ 1,704,800										\$ 1.70	\$ 1.70					
C		Van Weck St.	At UTRGV Campus		HC-480	0921-02-480		Pedestrian/Bike Trail and Bike Racks	UTRGV	\$ 356,625	\$ 356,625	\$ -	\$ -	\$ -	\$ -	\$ 356,625	\$ 356,625						\$ 0.36						\$ 0.36				
\$ 205,259,967																	\$ 9,552,000																

FY 2020-2045 Metropolitan Transportation Plan (MTP) - RGVMP

Project Phase	AFPA Execution Year	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Estimate (4.9% 2011 const cost)	CE Cost (52.2 M 7.5%, 52.510 M 5%, 51.0 M 4.5% of 2011 const cost)	Contingencies (52.2 M 7.5%, 52.510 M 5%, 51.0 M 4.5% of 2011 const cost)	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMP	Cat 4 - Statewide Connectivity	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Earmark	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL		
STARR																																		
C		CS	US 83 FM 755	POE @ Bridge Rd.	ST-01	0921-26-113		New Location - Construct 2 lane roadway	Pending	\$ 4,000,000	\$ 4,000,000	\$	\$ 196,000	\$ 198,400	\$ 79,600	\$ 4,623,600	\$ 4,000,000														\$ 4.00	\$ 4.00		
																	\$ 4,000,000																	
BROWNSVILLE																																		
C		SH 48	SH 4	FM 511	BMPO-G2	0220-05-076	3.7	Proposed 6 lanes with raised median	TxDOT	\$ 31,408,160	\$ 31,408,160	\$	\$ 1,539,000	\$	\$ 625,022	\$ 33,572,182	\$ 31,408,160		\$ 31.41													\$ 31.41		
C & E		VA	Interior Roads at Las Palmas Mobile Estates	FM 802	BMPO-CITY2	0921-06-327		Construct 5' concrete sidewalks	Cameron County	\$ 301,168	\$ 313,215	\$	\$ 14,757	\$	\$ 5,993	\$ 321,918	\$ 315,925							\$ 0.30						\$ 0.01	\$ 0.32			
																	\$ 317,24,085	\$ -																
HARLINGEN/ SAN BENITO																																		
C		US 281	FM 732	FM 1577	HSB-081	0220-04-050	2.2	Widen to 4 Lane Rural	TxDOT	\$ 13,440,000	\$ 13,440,000	\$	\$ 588,000	\$ 595,200	\$ 238,800	\$ 13,870,800	\$ 13,440,000		\$ 13.44													\$ 13.44		
E		Outer Parkway	IH 69E	FM 106/General Brant Rd	HSB-126	0921-06-283	21.5	New Location - Controlled Access 4 lane Toll Facility	CCRMA	\$ 120,000,000	\$ 153,600,000	\$ 5,000,000	\$ 2,800,000	\$	\$	\$ 161,400,000	\$ 2,800,000													\$ 2.80	\$ 2.80			
C		IH 69E/US 77/83 Northbound	At IH-69 & FM 732 Intersection	At Sherer Rd/ Bus 77 Intersection	HSB-123	0039-07-049	0.3	Proposed Continuous Frontage Roads and Intersection improvement	TxDOT	\$19,947,200	\$ 19,947,200	\$	\$ 936,658	\$ 766,530	\$ 356,200	\$ 22,006,588	\$ 19,947,200		\$ 19.95													\$ 19.95		
																	\$ 36,187,200																	
HIDALGO																																		
C,CE,R	2019	Mile 3 N (Phase II)	Tom Gill Road	FM 2221	HC-286b	0921-02-332	2.5	New Location 2 Lane Rural Roadway	HC 3	\$ 5,750,000	\$ 5,980,000	\$ 750,000	\$ 1,445,400	\$ 690,000	\$	\$ 9,236,160	\$ 7,420,000						\$ 7.19							\$ 0.23	\$ 7.42			
C,CE,R		Mile 1 East	Bus 83	Mile 8 North	HC-269	0921-02-254	1	Reconstruct & widen to urban 2 lanes & shoulders	Mercedes	\$ 6,000,000	\$ 6,000,000	\$ 502,000	\$ 778,050	\$ 878,000	\$ 588,485	\$ 9,307,859	\$ 7,380,000						\$ 7.38 (\$327,164 CRRSAA)								\$ 7.38			
C&CE	2020	Nolana Loop (S1)	FM 1426 (Raul Longoria)	FM 907	HC-152a	0921-02-361	2.25	Widen to 4 Lane Divided	HC 2 / McAllen	\$ 13,640,418	\$ 13,640,418	\$ 2,000,000	\$ 230,275	\$ 1,200,000	\$ 886,627	\$ 18,803,026	\$ 14,840,418						\$ 14.84								\$ 14.84			
C		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	\$ 7,405,340	\$ 7,701,554	\$ 999,600	\$ 377,376	\$ 385,078	\$ 500,601	\$ 10,441,705	\$ 7,701,554		\$ 7.70													\$ 7.70		
C		FM 1015	Mile 12 N Rd	SH 107	HC-2	1228-03-041	4.5	Widen to 4 Lane Divided	HC 1/ Edcouch	\$ 35,078,854	\$ 35,078,854	\$ 1,032,000	\$ 1,798,750	\$ 1,578,548	\$ 3,157,097	\$ 44,820,138	\$ 35,078,854		\$ 35.08													\$ 35.08		
C		FM 494	FM 676 (Mile 5)	FM 1924 (Mile 3)	HC-292b	0864-01-069	2	Widen to 4 lane	TXDOT / HC 3	\$ 12,560,000	\$ 13,062,400	\$	\$ 615,440	\$ 622,976	\$ 249,944	\$ 14,550,760	\$ 13,062,400												\$ 13.06	\$ 13.06				
C		SH 107	FM 1425	West Levee		0342-02-052		Reconstruct and Widen to 4 lane rural	TxDOT	\$ 37,105,711	\$ 38,589,939	\$	\$ 1,818,180	\$ 1,818,180	\$ 18,553	\$ 42,244,852	\$ 38,589,939												\$ 38.59	\$ 38.59				
C		FM 676 (Mile 5)	SH 107 (Conway)	Taylor Rd	HC-117c	1064-01-027		Widen to 4 Lane Divide	TxDOT	\$ 23,128,912	\$ 23,128,912	\$	\$ 1,011,890	\$ 1,024,280	\$ 410,951	\$ 25,576,033	\$ 23,128,912		\$ 22.63						\$ 0.50					\$ 23.13				
C		US 281	0.273 mi S SH 186	0.023 mi N FM 490	HC-384	0255-07-140	7.089	Rural Expy Facility- Construct 4 lanes with overpasses & two - 2 lanes frontage roads	HC 4	\$ 145,216,933	\$ 145,216,933	\$ 4,813,000	\$ 3,920,000	\$ 3,912,000	\$ 904,000	\$ 132,249,000	\$ 145,216,933		\$ 143.96									\$ 1.25	\$ 145.21					
C		FM 1925	Wallace Rd	10th St	HC-338	1803-01-094	3.5	6 lane with raised median	TxDOT	\$ 26,846,400	\$ 26,846,400	\$	\$ 1,151,500	\$ 165,600	\$ 467,650	\$ 28,631,150	\$ 26,846,400		\$ 26.85												\$ 26.85			
																	\$ 319,265,410	\$ 29,410,000																
BROWNSVILLE																																		
C		Los Fresnos Hike and Bike Trail	Circles the City of Los Fresnos	BMPO-LF2	0921-06-334			Establish Hike and Bike Trail	City of Los Fresnos	\$ 3,027,100	\$ 3,269,268	\$	\$ 148,328	\$	\$ 60,239	\$ 3,477,835	\$ 3,269,268						\$ 3.0							\$ 0.25	\$ 3.27			
C		US 281	0.05 Mi W of FM 1577	FM 1421	BMPO-D3	0220-04-049	3.2	Widen from 2 lanes to 4 lanes rural	TxDOT	\$ 14,000,000	\$ 14,000,000	\$	\$ 612,500	\$ 620,000	\$ 248,750	\$ 15,481,250	\$ 14,000,000		\$ 14.00												\$ 14.00			
																	\$ 17,269,268	\$ 3,020,000																
HARLINGEN/ SAN BENITO																																		
C		Bu 77X	SS 206	Commerce St	HSB-077	0327-08-098		Construct Raised Median	TxDOT	\$ 4,753,160	\$ 4,753,160	\$	\$ 254,979	\$ 258,098	\$ 103,552	\$ 5,564,403	\$ 4,753,160		\$ 4.75												\$ 4.75			
																	\$ 4,753,160																	
HIDALGO																																		
R		Freddy Gonzalez	SH 336 (10th St)	FM 2061 (McColl Rd)	HC-120	0921-02-440	1.13	Widen to 5 Lane with traffic street improvements	Edinburg	\$ 4,600,000	\$ 4,968,000	\$ 560,000	\$ 243,432	\$ 550,000	\$ 322,920	\$ 6,952,368	\$ 560,000						\$ 0.56								\$ 0.56			
R		Trenton Rd	US 281	FM 1426 (Raul Longoria)	HC-177a	0921-02-442	1.3	Construct 4 Lane	HC 4/ Edinburg	\$ 6,300,000	\$ 6,804,000	\$ 715,000	\$ 333,396	\$ 700,000	\$	\$ 8,974,244	\$ 715,000						\$ 0.72								\$ 0.72			
C,CE		I Rd	Dicker Rd.	Military Hwy (US 281)		Pending	2	Construct 2 Lane w/ Shoulders	Pharr	\$ 6,000,000	\$ 6,842,586	\$	\$ 335,286	\$ 660,000	\$	\$ 7,837,872	\$ 7,502,586						\$ 6.84					\$ 0.66	\$ 7.50					
C		FM 1925	FM 681	Wallace Rd	HC-348	1803-01-095	4.75	Proposed 4 lanes curb and gutter	HC 3	\$ 27,417,600	\$ 27,417,600	\$	\$ 1,343,462	\$ 1,233,792	\$ 2,467,584	\$ 34,162,330	\$ 27,417,600		\$ 27.42												\$ 27.42			
C		SH 107	FM 681	FM 2220	HC-349	0528-01-116	5.75	Widen to 6 lane with raised median	HC 3	\$ 15,510,006	\$ 16,750,806	\$	\$ 820,790	\$ 753,786	\$ 1,088,802	\$ 20,452,735	\$ 16,750,806		\$ 15.51									\$ 1.24	\$ 16.75					
		FM 681	FM 2221	SH 107 (Conway)	HC-385	0669-01-060	1.79	Widen to 6 lane with raised median	HC 3	\$ 6,411,031	\$ 6,923,913	\$	\$ 367,500	\$ 372,000	\$ 149,250	\$ 7,812,663	\$ 7,812,663		\$ 7.81												\$ 7.81			
C		SH 68	US 83	FM 1925	HC-295c	3629-01-001	10	Construct new 4 lane divided rural highway facility	TxDOT	\$ 183,600,000	\$ 183,600,000	\$	\$ 8,820,000	\$ 8,226,000	\$ 14,904,000	\$ 226,345,680	\$ 183,600,000	\$ 3.60	\$ 23.42										\$ 156.58	\$ 183.60				
R,E,C		Moore Rd West	Jackson Rd	Cage Rd	HC-379	0921-02-436	1.25	Widen to 5 lane curb and gutter road with left turn lane	Pharr	\$ 5,625,000	\$ 6,084,000	\$ 605,000	\$ 330,482	\$ 486,720	\$	\$ 7,506,202	\$ 7,175,720						\$ 6.08						\$ 1.10	\$ 7.18				
																	\$ 251,534,376	\$ 14,195,000																
BROWNSVILLE																																		
C		FM 3248	IH-69E	FM 1847	BMPO-AG1	2717-01-027	2.12	Widen from 4 lanes to 6 lanes with raised median.	TxDOT	\$ 18,003,868	\$ 18,003,868	\$	\$ 740,880	\$ 749,952	\$ 300,888	\$ 17,477,208	\$ 18,003,868		\$ 18.00												\$ 18.00			
																	\$ 18,003,868	\$ -																
HIDALGO																																		
C & CE		Cesar Chavez	Bus 83	Ridge	HC-344	0921-02-399	1	Widen to 4 lanes	San Juan / Alamo / HC 1-2	\$ 6,193,200	\$ 6,936,384	\$ 1,000,000	\$ 249,994	\$ 655,000	\$	\$ 9,225,356	\$ 7,591,384						\$ 6.85					\$ 0.74	\$ 7.59					
R,C,CE	2019	Cesar Chavez Rd	Business 83	Nolana Loop	HC-326	0921-02-405	2.8	Divided Urban Section	San Juan / Alamo / HC 1-2	\$	\$ 18,064,345	\$ 4,570,000	\$ 1,151,217	\$ 2,567,723	\$	\$ 26,353,285	\$ 25,202,068						\$ 25.20							\$ 25.20				
C,CE	2019	Inspiration Rd/ Military Pkwy Loop	IH-2	FM 1016	HC-341	0921-02-395		Widen to 4 Lane Divided	Mission / McAllen / Hidalgo	\$ 16,477,935	\$ 20,047,928	\$ 3,000,000	\$ 1,276,483	\$ 2,205,272	\$	\$ 27,624,057	\$ 22,253,200						\$ 22.25							\$ 22.25				
C		FM 1426 (Raul Longoria)	Nolana Loop	I-2	HC-345	1429-02-036	2	Widen from 4 lanes to 6 lanes with raised median	TxDOT/ HC 2	\$ 18,278,169	\$ 18,278,169	\$	\$ 895,630	\$ 793,600	\$ 318,400	\$ 20,285,799	\$ 18,278,169		\$ 18.28											\$ 18.28				
C		US 281	Hidalgo Brooks CL	0.315Mi N of SH 186		0255-06-069		Construct 4 Lanes with overpasses and two-2 lane frontage roads	TXDOT	\$ 208,863,744	\$ 208,863,744	\$	\$ 8,958,616	\$ 8,940,334	\$ 2,065,967	\$ 228,828,661	\$ 208,863,744								\$ 25.76	\$ 183.10			\$ 208.86					
																	\$ 282,188,565	\$ 54,300,000																
BROWNSVILLE																																		
C		FM 1732	US 281	IH-69E	BMPO-BB1	0684-03-019	5	Widen from 2 lanes to 4 lanes Urban	TxDOT	\$ 25,267,200	\$ 25,267,200	\$	\$ 1,105,440	\$ 1,118,976	\$ 448,944	\$ 28,784,304	\$ 25,267,200		\$ 25.27												\$ 25.27			

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Project Phase	AFPA Execution Year	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Estimate (4.9% 2011 const cost)	CE Cost (-\$2 M 7.5%, -\$2-\$10 M 5%, >\$10 M 4.5% of 2011 const cost)	Contingencies (-\$2M 7%, \$2-\$25 M 6%, >\$25-\$50 M 9%, >\$50M 7% of 2011 const cost)	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMAP	Cat 4 - Statewide Connectivity	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Earmark	Cat 11	River 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL																	
HARLINGEN/ SAN BENITO																		\$	490,960,000																			\$	16,400,000										
C.R		FM 1925	IH 69E	Cameron/Hidalgo County Line	HSB-124	0921-02-353	6.5	New Location 4 lane roadway	CCRMA	\$ 30,000,000	\$ 38,400,000	\$ 5,000,000				\$ 43,400,000	\$ 43,400,000														\$ 43.40		\$ 43.40																
C		Outer Parkway	IH 69E	FM 106/General Brant Rd	HSB-126	0921-06-283	21.5	New Location - Controlled Access 4 lane Toll Facility		\$ 120,000,000	\$ 153,600,000	\$ 5,000,000	\$ 2,800,000			\$ 161,400,000	\$ 158,600,000														\$ 158.60		\$ 158.60																
C		Loop 499	Business 77	SS 206	HSB-137	1137-02-038		Widen from 4 lanes to 6 lanes with Raised Median	TxDOT	\$ 15,300,000	\$ 15,300,000	\$ -	\$ 735,000	\$ 744,000	\$ 298,500	\$ 17,649,720	\$ 15,300,000	\$ 0.30	\$ 15.00														\$ 15.30																
C		Bus 77X	Arroyo Colorado Bridge	FM 510	HSB-122	0039-12-057	1.6	Widen from 4 lanes to 6 lanes with Raised Median	TxDOT	\$ 37,543,328	\$ 48,055,460	\$ -	\$ 1,839,623	\$ 1,862,149	\$ 747,112	\$ 54,899,608	\$ 48,055,460	\$ 8.70	\$ 28.85													10.51		\$ 48.06															
HIDALGO																		\$	265,355,460																														
C		SH 107 (Conway)	FM 676	FM 681/ FM 2993	HC-343	0528-01-112	2	Widen from 4 lanes to 6 lanes divided urban	TxDOT/ HC 3	\$ 15,300,000	\$ 19,584,000	\$ -	\$ 959,616	\$ 758,880	\$ 304,470	\$ 21,606,966	\$ 19,584,000	\$ 0.30	\$ 15.00													\$ 4.28		\$ 19.58															
C		SH 364 (La Homa)	FM 2221	FM 676	HC-182ab	2966-01-014	2	Widen from 2 lanes to 5 lane curb and gutter	TxDOT	\$ 5,500,000	\$ 7,040,000		\$ 344,960	\$ 270,050	\$ 124,300	\$ 7,779,310	\$ 7,040,000		\$ 5.50												\$ 1.54		\$ 7.04																
C		Airport Drive (Weslaco)	Bus 83	US 83	HC-85	0921-02-451	0.9	Widen to 4 Lane	Weslaco	\$ 2,011,500	\$ 2,574,720	\$ 241,380	\$ 126,161	\$ 128,736	\$ 167,357	\$ 3,397,987	\$ 2,574,720															\$ 2.57	\$ 2.57																
C		Sugar Rd	SH 107	Schunior Ave	HC-171	0921-02-467	0.5	Widen to 4 Lane	Edinburg	\$ 1,117,500	\$ 1,430,400	\$ 223,286	\$ 70,090	\$ 107,280	\$ 100,128	\$ 2,019,868	\$ 1,430,400														\$ 1.43	\$ 1.43																	
C		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	\$ 2,431,680	\$ 227,970	\$ 119,152	\$ 121,584	\$ 158,059	\$ 3,209,210	\$ 2,431,680														\$ 2.43	\$ 2.43																	
C		SP 115 (S 23rd St)	US 83	FM 1016 (Military Hwy)	HC-51a	1804-01-057	2.9	Widen to 6 Lane Divided Urban	McAllen/Hidalgo/HC 2	\$ 13,461,538	\$ 17,230,769	\$ 1,615,385	\$ 844,308	\$ 775,385	\$ 1,120,000	\$ 22,654,153	\$ 17,230,769														\$ 17.23	\$ 17.23																	
C		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	\$ 8,186,324	\$ -	\$ 401,130	\$ 409,316	\$ 532,111	\$ 10,036,434	\$ 8,186,324														\$ 8.19	\$ 8.19																	
C.E		Border Ave	S 18th St (Mile 6 N)	Bus 83	HC-92	0921-02-453	1.4	Widen to 4 Lane	Weslaco	\$ 3,129,000	\$ 4,005,120	\$ 535,885	\$ 196,251	\$ 200,256	\$ 260,333	\$ 5,446,162	\$ 4,465,709														\$ 4.47	\$ 4.47																	
C		Sioux Rd	I Rd	FM 1426 (Raul Longoria)	HC-167	0921-02-464	0.8	Widen to 4 Lane	San Juan	\$ 1,788,000	\$ 2,288,640	\$ 214,560	\$ 112,143	\$ 114,432	\$ 148,762	\$ 3,020,433	\$ 2,288,640														\$ 2.29	\$ 2.29																	
C		Paso del Norte	Bus 83	2nd St	HC-242	0921-02-476	0.3	Widen to 4 Lane Divided	Weslaco	\$ 670,500	\$ 858,240	\$ 80,460	\$ 42,054	\$ 64,368	\$ 60,077	\$ 1,158,409	\$ 858,240														\$ 0.86	\$ 0.86																	
C		Schunior Ave	Sugar Rd	4th St	HC-166	0921-02-463	0.52	Widen to 4 Lane	Edinburg	\$ 1,162,200	\$ 1,487,616	\$ 190,866	\$ 72,893	\$ 111,571	\$ 104,133	\$ 2,059,312	\$ 1,487,616														\$ 1.49	\$ 1.49																	
C		Jackson Ave	S Bicentennial Ave	S 2nd St	HC-130	0921-02-457	0.85	Widen to 4 Lane	McAllen	\$ 1,899,750	\$ 2,431,680	\$ 227,970	\$ 119,152	\$ 121,584	\$ 158,059	\$ 6,418,419	\$ 2,431,680														\$ 2.43	\$ 2.43																	
C		FM 676 (Mile 5 N)	FM 492 (Doffing)	SH 364 (La Homa Rd)	HC-117a	1064-01-044	1.5	Widen to 4 Lane Rev TIP 05/06 Revised Estimate	HC 3	\$ 3,352,500	\$ 4,291,200	\$ 514,944	\$ 210,269	\$ 214,560	\$ 278,928	\$ 5,775,955	\$ 4,291,200														\$ 4.29	\$ 4.29																	
C		Westgate	Business 83	Mile 5 N	HC-321	0921-02-469	2.5	Widen to 4 lane divided	Weslaco	\$ 12,507,079	\$ 16,009,061	\$ 1,500,849	\$ 784,444	\$ 720,408	\$ 1,040,589	\$ 21,047,913	\$ 16,009,061														\$ 16.01	\$ 16.01																	
C		Mile 6 N (18th St)	FM 88	Mile 2 W	HC-146	0921-02-459	3.2	Widen to 4 Lane	Weslaco/ Mercedes/HC 1	\$ 7,152,000	\$ 9,154,560	\$ 858,240	\$ 448,573	\$ 457,728	\$ 595,046	\$ 12,081,731	\$ 9,154,560														\$ 9.15	\$ 9.15																	
C,CE		SH 365 (Ultimate Construction Phase IV)	US 281 Military Highway	FM 1016 (Conway Rd)	RMA-1c	0921-02-477		Expansion from a 4-lane to 6-lane controlled access toll facility (constructing an additional 2-lanes)	HCRMA	\$ 75,371,557	\$ 96,475,593	\$ -	\$ 3,841,693	\$ 4,899,151	\$ -	\$ 106,347,010	\$ 102,505,317														\$ 102.51	\$ 102.51																	
R,E,C		Moore Rd East	Cage Rd	I Rd	HC-380	0921-02-437	1.25	Widen to 5 lane curb and gutter road with left turn lane	Pharr	\$ 6,744,537	\$ 8,633,007	\$ 605,000	\$ 330,482	\$ 741,899		\$ 10,310,388	\$ 9,979,906					\$ 9.98									\$ 9.98	\$ 9.98																	
C		Las Milpas Rd West	Jackson Rd	Cage Rd	HC-377	0921-02-434	1.25	Widen to 4 lane curb and gutter rd	Pharr	\$ 5,625,000	\$ 7,402,116	\$ 792,000	\$ 275,625	\$ 618,750		\$ 9,088,491	\$ 7,402,116					\$ 7.40									\$ 7.40	\$ 7.40																	
C		SH 336 (10th st)	Trenton Rd	SH 107	HC-249b	0621-01-112	2.8	Widen to 6 Lanes	Edinburg / McAllen	\$ 7,290,000	\$ 9,331,200	\$ 874,800	\$ 457,229	\$ 466,560	\$ 606,528	\$ 12,314,851	\$ 9,331,200														\$ 9.33	\$ 9.33																	
C		FM 3461 (Nolana)	FM 2061 (McColl Rd)	US 281	HC-113	1802-02-014	1.746	Widen to 6 Lanes	McAllen / Pharr	\$ 7,250,000	\$ 9,280,000	\$ 870,000	\$ 454,720	\$ 464,000	\$ 603,200	\$ 12,247,280	\$ 9,280,000														\$ 9.28	\$ 9.28																	
C		SH 495	2nd St (McAllen)	US 281	HC-62a	0865-01-115	3.9	Widen to 6 lane divided	McAllen / Pharr	\$ 9,535,500	\$ 12,205,440	\$ 1,144,260	\$ 598,067	\$ 549,245	\$ 793,354	\$ 16,047,102	\$ 12,205,440														\$ 12.21	\$ 12.21																	
C		FM 493 (La Blanca)	SH 107	Mile 14 N Rd	HC-34b	0863-01-051	2.3	Widen to 4 Lane Divided	HC 1-4	\$ 6,670,000	\$ 8,537,600	\$ 800,400	\$ 418,342	\$ 426,880	\$ 554,944	\$ 11,267,408	\$ 8,537,600														\$ 8.54	\$ 8.54																	
C.R		SH 68 - Phase II	FM 1925	IH 69C / US 281	HC-327	3629-01-002	12.38	Divided Rural Highway	TxDOT	\$ 68,560,000	\$ 87,756,800	\$ 37,401,813	\$ 3,359,440	\$ 3,428,000	\$ 4,456,400	\$ 142,219,857	\$ 129,615,013														\$ 129.62	\$ 129.62																	
C		SH 68 - Phase III	IH 2 / US 83	IH 69C / US 281	HC-328	3629-01-003	20	Main Lanes with Overpasses	TxDOT	\$ 383,730,000	\$ 491,174,400	\$ -	\$ 18,802,770	\$ 19,186,500	\$ 24,942,450	\$ 586,666,102	\$ 516,116,850														\$ 516.12	\$ 516.12																	
C.E		SH 365 (Phase III)	FM 396 (Anzalduas Highway)	FM 1016 (Conway Rd)	RMA-1b	3627-01-002		Toll improvement being a 4 lane controlled access facility	HCRMA	\$ 37,620,524	\$ 48,154,271	\$ 5,406,143	\$ 3,215,286	\$ 1,380,765	\$ -	\$ 58,927,227	\$ 50,305,798														\$ 50.31	\$ 50.31																	
C,CE		Las Milpas Rd East	Cage Rd	I Rd	HC-378	0921-02-435	1.25	Widen to 4 lane curb and gutter rd	Pharr	\$ 7,020,000	\$ 9,237,841	\$ 455,000	\$ 275,625	\$ 742,065		\$ 10,710,531	\$ 9,979,906					\$ 9.98									\$ 9.98	\$ 9.98																	
C & CE		FM 1423	Minnesota Rd	IH-2		1427-01-037		Widen and reconstruct roadway (2 to 6 lanes) divided urban	TxDOT	\$ 20,188,800	\$ 20,996,352	\$ -	\$ 989,212	\$ 1,001,325	\$ 401,741	\$ 23,335,309	\$ 28,202,304														\$ 28.20	\$ 28.20																	
BROWNVILLE																		\$	954,743,839																			\$	27,360,000										
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	\$ 15,628,800	\$ -	\$ 517,440	\$ 523,776	\$ 210,144	\$ 16,880,160	\$ 16,152,576														\$ 16.15	\$ 16.15																	
C		San Roman Rd.	FM 2480	SH 100	BMPO-SR3	0921-06-335	3	Full road reconstruction	CCRMA	\$ 2,472,216	\$ 3,658,880	\$ 271,944	\$ 121,139	\$ 122,622	\$ 49,197	\$ 4,223,782	\$ 3,658,880														\$ 3.66	\$ 3.66																	
C		Old Port Isabel Rd	Morrison Road	240' NE of Randy Lee Rd.	BMPO-CP4	0921-06-332	1.4	Full road reconstruction	CCRMA	\$ 3,300,000	\$ 4,884,000	\$ 396,000	\$ 161,700	\$ 163,680	\$ 65,670	\$ 5,671,050	\$ 4,884,000														\$ 4.88	\$ 4.88																	
C		14th Street	Security Dr.	Tyler Street	BMPO-CB3	0921-06-328	1.62	Reconstruction of Roadway	City of Brownsville	\$ 3,888,000	\$ 5,754,240	\$ -	\$ 190,512	\$ 192,845	\$ 77,371	\$ 6,214,968	\$ 5,754,240																																

FY 2020-2045 Metropolitan Transportation Plan (MTP) - RGVMP

Project Phase	AEA Execution Year	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Estimate (4.9% 2011 const cost)	CE Cost (<\$2 M 7.5%, \$2-\$10 M 5%, >\$10 M 4.5% of 2011 const cost)	Contingencies (<\$2M 7%, \$2-\$25 M 6.5%, \$25-\$50 M 9%, >\$50M 7% of 2011 const cost)	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMF	Cat 4 - Statewide Connectivity	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Earmark	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL		
PE,R,C		Grimes St	FM 509	FM 106/Cemetery Rd	HAR-05		1.86	Extend 2 lane roadway	Harlingen	\$ 6,600,000		\$ 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			\$ 550,000			\$ 33,550,000																		
C		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			\$ 550,000			\$ 19,250,000																		
R,C		Chester Park Rd	Hand Rd	Chester Park Rd	HAR-01			Realignment and Install Traffic Signal	Harlingen	\$ 1,650,000		\$ 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			\$ 82,500			\$ 3,932,500																		
										\$ 8,584,283,427						\$ 12,174,134,405																		

Brownsville Area - RGVMPO
FY 2021 - 2024 Transportation Improvement Program

Funding by Category

Adopted:

Funding Category	Description	FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Non-Traditionally Funded Transportation Project	\$500,000	\$500,000	\$12,188,192	\$12,188,192	\$0	\$0	\$123,615,564	\$123,615,564	\$136,303,756	\$136,303,756
4	Urban and Regional Connectivity	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$37,446,763	\$37,446,763	\$380,300	\$380,300	\$6,968,000	\$6,968,000	\$44,795,063	\$44,795,063
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$6,500,000	\$6,500,000	\$6,500,000	\$6,500,000
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$9,100,000	\$9,100,000	\$9,100,000	\$9,100,000
Rider 11	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$500,000	\$500,000	\$49,634,955	\$49,634,955	\$380,300	\$380,300	\$146,183,564	\$146,183,564	\$196,698,819	\$196,698,819

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	\$0	\$30,389,744	\$304,240	\$19,354,400	\$50,048,384
State	\$0	\$0	\$0	\$1,820,000	\$1,820,000
Local Match	\$0	\$7,057,019	\$76,060	\$1,393,600	\$8,526,679
CAT 3 - Local Contributions (LC)	\$500,000	\$12,188,192	\$0	\$123,615,564	\$136,303,756
Total	\$500,000	\$49,634,955	\$380,300	\$146,183,564	\$196,698,819

Annotations

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

Brownsville Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-291	CS	E	BROWNSVILLE	CCRMA	\$500,000
LIMITS FROM:		On Morrison Rd., from FM 1847				REVISION DATE: FEB. 2022	
LIMITS TO:		FM 511				MPO PROJ NUMBER: BMPO-E3	
		Construct 4 Lane Urban Roadway				FUNDING CAT(S): CAT 3 LC	
PROJECT DESCRIPTION:		PROJECT HISTORY:					
REMARKS		E= PRELIMINARY ENGINEERING					
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$500,000	COST OF		FEDERAL	STATE	LOCAL	LC
ROW PURCHASE:	\$150,000	APPROVED	CAT 3 LC				\$500,000
CONST COST:	\$21,000,000	PHASES:					
CONST ENG:	\$900,000	\$500,000					
CONTING:	\$200,000						
IND COSTS:							
POT CHG ORDER:							
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$22,750,000	TOTALS		\$0	\$0	\$0	\$500,000

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
 * FUNDING NOT FIXED

Brownsville Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
PHARR	CAMERON	0921-06-315	CS	E	BROWNSVILLE	CCRMA	\$3,875,000		
LIMITS FROM:		ON EAST LOOP FROM I-69				REVISION DATE:	FEB. 2022		
LIMITS TO:		SH 4				MPO PROJ NUMBER:	BMPO-E4		
PROJECT DESCRIPTION:		CONSTRUCTION OF 4 TO 6 LANE ROADWAY PARTIALLY ON NEW LOCATION				FUNDING CAT(S):	3 LC		
REMARKS		E= PRELIMINARY ENGINEERING				PROJECT HISTORY:			
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$3,875,000	COST OF			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$5,600,000	APPROVED	CAT 3 LC					\$3,875,000	\$3,875,000
CONST COST:	\$96,636,662	PHASES:							
CONST ENG:	\$4,831,833	\$3,875,000							
CONTING:	\$4,900,000								
IND COSTS:	\$0								
BND FINANCING:	\$0								
POT CHG ORDER:	\$5,044,434								
TOTAL PROJECT COST:	\$120,887,929	TOTALS	\$0	\$0	\$0	\$3,875,000	\$3,875,000		
PHARR	CAMERON	0921-06-290	CS	E	BROWNSVILLE	CAMERON COUNTY	\$1,100,000		
LIMITS FROM:		ON OLD ALICE ROAD, FROM Sports Park Blvd				REVISION DATE:	FEB. 2022		
LIMITS TO:		SH 100				MPO PROJ NUMBER:	BMPO-E2		
PROJECT DESCRIPTION:		WIDEN FROM 2 LANE TO 4 LANE URBAN ROADWAY				FUNDING CAT(S):	CAT 3LC		
REMARKS		E= PRELIMINARY ENGINEERING TRANSPORTATION DEVELOPMENT				PROJECT HISTORY:			
P7:		CREDITS (TDC) TO BE APPLIED FOR ALL NON FEDERAL PARTICIPATION							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$1,100,000	COST OF			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	CAT 3 LC					\$1,100,000	\$1,100,000
CONST COST:	\$18,662,525	PHASES:							
CONST ENG:	\$1,650,000	\$1,100,000							
CONTING:	\$0								
IND COSTS:	\$0								
BND FINANCING:	\$0								
POT CHG ORDER:	\$715,523								
TOTAL PROJECT COST:	\$22,128,048	TOTALS	\$0	\$0	\$0	\$1,100,000	\$1,100,000		
PHARR	CAMERON	0921-06-280	VA	C, E	BROWNSVILLE	BROWNSVILLE	\$375,000		
LIMITS FROM:		SOUTHMOST TRAIL, FROM MANZANO ST				REVISION DATE:	FEB. 2022		
LIMITS TO:		LA POSADA DR.				MPO PROJ NUMBER:	BMPO-ST1		
PROJECT DESCRIPTION:		CONSTRUCT 10' CONCRETE HIKE AND BIKE TRAIL (LENGTH 0.8 MILES)				FUNDING CAT(S):	7, 3LC		
REMARKS		SOUTHMOST NATURE TRAIL PHASE II				PROJECT HISTORY:			
P7:		E= Construction Engineering							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$0	COST OF			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	Cat 7		\$285,000	\$0	\$71,250	\$0	\$356,250
CONST COST:	\$356,250	PHASES:	3 LC					\$18,750	\$18,750
CONST ENG:	\$18,750	\$375,000							
CONTING:	\$26,250								
IND COSTS:	\$0								
BND FINANCING:	\$0								
POT CHG ORDER:	\$12,459								
TOTAL PROJECT COST:	\$413,709	TOTALS	\$285,000	\$0	\$71,250	\$18,750	\$375,000		

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
 * FUNDING NOT FIXED

Brownsville Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0684-01-068	SH 550	C, E	BROWNSVILLE	CCRMA	\$23,106,110
LIMITS FROM:		0.203 MI S OF FM 1847				REVISION DATE:	FEB. 2022
LIMITS TO:		1.13 MI SE OF UPRR OVRPSS FM 3248				MPO PROJ NUMBER:	BMPO-CCR1
PROJECT		CONSTRUCT CONTROLLED ACCESS TOLLED FACILITY				FUNDING CAT(S):	CAT 7, 3LC
DESCRIPTION:		PROJECT HISTORY:					
REMARKS		E= Preliminary and Construction Engineering *(CRRSAA) -					
P7:		Coronavirus Response and Relief Supplemental Appropriations Act					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED	PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,000,000		CAT 7	\$15,480,000		\$3,870,000		\$19,350,000
ROW PURCHASE:	\$0		CAT 3 LC				\$1,594,442	\$1,594,442
CONST COST:	\$20,474,607		CAT 7 (CRRSAA)	\$2,161,668				\$2,161,668
CONST ENG:	\$1,631,503	\$23,106,110						
CONTING:	\$743,425							
IND COSTS:	\$0							
BND FINANCING:	\$0							
POT CHG ORDER:	\$0							
TOTAL PROJECT COST:	\$23,849,535		TOTALS	\$17,641,668	\$0	\$3,870,000	\$1,594,442	\$23,106,110

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-315	CS	R	BROWNSVILLE	CCRMA	\$5,600,000
LIMITS FROM:		ON EAST LOOP FROM I-69				REVISION DATE:	FEB. 2022
LIMITS TO:		SH 4				MPO PROJ NUMBER:	BMPO-E4
PROJECT		CONSTRUCTION OF 4 TO 6 LANE ROADWAY PARTIALLY ON NEW				FUNDING CAT(S):	3LC
DESCRIPTION:		LOCATION					
REMARKS		PROJECT HISTORY:					
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED	PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$3,875,000		CAT 3 LC				\$5,600,000	\$5,600,000
ROW PURCHASE:	\$5,600,000							
CONST COST:	\$96,636,662							
CONST ENG:	\$4,831,833	\$5,600,000						
CONTING:	\$4,900,000							
IND COSTS:	\$0							
BND FINANCING:	\$0							
POT CHG ORDER:	\$5,044,434							
TOTAL PROJECT COST:	\$120,887,929		TOTALS	\$0	\$0	\$0	\$5,600,000	\$5,600,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-313	Veterans INTL	C,E	BROWNSVILLE	CCRMA	\$14,578,845
LIMITS FROM:		CBP Primary Inspection Lanes				REVISION DATE:	FEB. 2022
LIMITS TO:						MPO PROJ NUMBER:	BMPO-AA1
PROJECT		Veterans International Bridge @ Los Tomates - Expansion of primary				FUNDING CAT(S):	CAT 7
DESCRIPTION:		lanes for passenger vehicles					
REMARKS		PROJECT HISTORY:					
P7:		Moved from FY 2026					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED	PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$500,000		CAT 7	\$11,663,076		\$2,915,769		\$14,578,845
ROW PURCHASE:								
CONST COST:	\$13,134,449							
CONST ENG:	\$1,444,396	\$14,578,845						
CONTING:	\$898,345							
IND COSTS:	\$0							
BND FINANCING:	\$0							
POT CHG ORDER:								
TOTAL PROJECT COST:	\$15,977,190		TOTALS	\$11,663,076	\$0	\$2,915,769	\$0	\$14,578,845

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

* FUNDING NOT FIXED

Brownsville Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	CAMERON	0921-06-293	CS	E	BROWNSVILLE	CCRMA	\$1,000,000	
LIMITS FROM:		ON WEST RAIL TRAIL, FROM PALM BLVD @FORMER RAIL LINE			REVISION DATE:		FEB. 2022	
LIMITS TO:		I-69 E SOUTHBOUND FRONTAGE RD W OF OLD ALICE RD			MPO PROJ NUMBER:		BMPO-E7	
PROJECT DESCRIPTION:		CONSTRUCT MULTI-MODAL FACILITY			FUNDING CAT(S):		CAT 7	
REMARKS:		E= PRELIMINARY ENGINEERING			PROJECT HISTORY:			
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$1,000,000	COST OF APPROVED PHASES:	CAT 7	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0			\$800,000		\$200,000		\$1,000,000
CONST COST:	\$10,000,000							
CONST ENG:	\$660,000			\$1,000,000				
CONTING:	\$200,672							
IND COSTS:	\$317,890							
POT CHG ORDER:	\$727,439							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$12,906,001	TOTALS		\$800,000	\$0	\$200,000	\$0	\$1,000,000

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
 * FUNDING NOT FIXED

Brownsville Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2023

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Pharr	Cameron	0921-06-292	CS	E	Los Fresnos	CCRMA	\$380,300	
LIMITS FROM:		On Whipple Rd, FM 1575				REVISION DATE:	FEB. 2022	
LIMITS TO:		FM 1847				MPO PROJ NUMBER:	BMPO-E5	
PROJECT DESCRIPTION:		Proposed 2 lane roadway with continuous left turn lane.				FUNDING CAT(S):	7	
REMARKS:		E= Preliminary Engineering				PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$380,300	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	Cat 7	\$304,240		\$76,060		\$380,300
CONST COST:	\$4,000,000	PHASES:						
CONST ENG:	\$440,000	\$380,300						
CONTING:	\$260,000							
POT CHG ORDER:	\$152,592							
IND COSTS:	\$0							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$5,232,892	TOTALS		\$304,240	\$0	\$76,060	\$0	\$380,300

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
 * FUNDING NOT FIXED

Brownsville Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	CAMERON	0921-06-207	VA	C	BROWNSVILLE	TXDOT	\$15,600,000	
LIMITS FROM:		VICINITY OF GSA FACILITY AT BROWNSVILLE				REVISION DATE:	FEB. 2022	
LIMITS TO:		VETERANS INTERNATIONAL BRIDGE AT LOS TOMATES				MPO PROJ NUMBER:	BMPO-LS17	
PROJECT		CONSTRUCTION OF BORDER SAFETY INSPECTION FACILITY				FUNDING CAT(S):	CAT 10, CAT 11	
DESCRIPTION:		PROJECT HISTORY:						
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:		COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$1,950,000	APPROVED	CAT 10	\$1,138,496				\$1,138,496
CONST COST:	\$15,600,000	PHASES:	CAT 10	\$5,361,504				\$5,361,504
CONST ENG:	\$600,000	\$15,600,000	Cat 11	\$7,280,000	\$1,820,000.0			\$9,100,000
CONTING:	\$530,000							
IND COSTS:	\$0							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$18,680,000		TOTALS	\$13,780,000	\$1,820,000	\$0	\$0	\$15,600,000
PHARR	CAMERON	0921-06-289	VA	C	BROWNSVILLE	BROWNSVILLE	\$6,968,000	
LIMITS FROM:		SOUTHMOST NATURE TRAIL, FROM FM 1847				REVISION DATE:	FEB. 2022	
LIMITS TO:		ALAMEDA DR./MONSEES RD				MPO PROJ NUMBER:	BMPO-ST2	
PROJECT		CONSTRUCT 10' CONCRETE HIKE AND BIKE TRAIL				FUNDING CAT(S):	CAT 7	
DESCRIPTION:		PROJECT HISTORY:						
REMARKS		SOUTHMOST NATURE TRAIL PHASE IV						
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$0	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	CAT 7	\$5,574,400		\$1,393,600		\$6,968,000
CONST COST:	\$6,968,000	PHASES:						
CONST ENG:	\$341,432	\$6,968,000						
CONTING:	\$139,360							
IND COSTS:	\$2,000							
POT CHG ORDER:	\$289,868							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$7,740,660		TOTALS	\$5,574,400	\$0	\$1,393,600	\$0	\$6,968,000
PHARR	CAMERON	0921-06-315	CS	C	BROWNSVILLE	CCRMA	\$96,636,662	
LIMITS FROM:		ON EAST LOOP FROM I-69				REVISION DATE:	FEB. 2022	
LIMITS TO:		SH 4				MPO PROJ NUMBER:	BMPO-E4	
PROJECT		CONSTRUCTION OF 4 TO 6 LANE ROADWAY PARTIALLY ON NEW				FUNDING CAT(S):	3LC	
DESCRIPTION:		PROJECT HISTORY:						
REMARKS		LOCATION						
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$3,875,000	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$5,600,000	APPROVED	CAT 3 LC				\$96,636,662	\$96,636,662
CONST COST:	\$96,636,662	PHASES:						
CONST ENG:	\$4,831,833	\$96,636,662						
CONTING:	\$4,900,000							
IND COSTS:								
POT CHG ORDER:	\$5,044,434							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$120,887,929		TOTALS	\$0	\$0	\$0	\$96,636,662	\$96,636,662

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
 * FUNDING NOT FIXED

Brownsville Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
PHARR	CAMERON	0921-06-163	SPI 2nd Access	E, R	South Padre Island	CCRMA	\$20,600,000		
LIMITS FROM:		SH 100, across the Laguna Madre				REVISION DATE:	FEB. 2022		
LIMITS TO:		PR 100				MPO PROJ NUMBER:	BMPO-SPI2		
PROJECT DESCRIPTION:		Construct 4 Lane Roadway with Elevated Bridge				FUNDING CAT(S):	3LC		
REMARKS		E = Preliminary Engineering				PROJECT HISTORY:			
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$15,000,000	COST OF APPROVED PHASES:	\$20,600,000	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$5,600,000			CAT 3 LC				\$20,600,000	\$20,600,000
CONST COST:	\$400,000,000								
CONST ENG:	\$18,000,000								
CONTING:									
IND COSTS:									
POT CHG ORDER:									
BND FINANCING:	\$0								
TOTAL PROJECT COST:	\$438,600,000			TOTALS	\$0	\$0	\$20,600,000	\$20,600,000	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
PHARR	CAMERON	0921-06-340	West Blvd.	C	BROWNSVILLE	CCRMA	\$6,378,902		
LIMITS FROM:		FM 3248 (Alton Gloor)				REVISION DATE:	FEB. 2022		
LIMITS TO:		FM 802 (Ruben Torres Blvd.)				MPO PROJ NUMBER:	BMPO-WBL		
PROJECT DESCRIPTION:		Roadway/Trail Construction phase of multimodal corridor				FUNDING CAT(S):	3LC		
REMARKS						PROJECT HISTORY:			
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$312,566	COST OF APPROVED PHASES:	\$6,378,902	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$0			CAT 3 LC				\$6,378,902	\$6,378,902
CONST COST:	\$6,378,902								
CONST ENG:	\$318,945								
CONTING:	\$414,629								
IND COSTS:	\$395,492								
POT CHG ORDER:									
BND FINANCING:	\$0								
TOTAL PROJECT COST:	\$7,820,534			TOTALS:				\$6,378,902	

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
 * FUNDING NOT FIXED



Harlingen San Benito Area - RGVMPPO
FY 2021 - 2024 Transportation Improvement Program

Funding by Category

Adopted:

Funding Category	Description	FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$2,813,725	\$2,813,725	\$7,280,000	\$7,280,000	\$0	\$0	\$10,093,725	\$10,093,725
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	\$2,000,000
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$1,675,000	\$1,675,000	\$686,000	\$686,000	\$0	\$0	\$2,361,000	\$2,361,000
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$1,325,000	\$1,325,000	\$0	\$0	\$0	\$0	\$1,325,000	\$1,325,000
Rider 11	Energy Sector	\$0	\$0	\$4,500,000	\$4,500,000	\$0	\$0	\$0	\$0	\$4,500,000	\$4,500,000
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$0	\$0	\$10,313,725	\$10,313,725	\$9,966,000	\$9,966,000	\$0	\$0	\$20,279,725	\$20,279,725

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	\$0	\$8,250,980	\$6,510,000	\$0	\$14,760,980
State	\$0	\$1,462,745	\$1,456,000	\$0	\$2,918,745
Local Match	\$0	\$600,000	\$0	\$0	\$600,000
CAT 3 - Local Contributions (LC)	\$0	\$0	\$2,000,000	\$0	\$2,000,000
Total	\$0	\$10,313,725	\$9,966,000	\$0	\$20,279,725

Harlingen San Benito Area - RGV MPO
FY 2019-2022 Transportation Improvement Program
Pharr District Projects
FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
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No Projects Programmed in FY 2021

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

* FUNDING NOT FIXED

Harlingen San Benito Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	CAMERON	0039-07-257	IH-69E	C	HARLINGEN	TXDOT	\$2,813,725	
LIMITS FROM:		INDUSTRIAL BLVD				REVISION DATE:	FEB. 2022	
LIMITS TO:		LOOP 499/ PRIMERA RD				MPO PROJ NUMBER:	HSB-115	
PROJECT		NB AND SB RAMPS REVERSAL				FUNDING CAT(S):	CAT 2U	
DESCRIPTION:		PROJECT HISTORY:						
REMARKS		Project name: I69/US 77 Ramp Reversal						
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$135,169	COST OF						
ROW PURCHASE:	\$0	APPROVED	CAT 2U	FEDERAL	STATE	LOCAL	LC	TOTAL
CONST COST:	\$2,813,725	PHASES:		\$2,250,980	\$562,745	\$0	\$0	\$2,813,725
CONST ENG:	\$110,618							
CONTING:	\$39,171							
IND COSTS:	\$175,996							
POT CHG ORDER:	\$107,859							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$3,382,538	TOTALS		\$2,250,980	\$562,745	\$0	\$0	\$2,813,725
PHARR	CAMERON	0921-06-252	CS	C	HARLINGEN/SAN BENITO	CAMERON COUNTY	\$7,500,000	
LIMITS FROM:		S. PARALLEL CORRIDOR, FM 509				REVISION DATE:	FEB. 2022	
LIMITS TO:		FM 2520				MPO PROJ NUMBER:	HSB-133	
PROJECT		CONSTRUCTION 2 LANE RURAL				FUNDING CAT(S):	10, RIDER 11B, CAT 11	
DESCRIPTION:		PROJECT HISTORY:						
REMARKS		PROJECT NAME: SOUTH PARALLEL CORRIDOR STATE LET -CE						
P7:		COVERED BY TXDOT						
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$0	COST OF						
ROW PURCHASE:	\$0	APPROVED	CAT 10	FEDERAL	STATE	LOCAL	LC	TOTAL
CONST COST:	\$7,500,000	PHASES:	RIDER 11B	\$1,340,000	\$900,000	\$335,000		\$1,675,000
CONST ENG:	\$825,000		Cat 11	\$3,600,000		\$265,000		\$4,500,000
CONTING:	\$0			\$1,060,000				\$1,325,000
IND COSTS:	\$0							
POT CHG ORDER:	\$424,496							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$8,749,496	TOTALS		\$6,000,000	\$900,000	\$600,000	\$0	\$7,500,000

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
 * FUNDING NOT FIXED

Harlingen San Benito Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2023

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	CAMERON	0921-06-254	FM 509	C,E,R	HARLINGEN	CCRMA	\$9,966,000	
LIMITS FROM:		FM 508		REVISION DATE:		FEB. 2022		
LIMITS TO:		FM 1599		MPO PROJ NUMBER:		HSB-509		
PROJECT DESCRIPTION:		NEW LOCATION, CONSTRUCT 2 LANE RURAL		FUNDING CAT(S):		CAT 2U, 10, 3LC		
REMARKS		C, PE, & ROW		PROJECT HISTORY:				
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$686,000	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$2,000,000	APPROVED	CAT 2U	\$5,824,000	\$1,456,000	\$0	\$0	\$7,280,000
CONST COST:	\$7,280,000	PHASES:	CAT 10	\$686,000	\$0	\$0	\$0	\$686,000
CONST ENG:	\$617,967	\$9,966,000	3LC				\$2,000,000	\$2,000,000
CONTING:	\$124,949							
IND COSTS:	\$617,967							
POT CHG ORDER:								
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$11,326,883		TOTALS	\$6,510,000	\$1,456,000	\$0	\$2,000,000	\$9,966,000

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
 * FUNDING NOT FIXED

Harlingen San Benito Area - RGV MPO
FY 2021-2024 Transportation Improvement Program
Pharr District Projects
FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
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No Projects Programmed in FY 2024

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
* FUNDING NOT FIXED



Hidalgo Area - RGVMPPO
FY 2021 - 2024 Transportation Improvement Program

Funding by Category

Adopted:

Funding Category	Description	FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$16,149,113	\$16,149,113	\$54,604,759	\$54,604,759	\$58,403,696	\$58,403,696	\$129,157,568	\$129,157,568
3	Non-Traditionally Funded Transportation Project	\$10,174,074	\$10,174,074	\$72,751,217	\$72,751,217	\$2,144,330	\$2,144,330	\$107,052,646	\$107,052,646	\$192,122,267	\$192,122,267
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$9,233,700	\$9,233,700	\$21,096,664	\$21,096,664	\$36,420,412	\$36,420,412	\$9,547,000	\$9,547,000	\$76,297,776	\$76,297,776
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$2,701,032	\$2,701,032	\$0	\$0	\$0	\$0	\$0	\$0	\$2,701,032	\$2,701,032
10 CBI	Corridor Border	\$0	\$0	\$17,591,709	\$17,591,709	\$0	\$0	\$0	\$0	\$17,591,709	\$17,591,709
11	District Discretionary	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	\$1,000,000
Rider 11	Energy Sector	\$0	\$0	\$4,000,000	\$4,000,000	\$0	\$0	\$28,900,000	\$28,900,000	\$32,900,000	\$32,900,000
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$400,000	\$400,000
SW PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$22,108,806	\$22,108,806	\$131,588,703	\$131,588,703	\$94,569,501	\$94,569,501	\$203,903,342	\$203,903,342	\$452,170,352	\$452,170,352

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	\$9,547,786	\$47,969,987	\$73,940,137	\$77,963,273	\$209,421,182
State		\$4,029,823	\$12,120,952	\$17,460,739	\$33,611,514
Local Match	\$2,386,946	\$6,837,676	\$6,364,082	\$1,426,684	\$17,015,388
CAT 3 - Local Contributions (LC)	\$10,174,074	\$72,751,217	\$2,144,330	FEB.2022	\$85,069,621
Total	\$22,108,806	\$131,588,703	\$94,569,501	\$96,850,696	\$345,117,706

Hidalgo County Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-142	IBTC	E	Hidalgo County	HCRMA	\$8,000,000
LIMITS FROM:		365 Toll and FM 493				REVISION DATE:	FEB. 2022
LIMITS TO:		IH-2				MPO PROJ NUMBER:	RMA-3
PROJECT DESCRIPTION:		CONSTRUCT NON-TOLLED 4 LANE DIVIDED (AT GRADE) HIGHWAY (INTERIM)				FUNDING CAT(S):	3 LC
REMARKS		E= Preliminary Engineering				PROJECT HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$8,000,000	APPROVED	CAT 3 LC				\$8,000,000	\$8,000,000
ROW PURCHASE:	\$40,000,000	PHASES:						
CONST COST:	\$96,270,000	\$8,000,000						
CONST ENG:	\$6,500,000							
CONTING:	\$5,078,652							
IND COSTS:	\$0							
BND FINANCING:	\$0							
PT CHG ORD	\$4,139,586							
TOTAL PROJECT COST:	\$159,988,238	TOTALS		\$0	\$0	\$0	\$8,000,000	\$8,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-194	CS	R	PENITAS	HIDALGO COUNTY	\$1,185,242
LIMITS FROM:		Liberty Blvd, From Mile 3				REVISION DATE:	FEB. 2022
LIMITS TO:		US 83				MPO PROJ NUMBER:	HC-284ar
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANES WITH DEDICATED LEFT TURN LANE				FUNDING CAT(S):	7, 10 - EARMARK, 3 - LOCAL
REMARKS		PROJECT HISTORY:					
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$219,782	APPROVED	CAT 7	\$320,000		\$80,000		\$400,000
ROW PURCHASE:	\$1,185,242	PHASES:	CAT 10 - EARMARK	\$560,826		\$140,206		\$701,032
CONST COST:	\$9,448,858	\$1,185,242	3LC				\$84,210	\$84,210
CONST ENG:	\$1,086,619							
CONTING:	\$0							
IND COSTS:	\$585,829							
BND FINANCING:	\$0							
PT CHG ORD	\$508,264							
TOTAL PROJECT COST:	\$13,034,594	TOTALS		\$880,826	\$0	\$220,206	\$84,210	\$1,185,242

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0865-01-108	CS	R	Palmview	TXDOT	\$2,399,360
LIMITS FROM:		On Veterans SH 495 From IH-2/US 83				REVISION DATE:	FEB. 2022
LIMITS TO:		SH 364 (La Homa Rd)				MPO PROJ NUMBER:	HC-50r
PROJECT DESCRIPTION:		Construct 4 Lanes Divided Urban section				FUNDING CAT(S):	7
REMARKS		PROJECT HISTORY:					
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$371,667	APPROVED	Cat 7	\$1,919,488		\$479,872		\$2,399,360
ROW PURCHASE:	\$2,399,360	PHASES:						
CONST COST:	\$12,745,750	\$2,399,360						
CONST ENG:	\$632,189							
CONTING:	\$253,640							
IND COSTS:	\$704,320							
BND FINANCING:	\$0							
PT CHG ORD	\$476,691							
TOTAL PROJECT COST:	\$17,583,617	TOTALS		\$1,919,488	\$0	\$479,872	\$0	\$2,399,360

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
 * FUNDING NOT FIXED

Hidalgo County Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-327	CS	R	Mission	Hidalgo County	\$1,192,488	
LIMITS FROM:		ON TAYLOR RD. FROM BUSINESS 83				REVISION DATE:	FEB. 2022	
LIMITS TO:		I-2 (US 83)				MPO PROJ NUMBER:	HC-256r	
PROJECT DESCRIPTION:		Widen from 2 to 4 lanes Roadway				FUNDING CAT(S):	7	
REMARKS		PROJECT HISTORY:						
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$371,667	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$1,192,488	APPROVED	Cat 7	\$953,990		\$238,498		\$1,192,488
CONST COST:	\$4,500,000	PHASES:						
CONST ENG:	\$500,000	\$1,192,488						
CONTING:	\$365,050							
IND COSTS:	\$348,202							
BND FINANCING:	\$190,816							
PT CHG ORD								
TOTAL PROJECT COST:	\$7,468,223	TOTALS		\$953,990	\$0	\$238,498	\$0	\$1,192,488

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-328	CS	R	Mission	Hidalgo County	\$2,011,852	
LIMITS FROM:		On Taylor Rd @Mile 2N				REVISION DATE:	FEB. 2022	
LIMITS TO:		Business 83				MPO PROJ NUMBER:	HC-257r	
PROJECT DESCRIPTION:		Widen from 2 Lane 4 Lane Divided Urban				FUNDING CAT(S):	7	
REMARKS		PROJECT HISTORY:						
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$743,333	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$2,011,852	APPROVED	Cat 7	\$1,609,482		\$402,370		\$2,011,852
CONST COST:	\$6,006,390	PHASES:						
CONST ENG:	\$887,802	\$2,011,852						
CONTING:	\$376,725							
IND COSTS:	\$359,337							
BND FINANCING:	\$0							
PT CHG ORD	\$277,441							
TOTAL PROJECT COST:	\$10,662,880	TOTALS		\$1,609,482	\$0	\$402,370	\$0	\$2,011,852

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-322	CS	R	Hidalgo County	Hidalgo County	\$2,030,000	
LIMITS FROM:		On Liberty Blvd. from Mile 3 Rd				REVISION DATE:	FEB. 2022	
LIMITS TO:		FM 2221				MPO PROJ NUMBER:	HC-284br	
PROJECT DESCRIPTION:		Construct 2 lanes with Shoulders (on new location from Mile 4 to FM2221)				FUNDING CAT(S):	7	
REMARKS		PROJECT HISTORY:						
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$347,988	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$2,030,000	APPROVED	Cat 7	\$1,624,000		\$406,000		\$2,030,000
CONST COST:	\$8,598,629	PHASES:						
CONST ENG:	\$1,576,755	\$2,030,000						
CONTING:	\$0							
IND COSTS:	\$784,583							
BND FINANCING:	\$0							
PT CHG ORD	\$418,028							
TOTAL PROJECT COST:	\$13,755,983	TOTALS		\$1,624,000	\$0	\$406,000	\$0	\$2,030,000

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

* FUNDING NOT FIXED

Hidalgo County Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-399	CS	E	VARIOUS	COUNTY	\$249,994	
LIMITS FROM:		On Cesar Chavez from Business 83				REVISION DATE:	FEB. 2022	
LIMITS TO:		Ridge Rd.				MPO PROJ NUMBER:	HC-344	
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANES				FUNDING CAT(S):	3LC	
REMARKS		E = PRELIMINARY ENGINEERING				PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$249,994	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$1,000,000	APPROVED	3LC				\$249,994	\$249,994
CONST COST:	\$6,193,200	PHASES:						
CONST ENG:	\$655,000	\$249,994						
CONTING:	\$0							
IND COSTS:	\$383,978							
BND FINANCING:	\$0							
PT CHG ORD								
TOTAL PROJECT COST:	\$8,482,172	TOTALS		\$0	\$0	\$0	\$249,994	\$249,994
PHARR	HIDALGO	0921-02-361	CS	R	MCALLEN	COUNTY	\$2,000,000	
LIMITS FROM:		On Nolana Loop from FM 1426 (Raul Longoria)				REVISION DATE:	FEB. 2022	
LIMITS TO:		FM 907				MPO PROJ NUMBER:	HC-152ar	
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANES DIVIDED				FUNDING CAT(S):	10 - EARMARK	
REMARKS		CAT 10 = EARMARK FUNDING				PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$230,275	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$2,000,000	APPROVED	CAT 10 - EARMARK	\$1,600,000		\$400,000		\$2,000,000
CONST COST:	\$12,140,418	PHASES:						
CONST ENG:	\$1,200,000	\$2,000,000						
CONTING:	\$789,127							
IND COSTS:	\$752,706							
BND FINANCING:	\$0							
PT CHG ORD								
TOTAL PROJECT COST:	\$17,112,526	TOTALS		\$1,600,000	\$0	\$400,000	\$0	\$2,000,000
PHARR	HIDALGO	0921-02-403	CS	R	PHARR	COUNTY	\$1,200,000	
LIMITS FROM:		On Eldora Rd. from FM 3362 (JACKSON RD)				REVISION DATE:	FEB. 2022	
LIMITS TO:		VETERANS BLVD (I RD)				MPO PROJ NUMBER:	HC-322r	
PROJECT DESCRIPTION:		Widen from 2 to 4 lanes divided				FUNDING CAT(S):	7	
REMARKS						PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$893,159	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$1,200,000	APPROVED	CAT 7	\$960,000		\$240,000		\$1,200,000
CONST COST:	\$12,204,142	PHASES:						
CONST ENG:	\$1,518,417	\$1,200,000						
CONTING:	\$0							
IND COSTS:	\$856,847							
BND FINANCING:	\$0							
PT CHG ORD								
TOTAL PROJECT COST:	\$16,672,565	TOTALS		\$960,000	\$0	\$240,000	\$0	\$1,200,000

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
 * FUNDING NOT FIXED

Hidalgo County Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	1064-01-043	FM 676	E	MCALLEN	PCT 4	\$1,839,870
LIMITS FROM:		TAYLOR RD				REVISION DATE:	FEB. 2022
LIMITS TO:		FM 2220				MPO PROJ NUMBER:	HC-144
PROJECT DESCRIPTION:		WIDEN FROM 2 LANE TO 4 LANE DIVIDED				FUNDING CAT(S):	3LC
REMARKS		E = PRELIMINARY ENGINEERING				PROJECT HISTORY:	
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$1,839,870	COST OF					
ROW PURCHASE:	\$1,202,648	APPROVED	CAT 3 - LOCAL				
CONST COST:	\$6,000,000	PHASES:					
CONST ENG:	\$500,000	\$1,839,870					
CONTING:	\$119,400						
IND COSTS:	\$0						
BND FINANCING:	\$0						
PT CHG ORD	\$224,400						
TOTAL PROJECT COST:	\$9,886,318	TOTALS	\$0	\$0	\$0	\$1,839,870	\$1,839,870

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Hidalgo County Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
PHARR	HIDALGO	0921-02-379	TL2	C	McAllen	ANZALDUAS INT'L BRIDGE BOARD	\$43,700,000		
LIMITS FROM:		AT ANZALDUAS INTERNATIONAL PORT OF ENTRY (NB)				REVISION DATE:	FEB. 2022		
LIMITS TO:						MPO PROJ NUMBER:	HC-352		
PROJECT DESCRIPTION:		INBOUND COMMERCIAL INSPECTION PREPRIMARY INSPECTION PRE-CLEARED CARGO TRAFFIC				FUNDING CAT(S):	10 - CBI, 3LC		
REMARKS		May be accerlerated when project ready				PROJECT HISTORY:			
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$3,496,000	COST OF			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	CAT 10 - CBI	\$9,680,000		\$2,420,000			\$12,100,000
CONST COST:	\$43,700,000	PHASES:	3LC				\$31,600,000		\$31,600,000
CONST ENG:	\$4,370,000	\$43,700,000							
CONTING:	\$0								
IND COSTS:	\$0								
POT CHG ORDER:	\$1,742,091								
BND FINANCING:	\$0								
TOTAL PROJECT COST:	\$53,308,091	TOTALS		\$9,680,000	\$0	\$2,420,000	\$31,600,000		\$43,700,000
PHARR	HIDALGO	1804-01-068	FM 1926	C	MCALLEN	MCALLEN	\$86,265		
LIMITS FROM:		@ FM 1926 (23RD ST) & HACKBERRY AVE				REVISION DATE:	FEB. 2022		
LIMITS TO:						MPO PROJ NUMBER:	HC-310		
PROJECT DESCRIPTION:		ADDITION OF NORTH AND SOUTHBOUND CENTER TURN LANES				FUNDING CAT(S):	7		
REMARKS						PROJECT HISTORY:			
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$3,969	COST OF			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$16,000	APPROVED	CAT 7	\$69,012			\$17,253		\$86,265
CONST COST:	\$86,265	PHASES:							
CONST ENG:	\$4,050	\$86,265							
CONTING:	\$0								
IND COSTS:	\$5,022								
POT CHG ORDER:	\$6,280								
BND FINANCING:	\$0								
TOTAL PROJECT COST:	\$121,586	TOTALS		\$69,012	\$0	\$17,253	\$0		\$86,265
PHARR	HIDALGO	0621-01-106	SH 336	C	MCALLEN	MCALLEN	\$77,958		
LIMITS FROM:		INTERSECTION BUSINESS US 83				REVISION DATE:	FEB. 2022		
LIMITS TO:		135ft S INTERSECTION US BUSINESS 83				MPO PROJ NUMBER:	HC-312		
PROJECT DESCRIPTION:		ADDITION OF NORTHBOUND RIGHT TURN LANE				FUNDING CAT(S):	7		
REMARKS						PROJECT HISTORY:			
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$3,587	COST OF			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$31,000	APPROVED	CAT 7	\$62,366			\$15,592		\$77,958
CONST COST:	\$77,958	PHASES:							
CONST ENG:	\$3,660	\$77,958							
CONTING:	\$0								
IND COSTS:	\$4,538								
POT CHG ORDER:	\$3,243								
BND FINANCING:	\$0								
TOTAL PROJECT COST:	\$123,986	TOTALS		\$62,366	\$0	\$15,592	\$0		\$77,958

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Hidalgo County Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	1804-01-071	FM 1926 (23RD ST)	C	MCALLEN	MCALLEN	\$141,219	
LIMITS FROM:		@ FM 1926 (23RD ST) & EBONY AVE			REVISION DATE:		FEB. 2022	
LIMITS TO:					MPO PROJ NUMBER:		HC-313	
PROJECT DESCRIPTION:		ADDITION OF EAST, NORTH, AND SOUTHBOUND CENTER TURN LANES			FUNDING CAT(S):		7	
REMARKS				PROJECT HISTORY:				
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$6,497	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$21,000	APPROVED	CAT 7	\$112,975		\$28,244		\$141,219
CONST COST:	\$141,219	PHASES:						
CONST ENG:	\$6,630	\$141,219						
CONTING:	\$0							
IND COSTS:	\$8,221							
POT CHG ORDER:	\$4,954							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$188,521	TOTALS		\$112,975	\$0	\$28,244	\$0	\$141,219
PHARR	HIDALGO	1804-01-072	SS 115	C	MCALLEN	MCALLEN	\$116,618	
LIMITS FROM:		@ FM 1926 (23RD ST) & JACKSON AVE			REVISION DATE:		FEB. 2022	
LIMITS TO:					MPO PROJ NUMBER:		HC-314	
PROJECT DESCRIPTION:		ADDITION OF NORTH AND SOUTHBOUND CENTER TURN LANES			FUNDING CAT(S):		7	
REMARKS				PROJECT HISTORY:				
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$5,366	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$31,000	APPROVED	CAT 7	\$93,294		\$23,324		\$116,618
CONST COST:	\$116,618	PHASES:						
CONST ENG:	\$5,475	\$116,618						
CONTING:	\$0							
IND COSTS:	\$6,789							
POT CHG ORD:	\$4,271							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$169,519	TOTALS		\$93,294	\$0	\$23,324	\$0	\$116,618

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Hidalgo County Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
PHARR	HIDALGO	0921-02-303	VA	C	McAllen	McAllen	\$10,000,000		
LIMITS FROM:		Anzalduas Intl Bridge Port of Entry			REVISION DATE:		FEB. 2022		
LIMITS TO:		South Bound			MPO PROJ NUMBER:		HC-277		
PROJECT DESCRIPTION:		CONSTRUCTION OF SOUTHBOUND INSPECTION STATION			FUNDING CAT(S):		7, 10 - CBI, Rider 11b		
REMARKS				PROJECT HISTORY:					
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$800,000	COST OF APPROVED PHASES:	\$10,000,000	FEDERAL		STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0			CAT 10 - CBI	\$4,393,367		\$1,098,342		\$5,491,709
CONST COST:	\$10,000,000			Rider 11	\$3,200,000	\$800,000			\$4,000,000
CONST ENG:	\$1,281,660			Cat 7	\$406,633		\$101,658		\$508,291
CONTING:	\$0								
IND COSTS:	\$0								
POT CHG ORD:	\$424,707								
BND FINANCING:	\$0								
TOTAL PROJECT COST:	\$12,506,367	TOTALS		\$8,000,000	\$800,000	\$1,200,000	\$0	\$10,000,000	
PHARR	HIDALGO	0921-02-286	CS	R	COUNTY	Hidalgo County	\$4,396,313		
LIMITS FROM:		On Mile 6W, from SH 107			REVISION DATE:		FEB. 2022		
LIMITS TO:		MILE 11 N			MPO PROJ NUMBER:		HC-148bbr		
PROJECT DESCRIPTION:		ROW ACQUISITION FOR RECONSTRUCTION AND WIDEN FROM 2 TO 4 LANES			FUNDING CAT(S):		7		
REMARKS				PROJECT HISTORY:					
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$992,000	COST OF APPROVED PHASES:	\$4,396,313	FEDERAL		STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$4,396,313			CAT 7	\$3,517,050		\$879,263		\$4,396,313
CONST COST:	\$31,202,489								
CONST ENG:	\$3,410,000								
CONTING:	\$1,316,000								
IND COSTS:	\$1,255,000								
POT CHG ORD:	\$1,260,436								
BND FINANCING:	\$0								
TOTAL PROJECT COST:	\$43,832,238	TOTALS		\$3,517,050	\$0	\$879,263	\$0	\$4,396,313	
PHARR	HIDALGO	0921-02-142	IBTC	R	HIDALGO COUNTY	HCRMA	\$40,000,000		
LIMITS FROM:		365 Toll and FM 493			REVISION DATE:		FEB. 2022		
LIMITS TO:		IH-2			MPO PROJ NUMBER:		RMA-3		
PROJECT DESCRIPTION:		Construct Non-Tolled 4-Lane divided (at grade) highway (Interim) Phase I			FUNDING CAT(S):		3LC		
REMARKS				PROJECT HISTORY:					
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$8,000,000	COST OF APPROVED PHASES:	\$40,000,000	FEDERAL		STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$40,000,000			Cat 3 LC			\$40,000,000		\$40,000,000
CONST COST:	\$96,270,000								
CONST ENG:	\$6,500,000								
CONTING:	\$5,078,652								
IND COSTS:	\$0								
POT CHG ORD:	\$4,139,586								
BND FINANCING:	\$0								
TOTAL PROJECT COST:	\$159,988,238	TOTALS		\$0	\$0	\$0	\$40,000,000	\$40,000,000	

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Hidalgo County Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
PHARR	HIDALGO	1064-01-032	FM 676	C	ALTON	TXDOT	\$16,149,113		
LIMITS FROM:		SH 364		REVISION DATE:		FEB. 2022			
LIMITS TO:		SH 107		MPO PROJ NUMBER:		HC-117b			
PROJECT DESCRIPTION:		Widen from 2 lane to 4 lane divided		FUNDING CAT(S):		2M			
REMARKS				PROJECT HISTORY:					
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$423,987	COST OF APPROVED PHASES:	\$16,149,113	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$1,200,000			Cat 2M	\$12,919,290	\$3,229,823			\$16,149,113
CONST COST:	\$16,149,113								
CONST ENG:	\$450,000								
CONTING:	\$650,000								
IND COSTS:	\$620,000								
BND FINANCING:	\$0								
TOTAL PROJECT COST:	\$19,493,100	TOTALS		\$12,919,290	\$3,229,823	\$0	\$0	\$16,149,113	
PHARR	HIDALGO	0921-02-360	CS	R	WESLACO	HIDALGO COUNTY	\$2,200,000		
LIMITS FROM:		ON MILE 10N, FROM MILE 6 (WESTGATE)		REVISION DATE:		FEB. 2022			
LIMITS TO:		FM 1015		MPO PROJ NUMBER:		HC-264r			
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANES		FUNDING CAT(S):		7			
REMARKS		LG RESPONSIBLE FOR CE, LOCAL LET		PROJECT HISTORY:					
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$1,240,022	COST OF APPROVED PHASES:	\$2,200,000	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$2,200,000			CAT 7 (ROW)	\$1,760,000		\$440,000		\$2,200,000
CONST COST:	\$12,194,434								
CONST ENG:	\$1,700,000								
CONTING:	\$0								
IND COSTS:	\$1,341,328								
BND FINANCING:	\$0								
PT CHG ORD	\$549,189								
TOTAL PROJECT COST:	\$19,224,973	TOTALS		\$1,760,000	\$0	\$440,000	\$0	\$2,200,000	

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Hidalgo County Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST			
PHARR	HIDALGO	0921-02-395	CS	R	MISSION	HIDALGO COUNTY	\$3,000,000			
LIMITS FROM:		ON INSPIRATION RD/MILITARY PARKWAY LOOP FROM IH-2			REVISION DATE:		FEB. 2022			
LIMITS TO:		FM 1016			MPO PROJ NUMBER:		HC-341r			
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANE DIVIDED			FUNDING CAT(S):		7			
REMARKS				PROJECT HISTORY:						
P7:										
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$1,276,483	COST OF APPROVED PHASES:	\$3,000,000	FEDERAL		STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$3,000,000			CAT 7 (ROW)		\$2,400,000		\$600,000		\$3,000,000
CONST COST:	\$20,047,928									
CONST ENG:	\$2,205,272									
CONTING:	\$0									
IND COSTS:	\$1,094,374									
BND FINANCING:	\$0									
PT CHG ORD	\$790,254									
TOTAL PROJECT COST:	\$28,414,311			TOTALS	\$2,400,000	\$0	\$600,000	\$0	\$3,000,000	
PHARR	HIDALGO	0921-02-405	CS	E,R	VARIOUS	COUNTY	\$5,721,217			
LIMITS FROM:		On Cesar Chavez from Business 83			REVISION DATE:		FEB. 2022			
LIMITS TO:		Nolana Loop			MPO PROJ NUMBER:		HC-326r			
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANES			FUNDING CAT(S):		7,3LC			
REMARKS				PROJECT HISTORY:						
E = Preliminary Engineering										
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$1,151,217	COST OF APPROVED PHASES:	\$5,721,217	FEDERAL		STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$4,570,000			CAT 7 (ROW)		\$3,656,000		\$914,000		\$4,570,000
CONST COST:	\$18,064,345			CAT 3LC					\$1,151,217	\$1,151,217
CONST ENG:	\$2,567,723									
CONTING:	\$0									
IND COSTS:	\$2,004,892									
BND FINANCING:	\$0									
PT CHG ORD										
TOTAL PROJECT COST:	\$28,358,177			TOTALS	\$3,656,000	\$0	\$914,000	\$1,151,217	\$5,721,217	

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Hidalgo County Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
PHARR	HIDALGO	0921-02-399	CS	R	VARIOUS	COUNTY	\$1,000,000		
LIMITS FROM:		On Cesar Chavez from Business 83				REVISION DATE:	FEB. 2022		
LIMITS TO:		Ridge Rd.				MPO PROJ NUMBER:	HC-344r		
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANES				FUNDING CAT(S):	7		
REMARKS		PROJECT HISTORY:							
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$249,994	COST OF APPROVED PHASES:	\$1,000,000	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$1,000,000			CAT 7 (ROW)	\$800,000		\$200,000		\$1,000,000
CONST COST:	\$6,193,200								
CONST ENG:	\$655,000								
CONTING:	\$0								
IND COSTS:	\$383,978								
BND FINANCING:	\$0								
PT CHG ORD									
TOTAL PROJECT COST:	\$8,482,172			TOTALS	\$800,000	\$0	\$200,000	\$0	\$1,000,000
PHARR	HIDALGO	0921-02-327	CS	C,E	MISSION	HIDALGO COUNTY	\$5,000,000		
LIMITS FROM:		ON TAYLOR RD, FROM BUSINESS 83				REVISION DATE:	FEB. 2022		
LIMITS TO:		I-2 (US 83)				MPO PROJ NUMBER:	HC-256		
PROJECT DESCRIPTION:		WIDEN FROM 2 LANE TO 4 LANE ROADWAY				FUNDING CAT(S):	7		
REMARKS		PROJECT HISTORY:							
P7:		E = CONSTRUCTION ENGINEERING *(CRRSAA) - Coronavirus Response and Relief Supplemental Appropriations Act							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$371,667	COST OF APPROVED PHASES:	\$5,000,000	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$1,192,488			CAT 7	\$400,000		\$100,000		\$500,000
CONST COST:	\$4,500,000			CAT 7 (CRRSAA)	\$4,500,000				\$4,500,000
CONST ENG:	\$500,000								
CONTING:	\$365,050								
IND COSTS:	\$348,202								
POT CHG ORD:									
BND FINANCING:	\$190,816								
TOTAL PROJECT COST:	\$7,468,223			TOTALS	\$4,900,000	\$0	\$100,000	\$0	\$5,000,000

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Hidalgo County Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2023

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-194	CS	C,E	PENITAS	PENITAS	\$10,535,477	
LIMITS FROM:		Liberty Blvd from Mile 3				REVISION DATE: FEB.2022		
LIMITS TO:		US 83				MPO PROJ NUMBER: HC-284a		
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANES WITH DEDICATED LEFT TURN LANE				FUNDING CAT(S): 7, 12S, 3LC		
REMARKS		E = CONSTRUCTION ENGINEERING				PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$219,782	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$1,185,242	APPROVED	CAT 7	\$8,108,382		\$2,027,095		\$10,135,477
CONST COST:	\$9,448,858	PHASES:	CAT 12S	\$320,000		\$80,000		\$400,000
CONST ENG:	\$1,086,619	\$10,535,477						
CONTING:	\$0							
IND COSTS:	\$585,829							
POT CHG ORD:	\$508,264							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$13,034,594	TOTALS		\$8,428,382	\$0	\$2,107,095	\$0	\$10,535,477
PHARR	HIDALGO	0921-02-375	CS	C,E,R	PHARR	PHARR	\$8,327,054	
LIMITS FROM:		ON HI LINE EAST FROM CAGE BLVD				REVISION DATE: FEB.2022		
LIMITS TO:		VETERANS RD				MPO PROJ NUMBER: HC-336		
PROJECT DESCRIPTION:		WIDEN TO 2 LANE WITH CONTINUOUS LEFT TURN LANE AND SHOULDERS				FUNDING CAT(S): 7,3LC		
REMARKS		E= Construction Engineering				PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$204,504	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$350,000	APPROVED	CAT 7	\$5,332,218		\$1,333,055		\$6,665,273
CONST COST:	\$7,386,161	PHASES:	CAT 3 LC				\$1,661,781	\$1,661,781
CONST ENG:	\$590,893	\$8,327,054						
CONTING:	\$480,100							
IND COSTS:	\$457,942							
POT CHG ORD:	\$196,068							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$9,665,668	TOTALS		\$5,332,218	\$0	\$1,333,055	\$1,661,781	\$8,327,054
Pharr	Hidalgo	0921-02-493	FM 676	C	McAllen	TXDOT	\$6,000,000	
LIMITS FROM:		Taylor Rd				REVISION DATE: FEB.2022		
LIMITS TO:		FM 2220				MPO PROJ NUMBER: HC-144		
PROJECT DESCRIPTION:		Widen From 2 to 4 Lane Divided				FUNDING CAT(S): Cat 11,7		
REMARKS		E= Construction Eng.				PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$1,839,870	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$1,202,648	APPROVED	Cat 7	\$4,000,000	\$1,000,000			\$5,000,000
CONST COST:	\$6,000,000	PHASES:	Cat 11	\$800,000	\$200,000			\$1,000,000
CONST ENG:	\$500,000	\$6,000,000						
CONTING:	\$119,400							
IND COSTS:	\$0							
POT CHG ORD:	\$224,400							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$9,886,318	TOTALS		\$4,800,000	\$1,200,000	\$0	\$0	\$6,000,000

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
 * FUNDING NOT FIXED

Hidalgo County Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2023

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Pharr	Hidalgo	0342-01-093	SH 107	C	Edinburg	TxDOT	\$19,000,000	
LIMITS FROM:		Bus 281-W		REVISION DATE:		FEB.2022		
LIMITS TO:		I-69C (US 281)		MPO PROJ NUMBER:		HC-337		
PROJECT DESCRIPTION:		Operational Improvements and Rehabilitation		FUNDING CAT(S):		2U		
REMARKS		PROJECT HISTORY:						
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$3,930,484	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$1,000,000	APPROVED	Cat 2	\$15,200,000	\$3,800,000			\$19,000,000
CONST COST:	\$19,000,000	PHASES:						
CONST ENG:	\$2,195,826	\$19,000,000						
CONTING:	\$0							
IND COSTS:	\$0							
POT CHG ORD:	\$790,400							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$26,916,710	TOTALS		\$15,200,000	\$3,800,000	\$0	\$0	\$19,000,000
Pharr	Hidalgo	0921-02-376	CS	C,R	Pharr	Pharr	\$6,614,409	
LIMITS FROM:		On Hi-Line West, From Jackson Rd		REVISION DATE:		FEB.2022		
LIMITS TO:		Cage Blvd		MPO PROJ NUMBER:		HC-339		
PROJECT DESCRIPTION:		Widen to 2 lane with continuous left turn lane		FUNDING CAT(S):		7, 3LC		
REMARKS		PROJECT HISTORY:						
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$254,800	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$100,000	APPROVED	Cat 7	\$4,905,488		\$1,226,372		\$6,131,860
CONST COST:	\$6,031,860	PHASES:	CAT 3 LC				\$482,549	\$482,549
CONST ENG:	\$482,549	\$6,614,409						
CONTING:	\$338,000							
IND COSTS:	\$322,400							
POT CHG ORD:	\$138,590							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$7,668,199	TOTALS		\$4,905,488	\$0	\$1,226,372	\$482,549	\$6,614,409
Pharr	Hidalgo	0528-01-118	SH 107 (Conway)	C	Palmhurst	TxDOT	\$20,541,600	
LIMITS FROM:		FM 1924 (Mile 3 N)		REVISION DATE:		FEB.2022		
LIMITS TO:		SH 495		MPO PROJ NUMBER:		HC-383		
PROJECT DESCRIPTION:		Widen from 4 to 6 Lane w/Raised Median		FUNDING CAT(S):		2U		
REMARKS		PROJECT HISTORY:						
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$999,600	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	Cat 2	\$16,433,280	\$4,108,320			\$20,541,600
CONST COST:	\$20,541,600	PHASES:						
CONST ENG:	\$1,011,840	\$20,541,600						
CONTING:	\$405,960							
IND COSTS:	\$0							
POT CHG ORD:	\$762,960							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$23,721,960	TOTALS		\$16,433,280	\$4,108,320	\$0	\$0	\$20,541,600

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Hidalgo County Area - RGV MPO
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 Pharr District Projects
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0865-01-108	SH 495	C	Palmview	TxDOT	\$15,063,159
LIMITS FROM:		Veterans Blvd, from IH-2				REVISION DATE:	FEB.2022
LIMITS TO:		SH 364 (La Homa Rd)				MPO PROJ NUMBER:	HC-50
PROJECT DESCRIPTION:		Construct 4 Lanes divided urban				FUNDING CAT(S):	2U
REMARKS				PROJECT HISTORY:			
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$371,667	COST OF APPROVED PHASES:	Cat 2	FEDERAL	STATE	LOCAL	LC TOTAL
ROW PURCHASE:	\$2,399,360			\$12,050,527	\$3,012,632		\$15,063,159
CONST COST:	\$15,063,159						
CONST ENG:	\$632,189	\$15,063,159					
CONTING:	\$253,640						
IND COSTS:	\$704,320						
POT CHG ORD:	\$476,691						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$19,901,026	TOTALS		\$12,050,527	\$3,012,632	\$0	\$0 \$15,063,159

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	1064-01-043	FM 676	R	MCALLEN	PCT 4	\$1,202,648
LIMITS FROM:		TAYLOR RD				REVISION DATE:	FEB.2022
LIMITS TO:		FM 2220				MPO PROJ NUMBER:	HC-144
PROJECT DESCRIPTION:		WIDEN FROM 2 LANE TO 4 LANE DIVIDED				FUNDING CAT(S):	3LC, 7
REMARKS				PROJECT HISTORY:			
P7:				Remove Phase from TIP - GROUPED			
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$1,839,870	COST OF APPROVED PHASES:	CAT 7	FEDERAL	STATE	LOCAL	LC TOTAL
ROW PURCHASE:	\$1,202,648			\$800,000		\$200,000	\$1,000,000
CONST COST:	\$6,000,000		CAT 3 LOCAL				\$202,648 \$202,648
CONST ENG:	\$500,000	\$1,202,648					
CONTING:	\$119,400						
IND COSTS:	\$0						
BND FINANCING:	\$0						
PT CHG ORD	\$224,400						
TOTAL PROJECT COST:	\$9,886,318	TOTALS		\$800,000	\$0	\$200,000	\$202,648 \$1,202,648

REVISION

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-328	CS	C,E	VARIOUS	Hidalgo County	\$8,487,802
LIMITS FROM:		ON TAYLOR RD @MILE 2 N				REVISION DATE:	FEB.2022
LIMITS TO:		BUSINESS 83				MPO PROJ NUMBER:	HC-257
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANES DIVIDED URBAN				FUNDING CAT(S):	7
REMARKS				PROJECT HISTORY:			
P7:				E = CONSTRUCTION ENGINEERING			
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$743,333	COST OF APPROVED PHASES:	CAT 7	FEDERAL	STATE	LOCAL	LC TOTAL
ROW PURCHASE:	\$2,011,852			\$6,790,242		\$1,697,560	\$8,487,802
CONST COST:	\$7,600,000						
CONST ENG:	\$887,802	\$8,487,802					
CONTING:	\$376,725						
IND COSTS:	\$359,337						
POT CHG ORD:	\$277,441						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$12,256,490	TOTALS		\$6,790,242	\$0	\$1,697,560	\$0 \$8,487,802

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Hidalgo County Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Pharr	Hidalgo	0921-02-424	Pharr Bridge	C	Pharr	Pharr	\$14,577,764	
LIMITS FROM:		At Pharr/Reynosa Int'l Bridge				REVISION DATE:	FEB.2022	
LIMITS TO:						MPO PROJ NUMBER:	HC-372	
PROJECT DESCRIPTION:		Dock Expansion Phase I				FUNDING CAT(S):	Rider 11, Cat 3	
REMARKS P7:		CAT 11 = RIDER 11B, E = PRELIMINARY ENGINEERING AND CONSTRUCTION ENGINEERING				PROJECT HISTORY:		
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$330,000	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	Rider 11	\$2,400,000	\$600,000			\$3,000,000
CONST COST:	\$14,577,764	PHASES:	3LC				\$11,577,764	\$11,577,764
CONST ENG:	\$275,000	\$14,577,764						
CONTING:	\$275,000							
IND COSTS:	\$110,000							
POT CHG ORD:	\$569,991							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$16,137,755	TOTALS		\$2,400,000	\$600,000	\$0	\$11,577,764	\$14,577,764
Pharr	Hidalgo	0921-02-425	Pharr Bridge	C	Pharr	Pharr	\$13,610,000	
LIMITS FROM:		At Pharr/ Reynosa Int'l Bridge				REVISION DATE:	FEB.2022	
LIMITS TO:						MPO PROJ NUMBER:	HC-373	
PROJECT DESCRIPTION:		Dock Expansion Phase II				FUNDING CAT(S):	Rider 11 Cat 3	
REMARKS P7:		CAT 11 = RIDER 11B, E = PRELIMINARY ENGINEERING AND CONSTRUCTION ENGINEERING				PROJECT HISTORY:		
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$690,000	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	Rider 11	\$4,000,000	\$1,000,000			\$5,000,000
CONST COST:	\$13,610,000	PHASES:	3LC				\$8,610,000	\$8,610,000
CONST ENG:	\$575,000	\$13,610,000						
CONTING:	\$575,000							
IND COSTS:	\$270,000							
POT CHG ORD:	\$532,151							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$16,252,151	TOTALS		\$4,000,000	\$1,000,000	\$0	\$8,610,000	\$13,610,000
Pharr	Hidalgo	0921-02-423	Pharr Bridge	C	Pharr	Pharr	\$7,500,000	
LIMITS FROM:		At Pharr/ Reynosa Int'l Bridge				REVISION DATE:	FEB.2022	
LIMITS TO:						MPO PROJ NUMBER:	HC-374	
PROJECT DESCRIPTION:		Pharr Bridge Commercial Vehicle Staging Site				FUNDING CAT(S):	Rider 11 Cat 3	
REMARKS P7:		CAT 11 = RIDER 11B, E = PRELIMINARY ENGINEERING AND CONSTRUCTION ENGINEERING				PROJECT HISTORY:		
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$450,000	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	Rider 11	\$3,200,000	\$800,000			\$4,000,000
CONST COST:	\$7,500,000	PHASES:	3LC				\$3,500,000	\$3,500,000
CONST ENG:	\$375,000	\$7,500,000						
CONTING:	\$375,000							
IND COSTS:	\$150,000							
POT CHG ORD:	\$293,250							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$9,143,250	TOTALS		\$3,200,000	\$800,000	\$0	\$3,500,000	\$7,500,000

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 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Pharr	Hidalgo	0921-02-433	Pharr Bridge Ave. 1-3k	C,E	Pharr	Pharr	\$18,290,049	
LIMITS FROM:		At Pharr/ Reynosa Int'l Bridge				REVISION DATE:	FEB.2022	
LIMITS TO:						MPO PROJ NUMBER:	HC-376	
PROJECT DESCRIPTION:		Agricultural Lab & Training Center				FUNDING CAT(S):	Rider 11 Cat 3	
REMARKS		E = CONSTRUCTION ENGINEERING						
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$260,000	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0		Rider 11	\$6,400,000	\$1,600,000			\$8,000,000
CONST COST:	\$18,140,049		3LC				\$10,290,049	\$10,290,049
CONST ENG:	\$150,000							
CONTING:	\$287,200							
IND COSTS:	\$560,932							
POT CHG ORD:								
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$19,398,181	TOTALS		\$6,400,000	\$1,600,000	\$0	\$10,290,049	\$18,290,049
Pharr	Hidalgo	2094-01-063	FM 2220 (Ware Rd)	C	McAllen	TxDOT	\$20,275,969	
LIMITS FROM:		FM 1925 (Monte Cristo)				REVISION DATE:	FEB.2022	
LIMITS TO:		SH 107				MPO PROJ NUMBER:	HC-20	
PROJECT DESCRIPTION:		Widen from 2 to 6 Lanes With Median				FUNDING CAT(S):	2	
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$919,928	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0		Cat 2	\$16,220,775	\$4,055,194			\$20,275,969
CONST COST:	\$20,275,969							
CONST ENG:	\$931,193							
CONTING:	\$373,604							
IND COSTS:	\$0							
POT CHG ORD:	\$702,149							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$23,202,843	TOTALS		\$16,220,775	\$4,055,194	\$0	\$0	\$20,275,969
Pharr	Hidalgo	1803-01-092	FM 1925	C	McAllen	TxDOT	\$10,052,100	
LIMITS FROM:		10th Street				REVISION DATE:	FEB.2022	
LIMITS TO:		McColl Rd				MPO PROJ NUMBER:	HC-290	
PROJECT DESCRIPTION:		Widen from 2 to 6 lane with raised median				FUNDING CAT(S):	2	
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$447,125	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0		Cat 2	\$8,041,680	\$2,010,420			\$10,052,100
CONST COST:	\$10,052,100							
CONST ENG:	\$452,600							
CONTING:	\$181,588							
IND COSTS:	\$0							
POT CHG ORD:	\$341,275							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$11,474,688	TOTALS		\$8,041,680	\$2,010,420	\$0	\$0	\$10,052,100

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Hidalgo County Area - RGV MPO
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 Pharr District Projects
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	1803-02-035	FM 1925	C	COUNTY	TXDOT	\$9,319,536	
LIMITS FROM:		FM 907 (ALAMO RD)		REVISION DATE:		FEB.2022		
LIMITS TO:		SHARP RD		MPO PROJ NUMBER:		HC-12aa		
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANE DIVIDED		FUNDING CAT(S):		2U		
REMARKS				PROJECT HISTORY:				
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$414,540	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		APPROVED	CAT 2	\$7,455,629	\$1,863,907			\$9,319,536
CONST COST:	\$9,319,536	PHASES:						
CONST ENG:	\$419,616	\$9,319,536						
CONTING:	\$168,354							
IND COSTS:								
POT CHG ORD:	\$374,000							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$10,696,046	TOTALS		\$7,455,629	\$1,863,907	\$0	\$0	\$9,319,536
PHARR	HIDALGO	0921-02-479	Pharr-Reynosa International	C, E	PHARR	PHARR	\$27,936,000	
LIMITS FROM:		At Pharr International Bridge		REVISION DATE:		FEB.2022		
LIMITS TO:				MPO PROJ NUMBER:		HC-12bb		
PROJECT DESCRIPTION:		Construct Twin Span Bridge		FUNDING CAT(S):		7, 3LC		
REMARKS				PROJECT HISTORY:				
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$1,176,000	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		APPROVED	CAT 7	\$1,600,000		\$400,000		\$2,000,000
CONST COST:	\$24,000,000	PHASES:	3LC				\$25,936,000	\$25,936,000
CONST ENG:	\$1,080,000	\$27,936,000						
CONTING:	\$1,680,000							
IND COSTS:	\$760,867							
POT CHG ORD:	\$1,756,800							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$30,453,667	TOTALS		\$1,600,000	\$0	\$400,000	\$25,936,000	\$27,936,000
PHARR	HIDALGO	0921-02-363	CS	C,E	PHARR	PHARR	\$6,993,000	
LIMITS FROM:		On I Rd. from .4 Mi. South of Rancho Blanco Rd.		REVISION DATE:		FEB.2022		
LIMITS TO:		Dicker Rd.		MPO PROJ NUMBER:		HC-12ac		
PROJECT DESCRIPTION:		Widen from 2 to 4 lane		FUNDING CAT(S):		7,3LC		
REMARKS				PROJECT HISTORY:				
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$308,700	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		APPROVED	CAT 7	\$3,109,134		\$777,284		\$3,886,418
CONST COST:	\$6,300,000	PHASES:	CAT 7 (CRRSAA)	\$2,413,582				\$2,413,582
CONST ENG:	\$693,000	\$6,993,000	CAT 3 LC				\$693,000	\$693,000
CONTING:	\$760,408							
IND COSTS:	\$725,312							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$8,787,420	TOTALS		\$5,522,716.00	\$0	\$777,284	\$693,000	\$6,993,000

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-435	CS	R	PHARR	PHARR	\$455,000
LIMITS FROM:		On Las Milpas from Cage Rd.				REVISION DATE:	FEB.2022
LIMITS TO:		I Rd.				MPO PROJ NUMBER:	HC-378
PROJECT DESCRIPTION:		Widen from 2 to 4 lane curb & gutter				FUNDING CAT(S):	7
REMARKS:		PROJECT HISTORY:					
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$275,625	COST OF APPROVED PHASES:	CAT 7	FEDERAL	STATE	LOCAL	LC TOTAL
ROW PURCHASE:	\$455,000			\$364,000		\$91,000	\$455,000
CONST COST:	\$5,625,000						
CONST ENG:	\$618,750	\$455,000					
CONTING:							
IND COSTS:							
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$6,974,375		TOTALS	\$364,000	\$0	\$91,000	\$0 \$455,000

PHARR	HIDALGO	0921-02-434	CS	R	PHARR	PHARR	\$792,000
LIMITS FROM:		On Las Milpas Rd. from Jackson Rd.				REVISION DATE:	FEB.2022
LIMITS TO:		Cage Rd.				MPO PROJ NUMBER:	HC-377
PROJECT DESCRIPTION:		Widen from 2 to 4 lane curb & gutter				FUNDING CAT(S):	7
REMARKS:		PROJECT HISTORY:					
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$275,625	COST OF APPROVED PHASES:	CAT 7	FEDERAL	STATE	LOCAL	LC TOTAL
ROW PURCHASE:	\$792,000			\$633,600		\$158,400	\$792,000
CONST COST:	\$5,625,000						
CONST ENG:	\$618,750	\$792,000					
CONTING:							
IND COSTS:							
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$7,311,375		TOTALS	\$633,600	\$0	\$158,400	\$0 \$792,000

PHARR	HIDALGO	0921-02-436	CS	E	PHARR	PHARR	\$330,482
LIMITS FROM:		On Moore Rd. from Jackson Rd.				REVISION DATE:	FEB.2022
LIMITS TO:		Cage Rd.				MPO PROJ NUMBER:	HC-379
PROJECT DESCRIPTION:		Widen from 2 to 4 lanes, curb & gutter w/ center left turn lane				FUNDING CAT(S):	3LC
REMARKS:		E= Preliminary Engineering					
P7:		PROJECT HISTORY:					
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$330,482	COST OF APPROVED PHASES:	CAT 3 LC	FEDERAL	STATE	LOCAL	LC TOTAL
ROW PURCHASE:	\$605,000						\$330,482 \$330,482
CONST COST:	\$6,744,537						
CONST ENG:	\$741,899	\$330,482					
CONTING:							
IND COSTS:							
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$8,421,918		TOTALS	\$0	\$0	\$0	\$330,482 \$330,482

PHARR HIDALGO 0864-01-068 FM 494 C McAllen TXDOT \$18,756,091

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Hidalgo County Area - RGV MPO
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
LIMITS FROM:		SH 107			REVISION DATE:		FEB.2022		
LIMITS TO:		FM 676 (Mile 5)			MPO PROJ NUMBER:		HC-292a		
PROJECT DESCRIPTION:		Widen from 2 to 4 lanes			FUNDING CAT(S):		2U		
REMARKS		E= Preliminary Engineering			PROJECT HISTORY:				
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$683,175	COST OF APPROVED PHASES:	\$18,756,091	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:				CAT 2	\$15,004,873	\$3,751,218			\$18,756,091
CONST COST:	\$18,756,091								
CONST ENG:	\$691,540								
CONTING:	\$277,453								
IND COSTS:									
POT. CHG ORDER:	\$386,984								
TOTAL PROJECT COST:	\$20,795,243	TOTALS		\$15,004,873	\$3,751,218	\$0	\$0	\$18,756,091	
PHARR	HIDALGO	0921-02-437	CS	E	PHARR	PHARR	\$330,482		
LIMITS FROM:		On Moore Rd. from Cage Rd.			REVISION DATE:		FEB.2022		
LIMITS TO:		I Rd.			MPO PROJ NUMBER:		HC-380		
PROJECT DESCRIPTION:		Widen from 2 to 4 lanes, curb & gutter w/ center left turn lane			FUNDING CAT(S):		3LC		
REMARKS		E= Preliminary Engineering			PROJECT HISTORY:				
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$330,482	COST OF APPROVED PHASES:	\$330,482	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$605,000			CAT 3 LC				\$330,482	\$330,482
CONST COST:	\$6,744,537								
CONST ENG:	\$741,899								
CONTING:									
IND COSTS:									
BND FINANCING:	\$0								
TOTAL PROJECT COST:	\$8,421,918	TOTALS		\$0	\$0	\$0	\$330,482	\$330,482	

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
 * FUNDING NOT FIXED

Hidalgo County Area - RGV MPO
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-394	CS	C	DONNA	DONNA	\$44,529,491
LIMITS FROM:		@ DONNA INT'L BRIDGE			REVISION DATE:		FEB.2022
LIMITS TO:					MPO PROJ NUMBER:		HC-361
PROJECT DESCRIPTION:		CONSTRUCTION OF COMMERCIAL FACILITIES FOR NORTHBOUND LOADED / EMPTY AND SOUTHBOUND LOADED TRUCKS			FUNDING CAT(S):		3LC, 11B
REMARKS					PROJECT HISTORY:		
P7:					Added Rider 11B Funds, Revised CAT 3-LC		

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$4,545,234	COST OF APPROVED PHASES: \$44,529,491	CAT 3 - LOCAL Rider 11B						
ROW PURCHASE:	\$0							\$44,080,069	\$44,080,069
CONST COST:	\$44,529,491				\$7,120,000	\$1,780,000			\$8,900,000
CONST ENG:	\$1,500,000				REVISION				
CONTING:	\$0								
IND COSTS:	\$0								
BND FINANCING:	\$0								
PT CHG ORD	\$1,852,427								
TOTAL PROJECT COST:	\$52,427,152		TOTALS	\$7,120,000	\$1,780,000	\$0	\$44,080,069	\$52,980,069	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-362	Russell Rd	C,E,R	McAllen	PCT 4	\$1,704,800
LIMITS FROM:		FM 2220 (Ware Rd)			REVISION DATE:		FEB.2022
LIMITS TO:		Rooth Rd.			MPO PROJ NUMBER:		
PROJECT DESCRIPTION:		Realignment of existing roadway			FUNDING CAT(S):		3LC
REMARKS		Pending Functional Classification			PROJECT HISTORY:		
P7:					Added CSJ #, Revised Description		

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$58,800	COST OF APPROVED PHASES: \$1,704,800	CAT 3 - LOCAL						
ROW PURCHASE:	\$350,000							\$1,704,800	\$1,704,800
CONST COST:	\$1,200,000								
CONST ENG:	\$96,000								
CONTING:	\$0								
IND COSTS:	\$0								
BND FINANCING:	\$0								
PT CHG ORD									
TOTAL PROJECT COST:	\$1,704,800		TOTALS	\$0	\$0	\$0	\$1,704,800	\$1,704,800	

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
 * FUNDING NOT FIXED

Starr County Area - RGVMPPO
FY 2021 - 2024 Transportation Improvement Program

Adopted:

Funding by Category

Funding Category	Description	FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation										
2M or 2U	Urban Area (Non- TMA) Corridor Projects										
3	Non-Traditionally Funded Transportation Project							\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000
3DB	Design Build (DB)										
4	Urban and Regional Connectivity										
5	CMAQ										
6	Structures - Bridge										
7	Metro Mobility & Rehab										
8	Safety										
9	TAP Set-Aside Program										
10	Supplemental Transportation										
10 CBI	Corridor Border										
11	District Discretionary										
Rider 11	Energy Sector										
12	Texas Clear Lanes										
12	Strategic Priority										
Total								\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal					
State					
Local Match					
CAT 3 - Local Contributions (LC)				\$4,000,000	\$4,000,000
Total				\$4,000,000	\$4,000,000

Annotations

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

Starr County Area - RGVMP
 FY 2021-2024 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	STARR	0921-26-113	CS	C	OTHER	PENDING	\$4,000,000
LIMITS FROM:		Intersection of US 83/FM 755, South				REVISION DATE:	FEB.2022
LIMITS TO:		POE @ Bridge Road				MPO PROJ NUMBER:	ST-01
PROJECT DESCRIPTION:		New Location - Construct 2 lane roadway				FUNDING CAT(S):	3LC
REMARKS					PROJECT HISTORY:		
P7:					Added to RGVMP TIP		
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$196,000	COST OF					
ROW PURCHASE:		APPROVED	CAT 3-LOCAL	\$4,000,000			
CONST COST:	\$4,000,000	PHASES:					
CONST ENG:	\$198,400	\$4,000,000					
CONTING:	\$79,600						
IND COSTS:							
POT CHG ORD:	\$149,600						
BND FINANCING:							
TOTAL PROJECT COST:	\$4,623,600	TOTALS	\$0	\$0	\$0	\$4,000,000	\$0

Discussion on Transportation Demand Model Data Request

Action Possible Action Information

Presenter: **Luis Diaz, Assistant Director**

Item Summary: RGVMPPO Staff will coordinate a refresh of the 2014 – 2045 TDM with a new base year of 2019 and a forecast year of 2050 alongside the Texas Department of Transportation, and the Transportation Planning and Programming Division to assure a true reflection of traffic movement throughout the valley region is collected. RGVMPPO Staff is requesting from all municipalities within the RGVMPPO MAB to please provide a listing of various projects completed between 2014 and 2019; new facilities, added capacity, raised median, lane reductions, speed changes, directional flow changes and roadway removals or abandonments.

Background: In 2016, regional MPO Staff began work on the regional transportation model (TDM) with a base year of 2014 model for the RGV. RGVMPPO Staff in coordination with TxDOT previously contracted a consultant to aide in the development of the overall Rio Grande Valley Regional Travel Demand Model (TDM) which produced a 2045 forecasted TDM.

RIO GRANDE VALLEY MPO FY 2022-2023 UPWP

TASK NAME	UPWP TASK	UPWP Budget	FY 2022 Budget	Adjusted Amount	FY 2022 ADJUSTED BUDGET	October	November	December	January	February	March	April	May	June	July	August	September	FY 2022 TOTAL	FY 2022 BALANCE
						2021	2021	2021	2022	2022	2022	2022	2022	2022	2022	2022	2022	2022	2022
MPO Administration	1.1	\$1,387,085.50	\$693,542.75		\$693,542.75	\$31,310.61												\$31,310.61	\$662,232.14
Public Participation Plan	1.2	\$168,638.32	\$84,319.16		\$84,319.16	\$572.20												\$572.20	\$83,746.96
Training for TAC & TPC	1.3	\$4,289.66	\$2,144.83		\$2,144.83	\$0.00												\$0.00	\$2,144.83
Computer Purchases	1.4	\$130,924.70	\$65,462.35		\$65,462.35	\$750.00												\$750.00	\$64,712.35
Staff Development	1.5	\$103,393.32	\$51,696.66		\$51,696.66	\$2,077.36												\$2,077.36	\$49,619.30
Demographic Data	2.1	\$132,638.32	\$66,319.16		\$66,319.16	\$0.00												\$0.00	\$66,319.16
Title VI Civil Rights Evaluation	2.2	\$75,793.32	\$37,896.66		\$37,896.66	\$0.00												\$0.00	\$37,896.66
Model Work	2.3	\$227,379.96	\$113,689.98		\$113,689.98	\$0.00												\$0.00	\$113,689.98
Land Use Map	2.4	\$113,689.98	\$56,844.99		\$56,844.99	\$11,016.29												\$11,016.29	\$45,828.70
Service Coordination	3.1	\$77,093.32	\$38,546.66		\$38,546.66	\$472.02												\$472.02	\$38,074.64
Planning Assistance	3.2	\$171,684.98	\$85,842.49		\$85,842.49	\$9,709.83												\$9,709.83	\$76,132.66
Project Selection Criteria	4.1	\$37,896.66	\$18,948.33		\$18,948.33	\$0.00												\$0.00	\$18,948.33
Bike And Pedestrian	4.2	\$304,773.28	\$152,386.64		\$152,386.64	\$1,416.08												\$1,416.08	\$150,970.56
Truck Route & Freight Planning	4.3	\$37,896.66	\$18,948.33		\$18,948.33	\$156.13												\$156.13	\$18,792.20
County Thoroughfare Plan	4.4	\$38,146.66	\$19,073.33		\$19,073.33	\$0.00												\$0.00	\$19,073.33
Metropolitan Transportation Plan	4.5	\$193,133.30	\$96,566.65		\$96,566.65	\$708.04												\$708.04	\$95,858.61
Regional Transit Plan	5.1	\$37,896.66	\$18,948.33		\$18,948.33	\$0.00												\$0.00	\$18,948.33
Incident Management & Safety Study	5.2	\$18,948.34	\$9,474.17		\$9,474.17	\$0.00												\$0.00	\$9,474.17
Congestion Data Collection	5.3	\$289,796.66	\$144,898.33		\$144,898.33	\$0.00												\$0.00	\$144,898.33
Corridor Study	5.4	\$175,000.00	\$156,051.67		\$156,051.67	\$0.00												\$0.00	\$156,051.67
Traffic Counts	5.5	\$18,948.34	\$9,474.17		\$9,474.17	\$0.00												\$0.00	\$9,474.17
Totals		\$3,745,047.94	\$1,941,075.64		\$1,941,075.64	\$58,188.56	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$58,188.56	\$1,882,887.08

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

FY 2020	Task	Adjusted upwp	Total Spent	% of adjust. Budget spent	Amount we should've spent		FY 2021 Task	Adjusted upwp	Total Spent	% of adjust. Budget spent	Amount we should've spent	
					spent	Difference					spent	Difference
1		\$897,165.75	\$34,710.17	3.87%	\$74,764	\$40,054	1	\$897,165.75	\$0.00	0.00%	\$0	\$0
2		\$274,750.79	\$11,016.29	4.01%	\$22,896	\$11,880	2	\$274,750.79	\$0.00	0.00%	\$0	\$0
3		\$124,389.15	\$10,181.85	8.19%	\$10,366	\$184	3	\$124,389.15	\$0.00	0.00%	\$0	\$0
4		\$305,923.28	\$2,280.25	0.75%	\$25,494	\$23,213	4	\$305,923.28	\$0.00	0.00%	\$0	\$0
5		\$338,846.67	\$0.00	0.00%	\$28,237	\$28,237	5	\$201,743.33	\$0.00	0.00%	\$0	\$0
Totals		\$1,941,075.64	\$58,188.56	3.00%	\$161,756.30	\$103,567.74	Totals	\$1,803,972.30	\$0.00	0.00%	\$0.00	\$0.00

FY 20-21	Task	Adjusted UPWP	Total Spent	% of adjust. Budget spent	Amount we should've spent	
					spent	Difference
1		\$1,794,331.50	\$34,710.17	1.93%	\$74,764	\$40,054
2		\$549,501.58	\$11,016.29	2.00%	\$22,896	\$11,880
3		\$248,778.30	\$10,181.85	4.09%	\$10,366	\$184
4		\$611,846.56	\$2,280.25	0.37%	\$25,494	\$23,213
5		\$540,590.00	\$0.00	0.00%	\$22,525	\$22,525
Totals		\$3,745,047.94	\$58,188.56	1.55%	\$156,043.66	\$97,855.10

GOVERNMENT AFFAIRS DIVISION | FEDERAL AFFAIRS SECTION

Estimated Total Funds for Texas Over Five Years (FY22-FY26)

Highway Contract Authority	\$26.893 billion
General Fund Advanced Appropriations	\$945 million*
Rural Transit	\$450 million
General Aviation Airports	\$390 million
Ferry Boats and Terminals	\$35 million
Total	\$28.7 billion
Annual FY Average	\$5.7 billion

*EV Charging Stations: \$407.8 million; Bridge Replacement and Rehabilitation: \$537.2 million

Estimated Funds for Texas in FY22

Highway Contract Authority	\$5.168 billion
General Fund Advanced Appropriations	\$189 million
Rural Transit	\$86 million
General Aviation Airports	\$78 million
Ferry Boats and Terminals	\$7.1 million
Total	\$5.528 billion

Average funding increase per year above FY 2021: \$1.14 billion



Designates I-14 from Texas to Georgia as a High Priority Corridor as Future Interstate

- Per amendment offered by Senator Cruz and Senator Warnock (D-GA).

Two New Funding Categories (Apportionments within the Highway Program)

1. Carbon Reduction Program:

- \$6.42 billion over 5 years distributed via formula for all states (Texas: \$642M over 5 years).
- Requires States to develop a carbon reduction strategy within two years.
- Makes the reduction of transportation emissions an eligible use under all apportioned funding categories to states.

2. Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program:

- \$7.3 billion over 5 years distributed via formula to all states (Texas: \$792M over 5 years).
- Funds apportioned to a State for the PROTECT program must be obligated for resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
 - ▶ Of note, there is also \$1.4 billion over five years for competitive discretionary grants for the PROTECT Program.

Nationwide Supplemental Bridge Funding

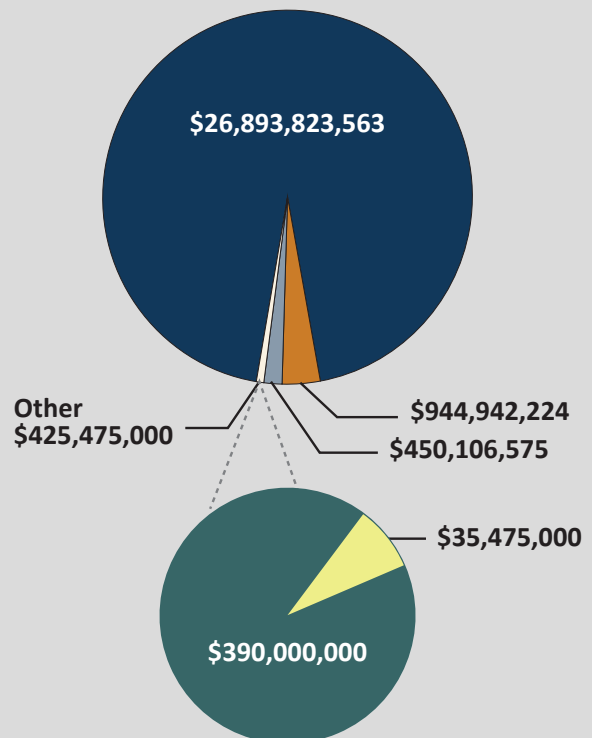
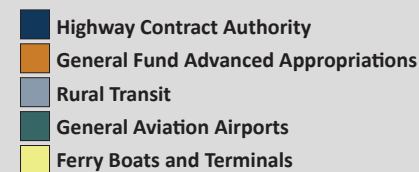
\$27.5 billion over 5 years for a bridge replacement, rehabilitation, preservation, protection, and construction program, to be distributed annually in equal amounts.

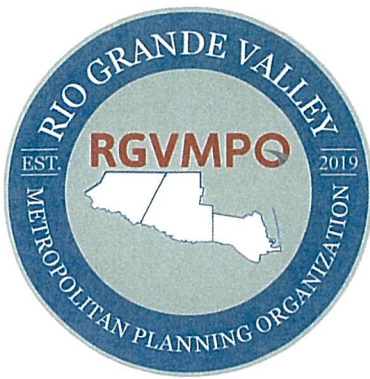
- Formula distribution for this program is more favorable to Texas than prior formulas.

Largest New Discretionary Grant Programs: Five Year Nationwide Totals

- \$9.235 billion for Bridge Investment Program grants.
- \$7.5 billion for RAISE grants.
- \$5 billion for National Infrastructure Project Assistance (Megaprojects) grants.
 - Allows for single-year or multi-year grant agreements for large surface transportation projects in various modes.

Estimated TxDOT funding through IIJA FY 2022-FY 2026





RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION

617 W. University Dr., Edinburg, TX 78539
(956) 682-3481

PLANNING PARTNERS:

MAYOR AMBROSIO HERNANDEZ
CHAIRMAN
CITY OF PHARR

JUDGE EDDIE TREVIÑO, JR.
VICE CHAIRMAN
CAMERON COUNTY

CAMERON COUNTY RMA

CITY OF BROWNSVILLE

CITY OF EDINBURG

CITY OF HARLINGEN

CITY OF McALLEN

CITY OF MISSION

CITY OF SAN BENITO

HIDALGO COUNTY

HIDALGO COUNTY RMA

TxDOT (PHARR DISTRICT)

VALLEY METRO

STAFF:
ANDREW A. CANON
EXECUTIVE DIRECTOR

EX-OFFICIO:
RIO GRANDE VALLEY
PARTNERSHIP

RGVMPO

Transportation Policy Board (TPB)
Technical Advisory Committee (TAC)

RE: shift in meeting schedule

Due to the forthcoming holidays and the timeline of having the next STIP revision completed by January 25th, staff is recommending the following TEMPORARY changes to the TAC and TPB meeting schedule.

TAC

November 18, 2021 @ 10 a.m.

December 2, 2021 @ 10 a.m.

January 6, 2022 @ 10 a.m.

TPB

December 15, 2021, at 1:30 p.m. immediately following LRGVDC Board meeting.

January 19, 2022 @ 1:30 p.m.

Administrative Agent: Lower Rio Grande Valley Development Council
301 WEST RAILROAD - WESLACO, TX, 78596

November 18, 2021

TxDOT Monthly Letting Update (Projects within Rio Grande Valley MPO Area)

PROJECTS HAVE LET IN October 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-365 Tollway 0921-02-368	HID	FM 396 TO US 281	Construct 4 Ln Controlled Access Tolloed Facility	\$260,123,640 / \$0.00	CAT 3, 10, 11B & 12

PROJECTS TO BE LET IN November 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-CS-Southmost Nature Trail 0921-06-280	CAM	Manzano St to La Posado St	Construct 10' Concrete Trail	\$299,498 / \$0.00	CAT 7
LL-FM 1926 1804-01-068	HID	@ FM 1926 (23 rd St) & Hackberry Ave	Addition of North & South Bound Center Turn Lanes	\$150,968 / \$0.00	CAT 7
LL-FM 1926 1804-01-069	HID	@ FM 1926 (23 rd St) & Kendlewood Ave	Addition of North & South Bound Center Turn Lanes	\$103,113 / \$0.00	CAT 7
LL-FM 1926 1804-01-071	HID	@ FM 2916 (23 rd St) & Ebony Ave	Addition of East, North & Southbound Center Turn Lanes	\$119,088 / \$0.00	CAT 7

PROJECTS TO BE LET IN December 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
S Parallel Corridor (Phase 2) 0921-06-252	CAM	FM 509 to FM 1577	Construct 2 Lane Rural	\$8,368,925 / \$0.00	CAT 3, 10, 11 & 11B
LL-PSJA Tri-City Ped Safety Improvement 0921-02-391	HID	Within the Cities of Alamo & Pharr	New Construction Safety Improvements	\$2,014,506 / \$0.00	CAT 3 & 9
LL-Cano Hike & Bike 0921-02-392	HID	Cano St & Freddy Gonzalez St	Installation of Solar Powered Lighting Along Cano Walking Trail	\$534,400 / \$0.00	CAT 3 & 9

PROJECTS TO BE LET IN February 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Donna Sidewalk Project 0921-02-393	HID	South International Blvd	Rehabilitation of Deteriorated Sidewalks	\$396,640 / \$0.00	CAT 3 & 9

Disclaimer: Work in Progress and Subject to Change

November 18, 2021

PROJECTS TO BE LET IN June 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – FM 1926 1804-01-072	HID	@SS 115 (23 rd St) & Jackson Ave	Addition of North & South Bound Center Turn Lanes	\$102,663 / \$0.00	CAT 7
LL – SH 336 0621-01-106	HID	Intersection of Bus 83 to 135 Ft S of Intersection of Bus 83	Addition of North & South Bound Center Turn Lanes	\$77,958 / \$0.00	CAT 7

PROJECTS TO BE LET IN July 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Loop 499 – Sidewalks 0921-06-312	CAM	Rio Hondo Rd to FM 106 (Harrison Rd)	Construction of ADA Accessible 6 Ft wide Sidewalks	\$574,484, / \$0.00	CAT 3 & 9
FM 491 0861-01-068	HID	FM 1425 to CR 1390	Reconstruct and Widen Roadway with 4ft shoulders	\$4,284,358 / \$0.00	CAT 8

PROJECTS TO BE LET IN August 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-Anzalduas Int'l Bridge 0921-02-379	HID	Port of Entry North Bound	Inbound Commercial Inspection Pre-Cleared Cargo Traffic	\$36,056,462 / \$0.00	CAT 10 & 3
LL-City of Pharr & City of Alamo 0921-02-432	HID	Within the City of Pharr & Alamo	PSJA TriCity Pedestrian Improvements (Phase II)	\$2,196,840 / \$0.00	CAT 9 & 3
LL-Anzalduas Int'l Bridge 0921-02-303	HID	At Anzalduas International Bridge Port of Entry – South Bound	Construct South Bound Inspection Station	\$12,008,326 / \$0.00	CAT 10, 7, 11 & 3
Stuart Place Rd – Sidewalks 0921-06-311	CAM	.18 Mi N of Primera Rd to FM 2992/Wilson Rd	Construction of 5 to 6 Ft Wide Sidewalks	\$525,391 / \$0.00	CAT 3 & 9

Disclaimer: Work in Progress and Subject to Change

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 11-9-2021)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6						STATEWIDE FUND 6				Cat 11 (RIDER 11B)/(Rider 45)	Cat 11 (Energy Sector)	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 10 Charge (CBI)	Cat 12	DISTRICT FUND 6 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS			

Construction Lettings																		
Sep-21	CAM	FM 1419	1426-01-054	Seal Coat	FM 3068 to FM 511		\$ 205,960	\$ 205,960				\$ -			\$ -	\$ -	\$ -	\$ 205,960
	CAM	FM 1419	1426-01-055	Seal Coat	FM 511 to SH 4		\$ 305,288	\$ 305,288				\$ -			\$ -	\$ -	\$ -	\$ 305,288
	CAM	FM 509	2369-01-029	Seal Coat	FM 508 to FM 106		\$ 122,803	\$ 122,803										\$ 122,803
	CAM	FM 509	2369-01-030	Seal Coat	Bus 77 to FM 800 IH 69E		\$ 105,678	\$ 105,678										\$ 105,678
	CAM	FM 800	1136-02-054	Seal Coat	FM 3067 to FM 1479		\$ 161,396	\$ 161,396										\$ 161,396
	CAM	SH 345	0630-01-055	Seal Coat	FM 1561 to FM 106		\$ 191,883	\$ 191,883										\$ 191,883
	CAM	FM 3248	2717-01-029	Seal Coat	IH-69E to FM 1847		\$ 205,648	\$ 205,648										\$ 205,648
	CAM	FM 733	0872-03-012	Seal Coat	Bus 83 to Tio Cano Lake Cross		\$ 129,848	\$ 129,848										\$ 129,848
	CAM	FM 506	0872-02-020	Seal Coat	Willacy/Cameron C.L. to SH 107		\$ 267,736	\$ 267,736										\$ 267,736
	CAM	FM 506	0872-04-031	Seal Coat	SH 107 to IH-2		\$ 383,696	\$ 383,696										\$ 383,696
	CAM	FM 506	0872-04-032	Seal Coat	IH-2 to Bux 83		\$ 33,795	\$ 33,795										\$ 33,795
	CAM	FM 506	0872-02-033	Seal Coat	FM 3067 to US 281		\$ 149,132	\$ 149,132										\$ 149,132
	CAM	SS 486	1065-02-038	Seal Coat	IH-69E to Bus 77		\$ 75,035	\$ 75,035										\$ 75,035
	CAM	FM 3067	3094-03-007	Seal Coat	FM 506 to FM 800		\$ 100,585	\$ 100,585										\$ 100,585
	CAM	FM 1847	1801-02-019	Seal Coat	FM 2925 to FM 106		\$ 307,398	\$ 307,398										\$ 307,398
	CAM	FM 1847	1801-01-051, etc	Seal Coat	FM 2893 to SH 550		\$ 866,608	\$ 866,608										\$ 866,608
	CAM	FM 1847	1801-01-052	Seal Coat	SH 550 to FM 3248		\$ 228,190	\$ 228,190										\$ 228,190
	HID	FM 2221	2416-02-006	Seal Coat	US 83 to 6.244 Mi N. of US 83		\$ 373,032	\$ 373,032										\$ 373,032
	HID	FM 2221	0669-03-027	Seal Coat	6.244 Mi N. of US 83 to FM 492		\$ 379,203	\$ 379,203										\$ 379,203
	HID	FM 492	0862-01-060	Seal Coat	FM 2221 to Bus 83		\$ 353,753	\$ 353,753										\$ 353,753
	HID	>FM 3071	3096-01-007	Seal Coat	FM 1925 to SH 107		\$ 99,092	\$ 99,092										\$ 99,092
	HID	>FM 1015	1228-02-030	Seal Coat	Hidalgo/Willacy C.L. to SH 107		\$ 559,908	\$ 559,908										\$ 559,908
	HID	>FM 491	0861-01-064	Seal Coat	SH 107 to Mile 10 N Rd.		\$ 411,328	\$ 411,328				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 411,328
	HID	>FM 493	0863-03-034	Seal Coat	SH 186 to FM 2812 (South Leg)		\$ 483,147	\$ 483,147										\$ 483,147
	HID	>FM 493	0863-03-035	Seal Coat	FM 1925 to SH 107		\$ 111,836	\$ 111,836										\$ 111,836
	HID	>FM 490	0860-01-019	Seal Coat	US 281 to FM 493		\$ 332,475	\$ 332,475										\$ 332,475
							\$ -	\$ 6,944,453	\$ 6,944,453	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,944,453
Oct-21	HID	FM 3072	3098-01-016	Rehabilitation	FM 2061 to Veterans Rd.		\$ 6,196,268	\$ 6,196,268				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,196,268
							\$ 6,196,268	\$ -	\$ 6,196,268	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,196,268
Nov-21	CAM	FM 1846	1065-02-039	Rehabilitation	San Jose Ranch Road to BUS 77		\$ 3,830,858	\$ 3,830,858										\$ 3,830,858
							\$ 3,830,858	\$ -	\$ 3,830,858	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,830,858
Apr-22	HID	IH 69C	0255-08-108,etc	Overlay	Nolana Ave to Sprague St		\$ -	\$ 5,901,288	\$ 5,901,288				\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,901,288
							\$ -	\$ 5,901,288	\$ 5,901,288	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,901,288
Jun-22	HID	FM 907	1586-01-079	Rehabilitation	FM 3072 to US 281		\$ 4,557,981	\$ -	\$ 4,557,981				\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,557,981
							\$ 4,557,981	\$ -	\$ 4,557,981	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,557,981
Jul-22	HID	>Bus 83	0039-04-130, etc.	Improve Traffic Signal	@ Victoria Rd.		\$ -	\$ -	\$ -			\$ 154,057	\$ 154,057	\$ -	\$ -	\$ -	\$ -	\$ 154,057

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 11-9-2021)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6						STATEWIDE FUND 6				Cat 11 (RIDER 11B)/(Rider 45)	Cat 11 (Energy Sector)	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 10 Charge (CBI)	Cat 12	DISTRICT FUND 6 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS			
	CAM	FM 3069	3093-01-002	Reconstruct and Widen Roadway with 4-ft Shoulders to address Lane Departures and Safety	FM 510 to FM 2480								\$ 4,830,356		\$ 4,830,356			\$ 4,830,356
	CAM	>BUS 77	0039-12-264	Improve Traffic Signal	@ FM 1846 / SS 486	\$ -	\$ -	\$ -				\$ -	\$ 188,102		\$ 188,102			\$ 188,102
	CAM	>BUS 77	0039-12-265	Install Intersection Flashing Beacon	@ Iowa Gardens Road	\$ -	\$ -	\$ -				\$ -	\$ 188,102		\$ 188,102			\$ 188,102
	CAM	>BUS 77	0039-12-266	Install Intersection Flashing Beacon	@ Camino Real Blvd/Yoakum St	\$ -	\$ -	\$ -				\$ -	\$ 54,652		\$ 54,652			\$ 54,652
	CAM	>BUS 77	0039-10-087	Improve Traffic Signal	@ US 281/SH48	\$ -	\$ -	\$ -				\$ -	\$ 154,057		\$ 154,057			\$ 154,057
	HID	>FM 492	0862-01-065	Improve Traffic Signal	@ SH 495	\$ -	\$ -	\$ -				\$ -	\$ 154,057		\$ 154,057			\$ 154,057
	HID	>FM 493	0863-03-039	Improve Traffic Signal	@ FM 1925	\$ -	\$ -	\$ -				\$ -	\$ 154,057		\$ 154,057			\$ 154,057
	CAM	>FM 509	2369-01-031	Improve Traffic Signal	@ Russell Ln / Haine Dr	\$ -	\$ -	\$ -				\$ -	\$ 154,057		\$ 154,057			\$ 154,057
	HID	>FM 907	1586-01-086	Improve Traffic Signal	@ Mile 17 N Rd	\$ -	\$ -	\$ -				\$ -	\$ 154,057		\$ 154,057			\$ 154,057
	HID	>FM 907	1586-01-087	Improve Traffic Signal	@ Wisconsin Rd	\$ -	\$ -	\$ -				\$ -	\$ 154,057		\$ 154,057			\$ 154,057
	HID	>FM 1423	1427-01-046	Improve Traffic Signal	@ SH 495	\$ -	\$ -	\$ -				\$ -	\$ 154,057		\$ 154,057			\$ 154,057
	HID	>FM 2812	2831-01-015	Install Intersection Flashing Beacon	@ Cesar Chavez Rd	\$ -	\$ -	\$ -				\$ -	\$ 51,867		\$ 51,867			\$ 51,867
	HID	>IH 2	0039-18-125	Improve Traffic Signal	@ SHS 433	\$ -	\$ -	\$ -				\$ -	\$ 188,103		\$ 188,103			\$ 188,103
	HID	>IH 69C	0255-07-147	Improve Traffic Signal	@ SH 107	\$ -	\$ -	\$ -				\$ -	\$ 188,103		\$ 188,103			\$ 188,103
	CAM	>IH 69E	0039-16-071	Install Pedestrian Signal	@ E. 14th St.	\$ -	\$ -	\$ -				\$ -	\$ 188,103		\$ 188,103			\$ 188,103
	HID	>Various (Hidalgo County)	0921-02-482	Improve Traffic Signal	Various Locations in Hidalgo County	\$ -	\$ -	\$ -				\$ -	\$ 563,149		\$ 563,149			\$ 563,149
	HID	>UP 281	0255-09-104	Improve Traffic Signal	@ SS115	\$ -	\$ -	\$ -				\$ -	\$ 188,103		\$ 188,103			\$ 188,103
	HID	Various (Hidalgo County)	0921-02-483	Install Warning/Guide Signs, Install Pavement Markings	Various Locations in Hidalgo County	\$ -	\$ -	\$ -				\$ -	\$ 726,537		\$ 726,537			\$ 726,537
	HID	FM 491	0861-01-068	Reconstruct and Widen Roadway with 4-ft Shoulders	FM 1425 to CR 1390							\$ 4,284,358		\$ 4,284,358			\$ 4,284,358	
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,871,991	\$ -	\$ 12,871,991	\$ -	\$ -	\$ 12,871,991
Aug-22	CAM	SH 107	0342-03-037	Rehabilitate Existing Roadway	Louisiana St. to Hooks E. Hodges St.	\$ 4,322,165	\$ -	\$ 4,322,165				\$ -	\$ -		\$ -			\$ 4,322,165
	HID	Nittler Rd. - West Bridge	0921-02-445, etc.	Reconstruct Bridge	1.25 Miles West of FM 88 (NBI: 21-109-0-AA03-41-004)	\$ -	\$ -	\$ -				\$ 600,000	\$ -		\$ 600,000			\$ 600,000
	HID	>Nittler Rd. - East Bridge	0921-02-446	Reconstruct Bridge	.2 Miles West of FM 88 (NBI: 21-109-0-AA03-41-005)	\$ -	\$ -	\$ -				\$ 600,000	\$ -		\$ 600,000			\$ 600,000
						\$ 4,322,165	\$ -	\$ 4,322,165	\$ -	\$ -	\$ -	\$ 1,200,000	\$ -	\$ -	\$ 1,200,000	\$ -	\$ -	\$ 25,850,878
								\$ 31,753,013	\$ -	\$ -	\$ -	\$ 1,200,000	\$ 12,871,991	\$ -	\$ -	\$ -	\$ -	\$ 45,825,004

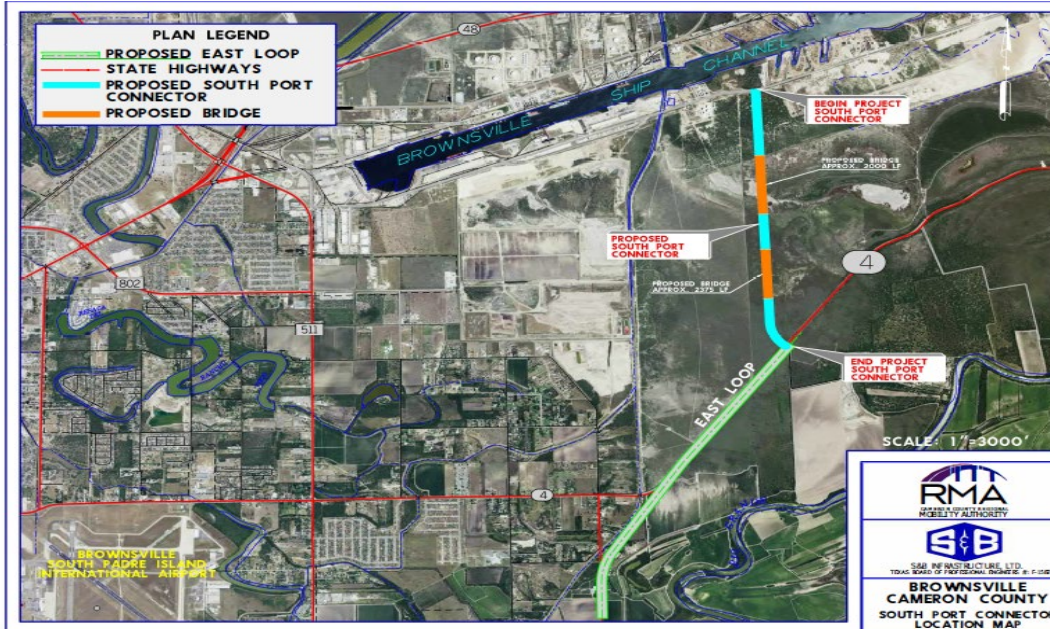
CCRMA
Project Status Presentation
RGVMPO Technical Advisory Committee

November 18, 2021



South Port Connector

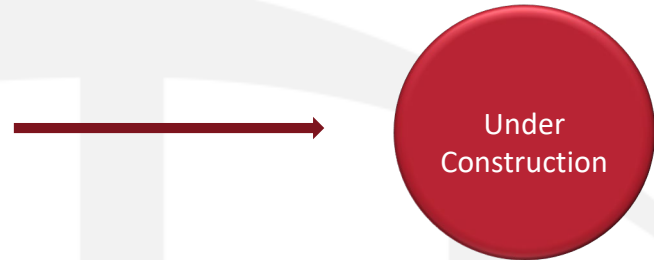
CSJ: 0921-06-288



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

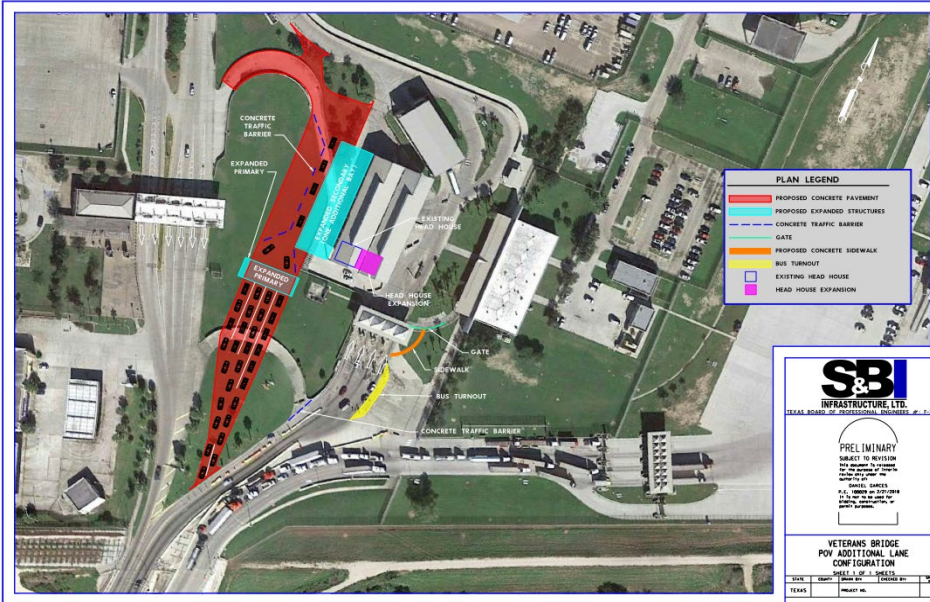
Recent Activity:

- Currently Under Construction - 95% Complete
- Estimated Completion Date – December 2021



Veterans POV Expansion

CSJ: 0921-06-313



Recent Activity:

- Included in Border Master Plan- High Impact Project
- CBP/GSA Approval Received – DAA Executed
- Received TxDOT concurrence on Public Interest Finding for specialized equipment
- Pending – TxDOT Final Approval for Project Letting / Approval of 100% PS&E
- Pending Trade Fair Agreement & TIP Amendment for FY 2022 Letting

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



Shovel Ready

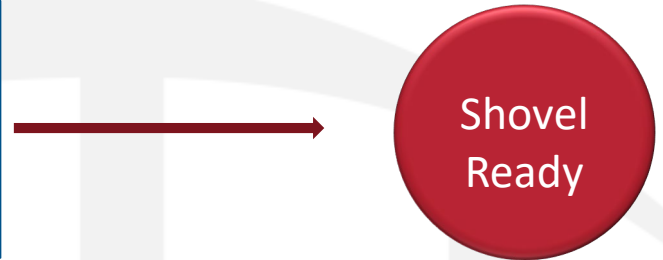
SH 550 GAP 2 Project

CSJ: 0684-01-068



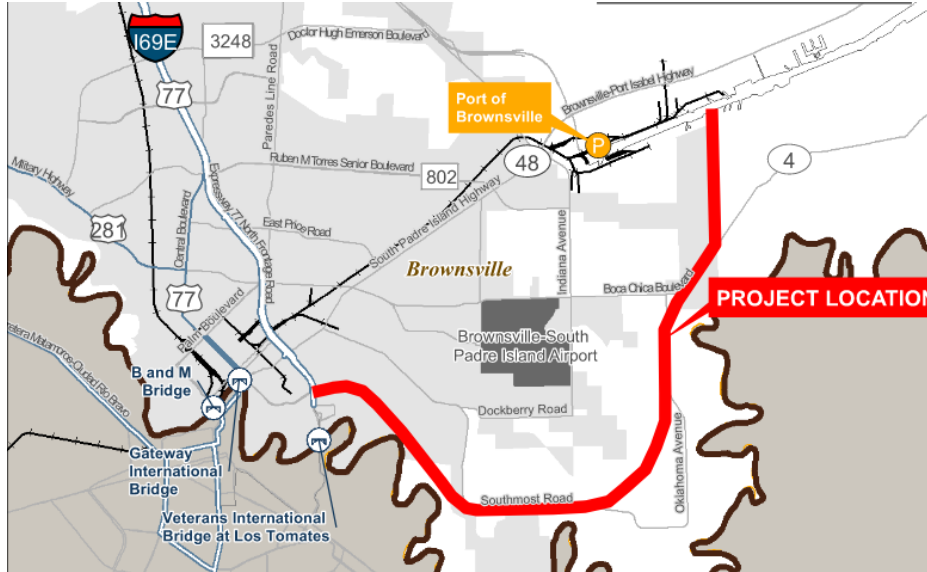
- 1 **Environmental** ✓
- 2 **Preliminary Engineering** ✓
- 3 **ROW & Utilities:** ✓
- 4 **Design** - 90% PS&E Completed
- 5 **Funding** ✓

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



East Loop

CSJ: 0921-06-315



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

Recent Activity:

- Included in Border Master Plan- High Impact Project
- USFWS Land Swap Agreement FONSI Issued
- Environmental Documents are 80% complete
- USFWS and IBWC Addressing 90% schematic comments
- Pending August/November 2021 TIP Amendment
- CCRMA is Proceeding with 100% Local Funding for PS&E to Expedite

Flor De Mayo Bridge

CSJ: TBD



Recent Activity:

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

1

Environmental - Underway

2

Preliminary Engineering - Underway

3

ROW & Utilities:



4

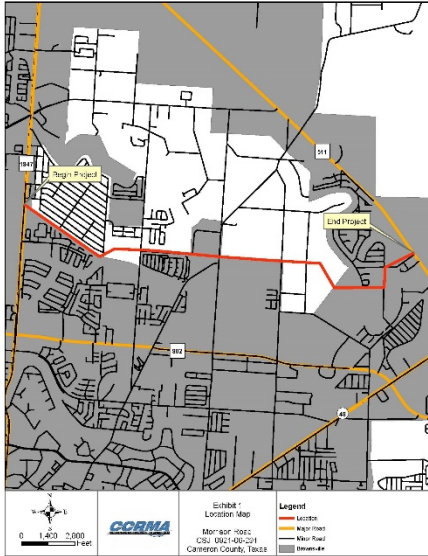
Design - Pending

5

Funding - Pending

Morrison Road

CSJ: 0921-06-291



1

Environmental - Underway

2

Preliminary Engineering - Underway

3

ROW & Utilities: - Pending

4

Design - Pending

5

Funding ✓

Recent Activity:

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

Old Alice Rd

CSJ: 0921-06-290



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

Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- 95% PS&E complete.
- Virtual Public Meeting Held August 11, 2020
- ROW 100% in place, Utilities Adjusted.

FM 509

CSJ: 0921-06-254



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

Recent Activity:

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

SPI 2nd Access

CSJ: TBD



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

1

Environmental - Underway

2

Preliminary Engineering - Underway

3

ROW & Utilities: - Pending

4

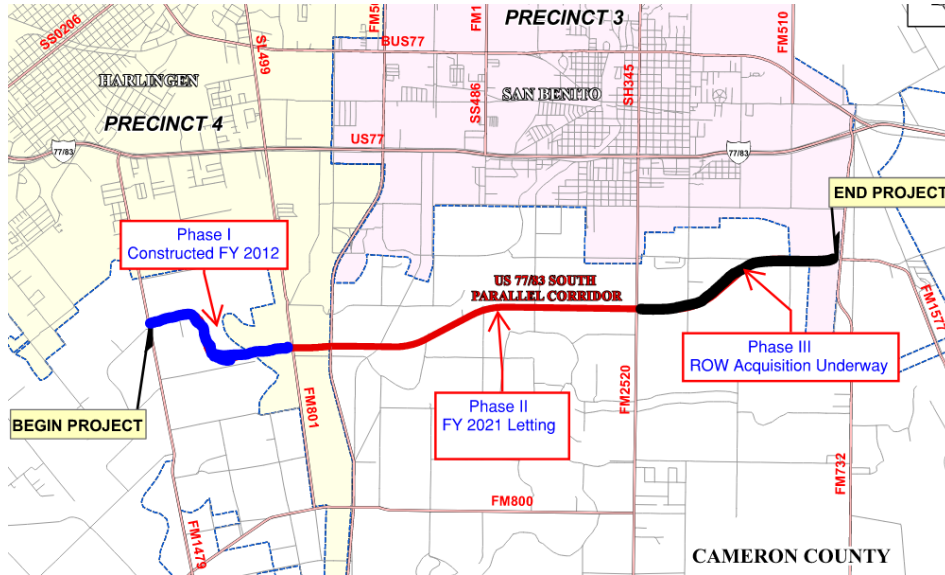
Design - Pending

5

Funding - Pending

S. Parallel Corridor Phase II

CSJ: 0921-06-252



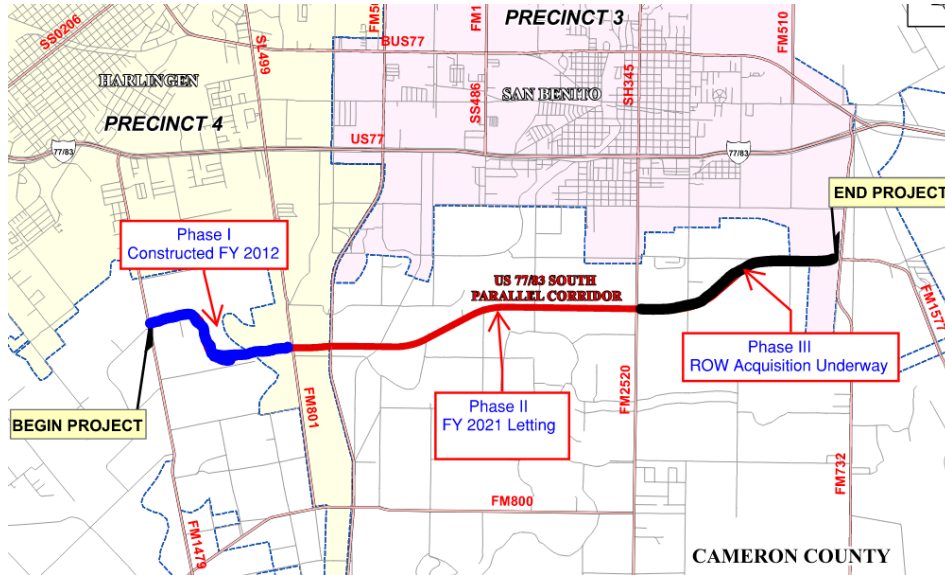
1	Environmental	✓
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	✓
5	Funding	✓

Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- 100% PS&E Approved by TxDOT
- 100% of ROW Acquired, 100% Utilities Adjusted
- Fully Funded for Construction
- December 2021 Letting

S. Parallel Corridor Phase III

CSJ: 0921-06-257



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

Recent Activity:

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

US 281 Connector



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

1

Environmental

- Pending

2

**Preliminary
Engineering**

- Pending

3

ROW & Utilities:

- Pending

4

Design

- Pending

5

Funding

- Pending

West Blvd – Roadway CSJ:



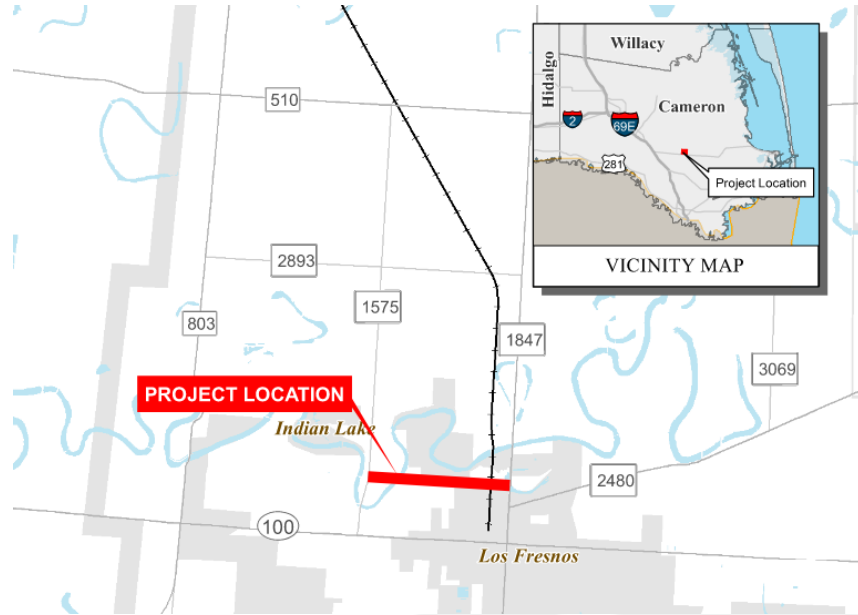
- 1 **Environmental** - Underway
- 2 **Preliminary Engineering** - Underway
- 3 **ROW & Utilities:** ✓
- 4 **Design** - Pending
- 5 **Funding** ✓

Recent Activity:

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

Whipple Road

CSJ: 0921-06-292



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

Recent Activity:

- Construction 100% Funded in 2021 UTP
- DCC held on September 14, 2020
- Schematics at 90%
- Environmental at 75%

U.S. 77 – I69E Plan

Fully Funded by TxDOT - 2021 UTP

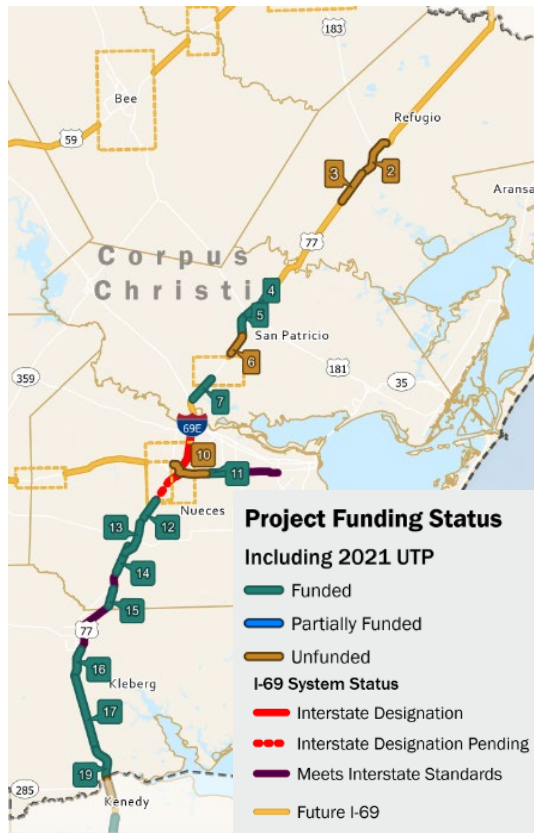


#	CSJ	HWY	Current XS ²	Limits	Description	EST. CONSTRUCTION COST (M)	EST. TOTAL COST ³	MILES	FUNDING STATUS ⁵	LET YEAR
1	0327-02-055	US 77	4D+	KENEDY/KLEBERG COUNTY LINE to 0.71 MILES N. OF LA PARRA AVE.	Interstate Designation	\$23.3	\$28.0	TBD	Unfunded	2025
2	0327-02-056	US 77	4D+	0.87 MILES S. OF LA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

Included in Border Master Plan

U.S. 77 – I69E Plan

Fully Funded by TxDOT - 2021 UTP



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

Included in Border Master Plan



CCRMA TOLL SYSTEM PROJECTS

CCRMA Back Office Update

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

Vendors:
TollPlus, LLC

CC Intl Bridge Toll Collection System

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

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

CC Parks User Fee Collection System

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

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



CCRMA PARTNERSHIP PROJECTS WITH CAMERON COUNTY

Cameron County Parks Administration Building Project

- New construction with site work of the two-story 8,695 SF County Parks Administration Building, located within Isla Blanca Park.
- Estimated project cost: \$3.2 Million

Cameron County Parks

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

Isla Blanca Toll Booths

- Construction of toll booth for Cameron County Beach Access #1
- Estimated project cost: \$.3 Million

Cameron County Parks Warehouse

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

Mountain Bike Trail

- Enhancements to existing mountain bike trail at the Pedro “Pete” Benavides County Park, Cameron County Texas
- Estimated project cost: \$.1 Million



CCRMA Project Executive Summary

\$30 Million in Projects Currently Under Construction
\$1.5 Billion CCRMA Overall Project Portfolio

Shovel Ready Projects

- SH 550 Gap II
 - \$21 M
- Old Alice Road
 - \$ 17.75 M
- West Rail Trail
 - \$7.5 M
- South Parallel Corridor Ph. II
 - \$8.5 M
- Veterans Intl. Bridge Expansion
 - \$15 M

\$70 Million in Locally Developed Shovel Ready Projects.

Projects in Design

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

\$185 Million in Locally Developed Shovel Ready Projects.

Projects In Development

- US 77 / I69E
 - \$140M
- SPI 2nd access
 - \$500M
- Outer Parkway
 - \$200M
- Flor de Mayo International Bridge
 - \$40M
- I69 Connector
 - \$160M
- US 281 Connector
 - \$140M

\$1.18 Billion
Planning Phase

14 CCRMA Projects Currently included in the TxDOT Border Master Plan



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD OF DIRECTORS MEETING FOR NOVEMBER 2021

HCRMA Board of Directors

S. David Deanda, Jr., Chairman

Forrest Runnels, Vice-Chairman

Ezequiel Reyna, Jr., Secretary/Treasurer

Alonzo Cantu, Director

Paul S. Moxley, Director

Francisco “Frank” Pardo, Director

Joaquin Spamer, Director

HCRMA Administrative Staff

Pilar Rodriguez, PE, Executive Director

Eric Davila, PE, PMP, CCM, Chief Dev. Eng.

Ramon Navarro IV, PE, CFM, Chief Constr. Eng.

Celia Gaona, CIA, Chief Auditor/Compliance Ofcr.

Jose Castillo, Chief Financial Ofcr.

General Engineering Consultant

HDR ENGINEERING, INC.

***Report on HCRMA Program Management Activity
Chief Development Engineer – Eric Davila, PE, PMP, CCM***

▶ OVERVIEW

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

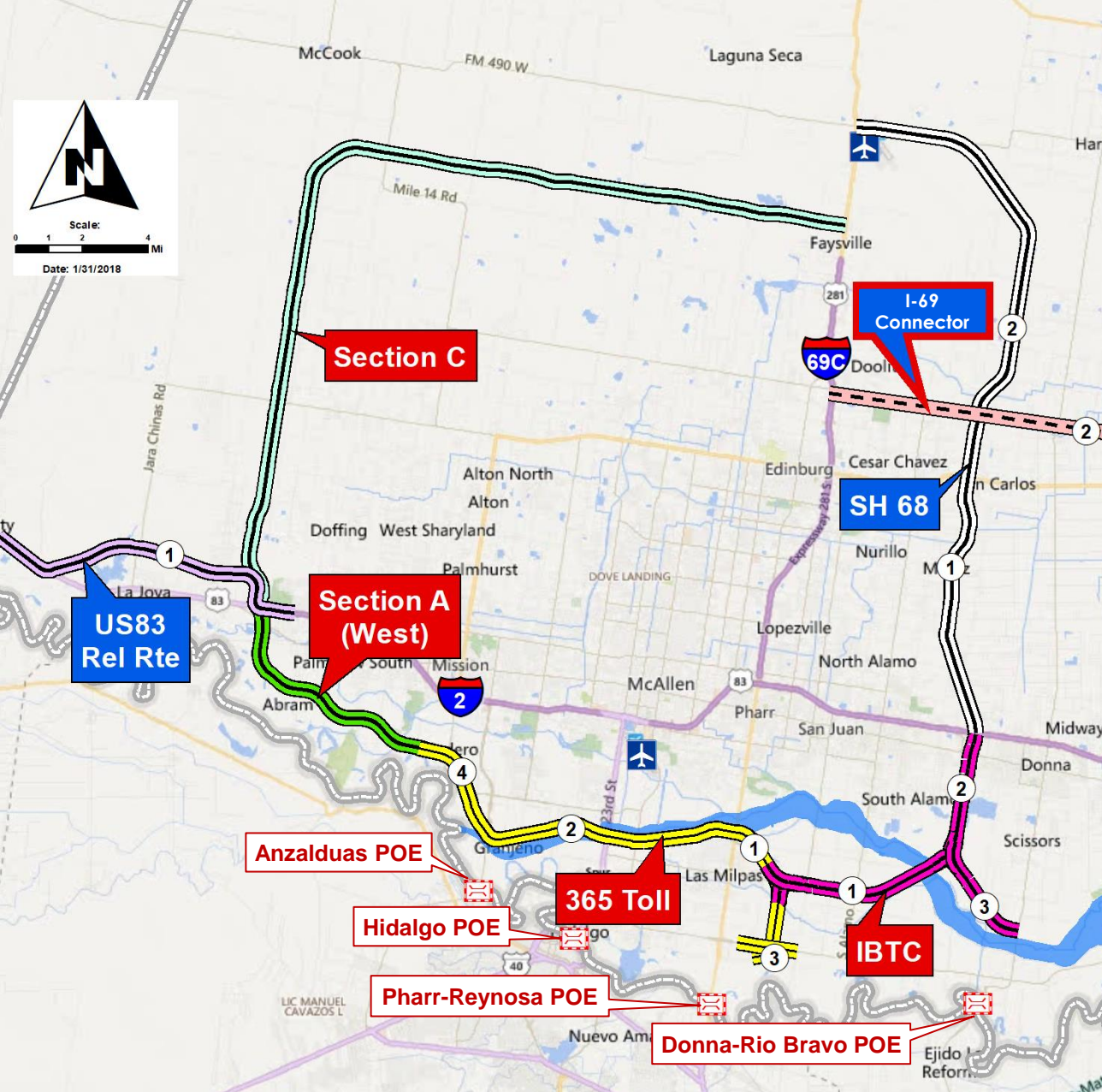
MISSION STATEMENT:

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



HCRMA STRATEGIC PLAN

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



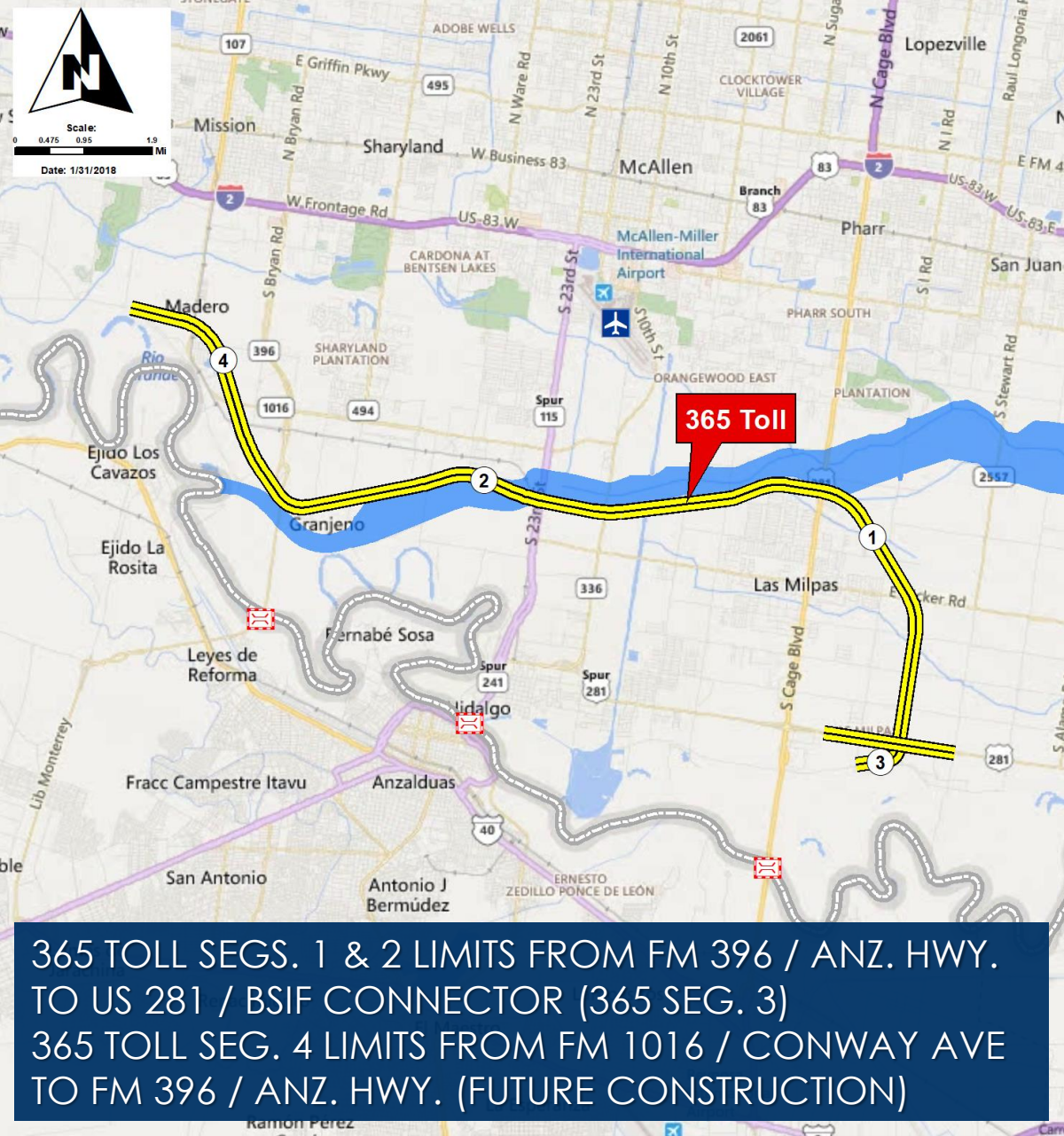
SYSTEM WIDE

► Post 2021 UTP APPROVAL

- ❑ Approval of 2021 UTP (Aug 2020)
 - 365 Toll: gap-funded construction funding was budgeted in 2021 UTP Update in 12/2020. On 06/2021 a 2nd FAA was granted to assign the gap funding contingent upon successful contract execution and sale of toll revenue bonds.
 - IBTC: funds listed under Cat 12 / TBD needs revised PDA and direction from TxDOT as to whether approved funding can be used for advanced planning (e.g. design, ROW, and/or utility) work.
- ❑ What's in the RGVMPO (Local Plan)
 - 365 Toll Project (TIP / MTP) thru construction
 - IBTC Project (TIP / MTP) thru design (pending funding commitments for construction)

PDA – Project Development Agreement
FAA – Financial Assistance Agreement
TIP – Transportation Improvement Program (Short range)
MTP – Metropolitan Transportation Plan (Long Range)





365 TOLL SEGS. 1 & 2 LIMITS FROM FM 396 / ANZ. HWY. TO US 281 / BSIF CONNECTOR (365 SEG. 3)
 365 TOLL SEG. 4 LIMITS FROM FM 1016 / CONWAY AVE TO FM 396 / ANZ. HWY. (FUTURE CONSTRUCTION)



MAJOR MILESTONES:

NEPA CLEARANCE
 07/03/2015

98% ROW ACQUIRED

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

PH 2: 365 TOLL
SEGS. 1 & 2 –
 RE-LET: 2021



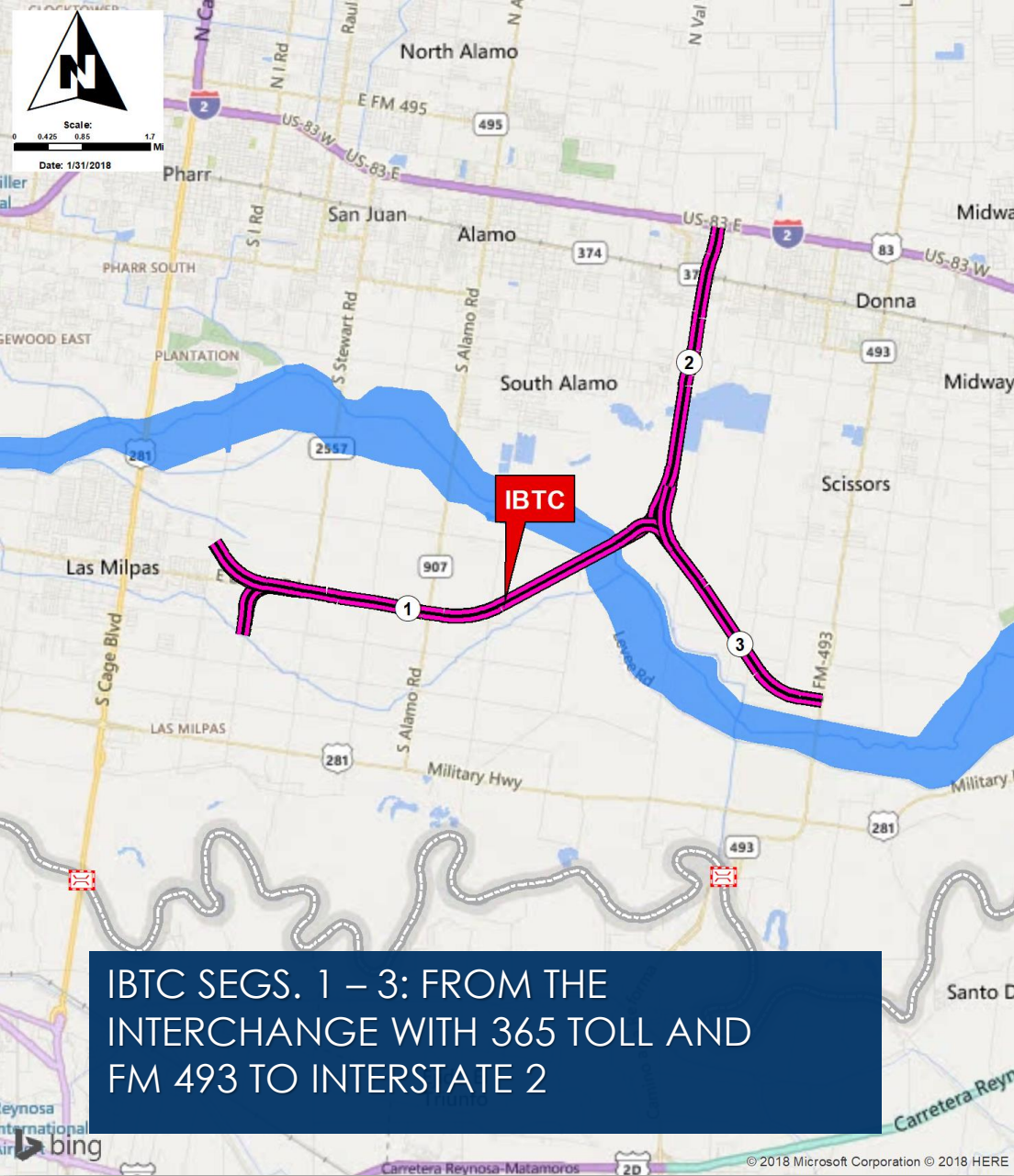
365

TOLL

► SCHEDULE:

- ~~Early 08/2021~~, TxDOT provides “release to advertise”
- ~~08/08/2021 - 10/13/2021~~, HCRMA advertises the 365 Toll (66 days), hold prebid 08/31/2021, and opened bids 10/13/2021,
- ~~10/19/2021~~, HCRMA Approved Award of Contract,
- 11/08/2021**, TxDOT concurred with award of contract,
- 11/10/2021 - 12/01/2021**, initiate - finalize CO#1
- 12/08/2021**, Potential HCRMA Board approval of CO#2,
- 01/04/2022 - 01/14/2022**, HCRMA meets with rating agencies, prices bonds,
- 02/10/2022**, HCRMA closes toll revenue bonds,
- 03/2022**, Commence 42-month construction, and
- 09/2025**, Open to traffic.





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



MAJOR MILESTONES:

- OBTAINED EA ENV CLASSIFICATION: 11/2017
- SCHEMATIC APPROVED: 11/2021
- EST. NEPA CLEARANCE: 02/2022
- EST. OPEN: MID 2027

▶ IBTC SCHEDULE

International Bridge Trade Corridor (IBTC) (CSJ: 0921-02-142)

(From the Interchange with 365 Toll and FM 493 to Interstate 2)

Project Milestones	2021												2022												2023											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Environmental (Ongoing)	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█												
Surveys (65%)													█	█	█	█	█	█	█	█	█	█	█	█												
ROW Title Research / Appraisals													█	█	█	█	█	█	█	█	█	█	█	█												
ROW Acquisition (Remaining)																									█	█	█	█	█	█	█	█	█	█	█	█
Plans, Specs., & Estimates																									█	█	█	█	█	█	█	█	█	█	█	█
Utility Coord / Relocation																									█	█	█	█	█	█	█	█	█	█	█	█
Constr. Contract Letting Phase																																				
Constr. Award / Commence																																				

CONSTRUCTION FROM 2024-2027



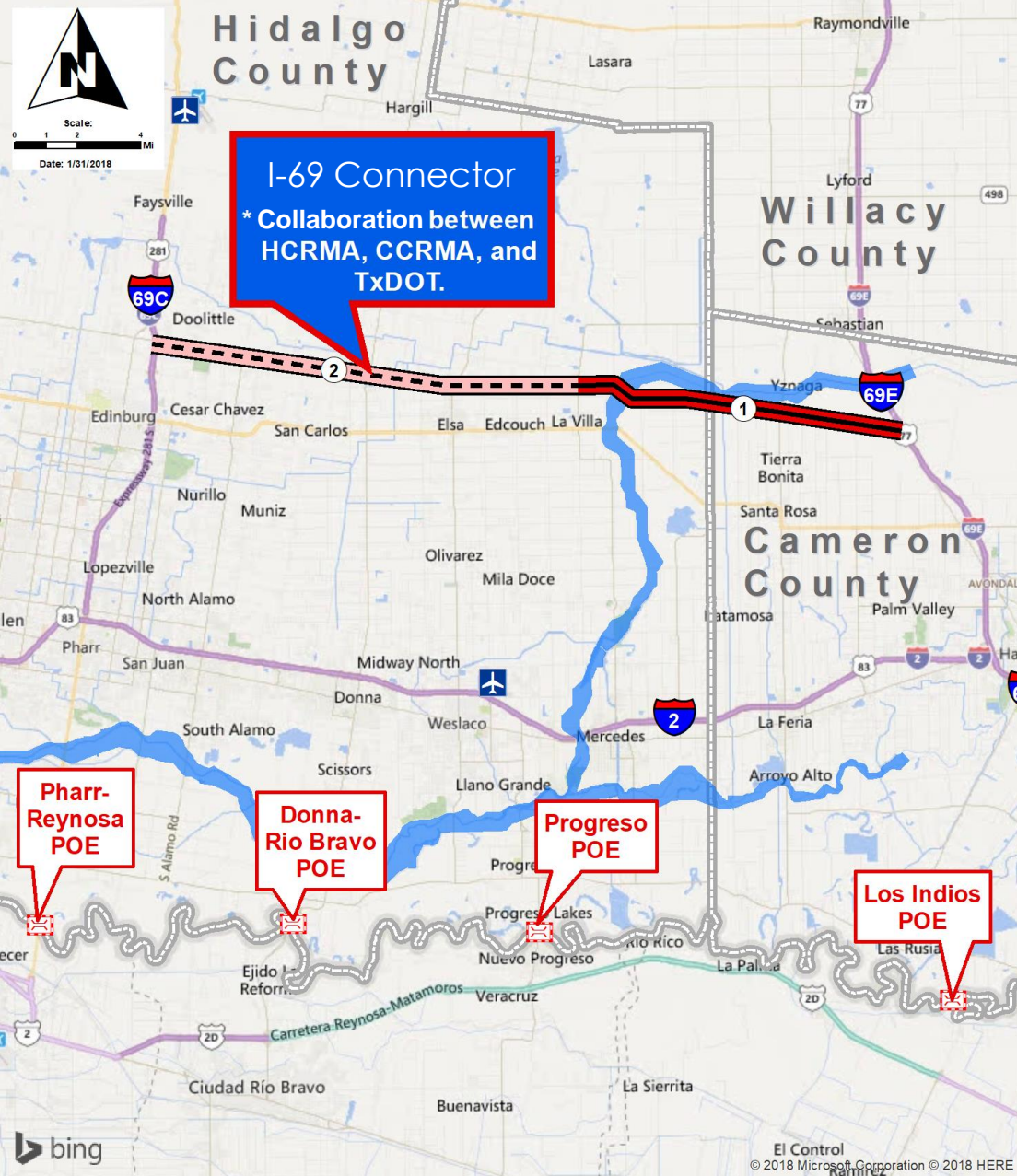
▶ ADVANCE PLANNING

- ❑ Env.: Classification Letter and Scoping Toolkit Submitted Aug 2017
- ❑ Held IBTC Environmental Kick off with TxDOT PHR / ENV April 6, 2018.
- ❑ VRF UTP Matching Funds request processed at the HCMPO—pending adoption by TxDOT at State Level.
- ❑ All env. fieldwork complete: Waters of the US and Archeological trenching—Internal ROE efforts were instrumental to accelerating this work.
- ❑ Meeting held with EPA/TCEQ/TxDOT to discuss Donna Reservoir site for the Hazmat portion of the NEPA Document Oct 2018.
- ❑ Public Meeting took place at Donna High School March 29, 2019.
- ❑ All major milestone reports submitted and approved: Project Description, Hazmat, Historic Resources, Public Meeting Summary Report, Waters of the US, Archaeological Resources, Noise Report, Archaeological Mitigation Plan, and CIC Report .
- ❑ Submitting Final EA before Thanksgiving 2021 to obtain a Sufficient for Processing (SFP)notice to then schedule a Public Hearing January 2022.

▶ OTHER:

- ❑ Surveys (65% complete) – anticipate new survey pool procurement once TxDOT approves new federalized procurement procedures by end of Fall 2019.
- ❑ ROW Acquisition (5% complete)
- ❑ Utility Relo. (SUE 100%, coordination initiated, Overall 20%)
- ❑ Design (PS&E, 50% complete): On Hold





I-69 Connector

(COLLABORATION W/ TXDOT, CCRMA, AND HCRMA)

DESCRIPTION:

- ▶ PROJECT LENGTH ~27 MILES
- ▶ FROM I-69C IN HIDALGO COUNTY TO I-69-E IN CAMERON COUNTY
- ▶ KEY PARALLEL CORRIDOR TO I-2 WITH IMPORTANCE TO MOBILITY PROJECTS BY TXDOT, CCRMA AND HCRMA
- ▶ TXDOT COMMITTED SUPPLEMENTAL DEVELOPMENT AUTHORITY FUNDS FOR THE ENTIRE 27 MILE CORRIDOR AS AN EXPRESSWAY FACILITY.
- ▶ TXDOT HAS COMMITTED TO FUNDING THE DEVELOPMENT OF THE SCHEMATIC DESIGN AND ENVIRONMENTAL DOCUMENTS.
- ▶ FEASIBILITY STUDIES KICKED OFF WITH A STAKEHOLDER MEETING OCT 2019.
- ▶ PUBLIC MEETING ON FEASIBILITY STUDIES HELD 12/2019 AND 11/2021.

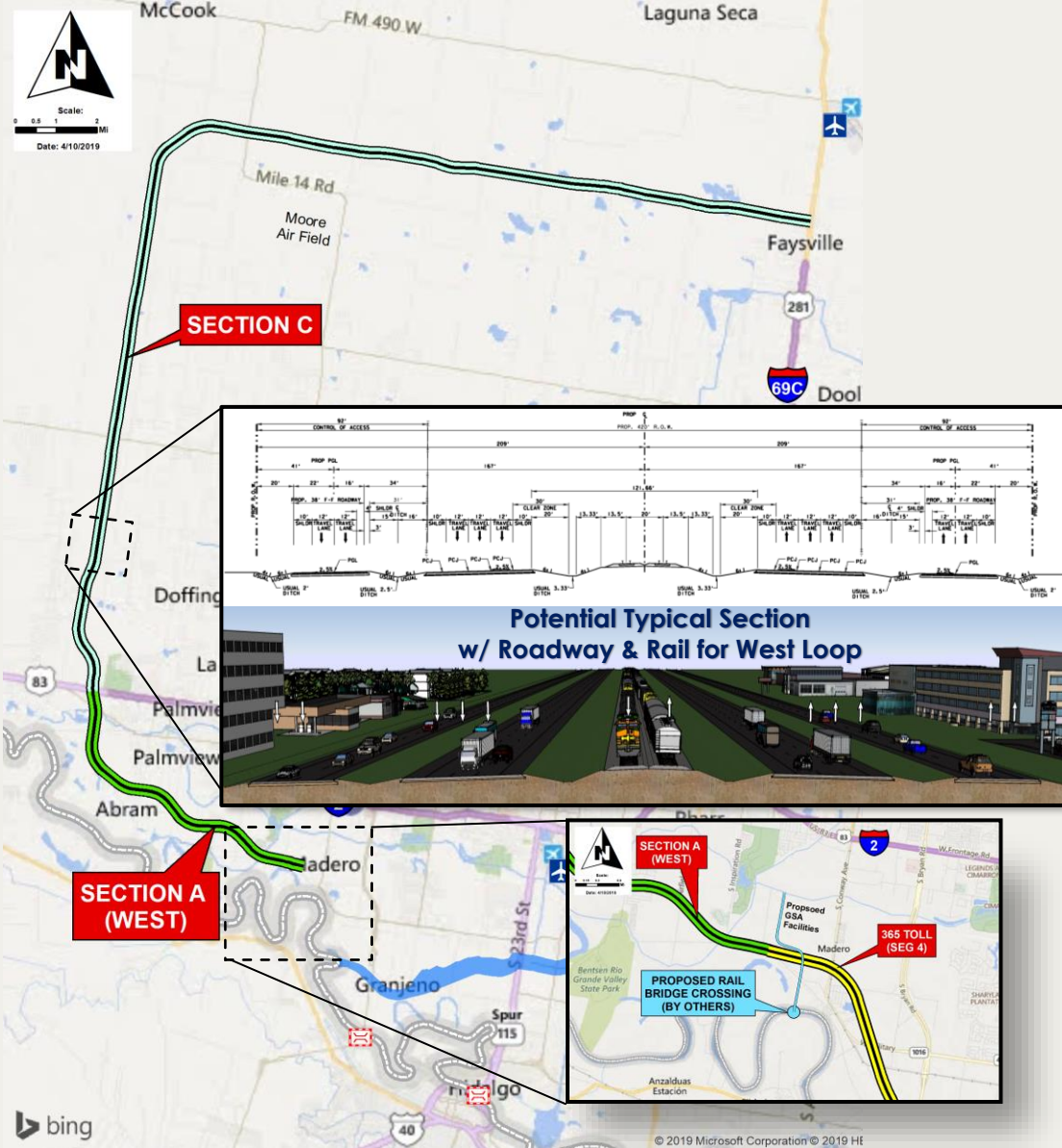
WEST LOOP

SECTION A(WEST) / SECTION C

*COMPLIMENTS PROPOSED MISSION/MADERO-REYNOSA INTERNATIONAL BORDER CROSSING (BY OTHERS)

DESCRIPTION:

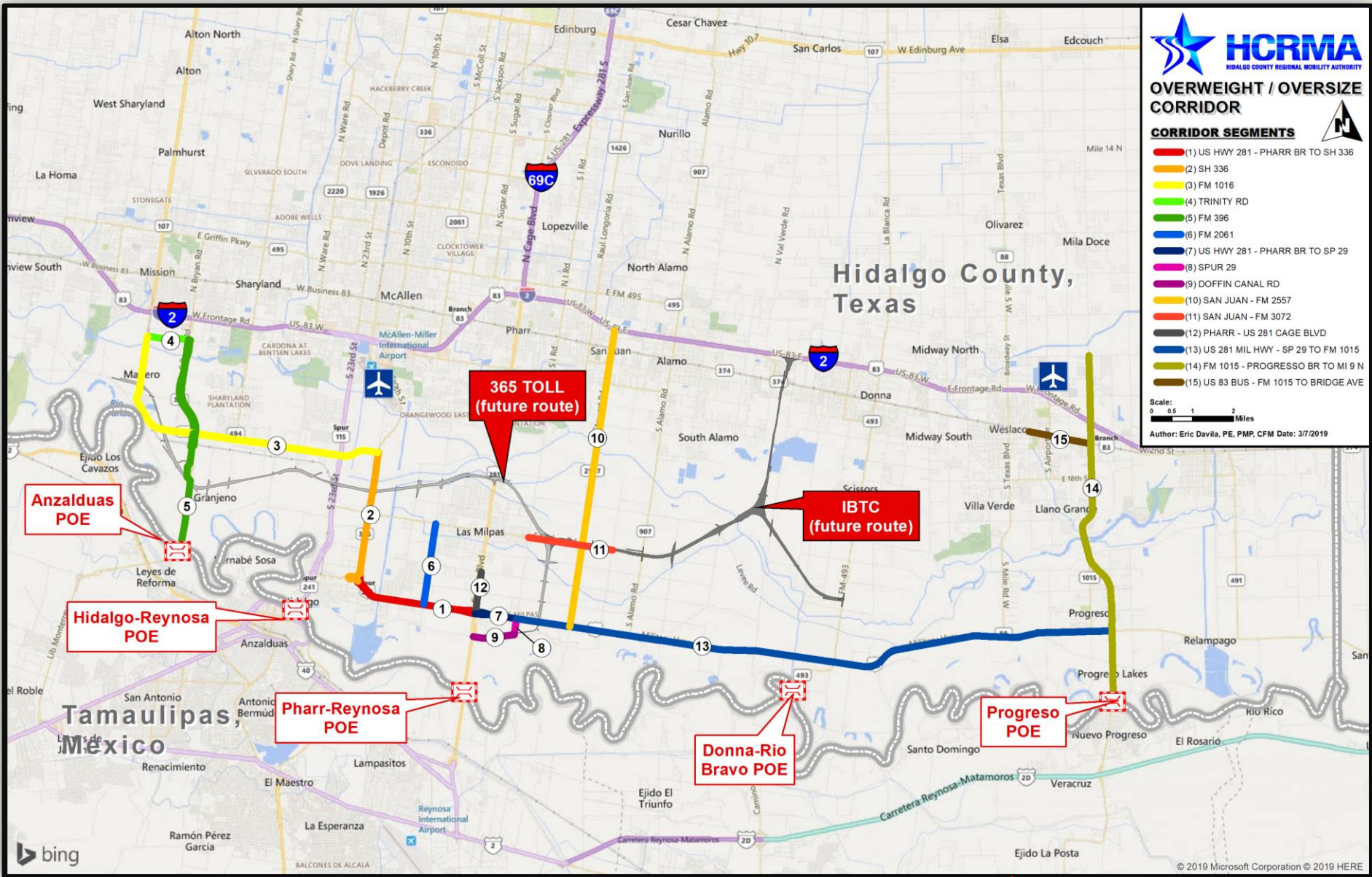
- ▶ COMBINED PROJECT LENGTH: 38 MILES FROM FM 1016 / CONWAY AVE (MISSION/MADERO) TO I-69C (NORTH EDINBURG)
- ▶ LIKELY TO BE CLASSIFIED AS AN ENVIRONMENTAL IMPACT STATEMENT (EIS) NEPA DOCUMENT (36 TO 48 MONTHS)—TO BE ENGAGED AFTER IBTC ENV.
- ▶ POTENTIAL FOR CLASS I RAIL WITHIN THE ROW PENDING DEVELOPMENTS FOR RAIL CROSSING IN MISSION AREA.
- ▶ INTERLOCAL AGREEMENT IN PLACE WITH CITY OF MISSION FOR HCRMA'S ASSISTANCE WITH ENVIRONMENTAL CLEARANCE EFFORTS.
- ▶ MARCH 2020 - HELD AN ILA KICK OFF MEETING WITH THE CITY OF MISSION TO BEGIN ALIGNING ENV. CLEARANCE EFFORTS WITH THE CITY'S INTENDED OVERALL PROJECT PLAN.
- ▶ MAY 2020 – HCRMA PROVIDED CITY OF MISSION W DRAFT SCOPES FOR ENV / TRAFFIC ENG. FOR THEIR PROPOSED ENV. CLEARANCE EFFORTS AT THE PROPOSED RAIL BRIDGE CROSSING.
- ▶ SEPTEMBER 2020 – TXDOT APPROVED CITY OF MISSION PROCUREMENT RULES TO ALIGN WITH THE "FEDERAL PROCESS"
- ▶ FEASIBILITY STUDIES ONGOING.



**OVERWEIGHT / OVERSIZE
CORRIDOR**

CORRIDOR SEGMENTS

- (1) US HWY 281 - PHARR BR TO SH 336
 - (2) SH 336
 - (3) FM 1016
 - (4) TRINITY RD
 - (5) FM 396
 - (6) FM 2061
 - (7) US HWY 281 - PHARR BR TO SP 29
 - (8) SPUR 29
 - (9) DOFFIN CANAL RD
 - (10) SAN JUAN - FM 2557
 - (11) SAN JUAN - FM 3072
 - (12) PHARR - US 281 CAGE BLVD
 - (13) US 281 MIL HWY - SP 29 TO FM 1015
 - (14) FM 1015 - PROGRESSO BR TO MI 9 N
 - (15) US 83 BUS - FM 1015 TO BRIDGE AVE
- Scale: 0 0.5 1 2 Miles
Author: Eric Davila, PE, PMP, CFM Date: 3/7/2019



▶ **OVERWEIGHT REPORT FOR NOV 2021:
JAN 1, 2014 – OCT 31, 2021**

OW

Total Permits Issued:	184,679
Total Amount Collected:	\$ 28,404,160
■ Convenience Fees:	\$ 632,160
■ Total Permit Fees:	\$ 27,772,000
– Pro Miles:	\$ 554,037
– TxDOT:	\$ 23,606,200
– HCRMA:	\$ 3,611,763



▶ **OVERWEIGHT REPORT FOR NOV 2021:
JAN 1, 2021 – OCT 31, 2021**

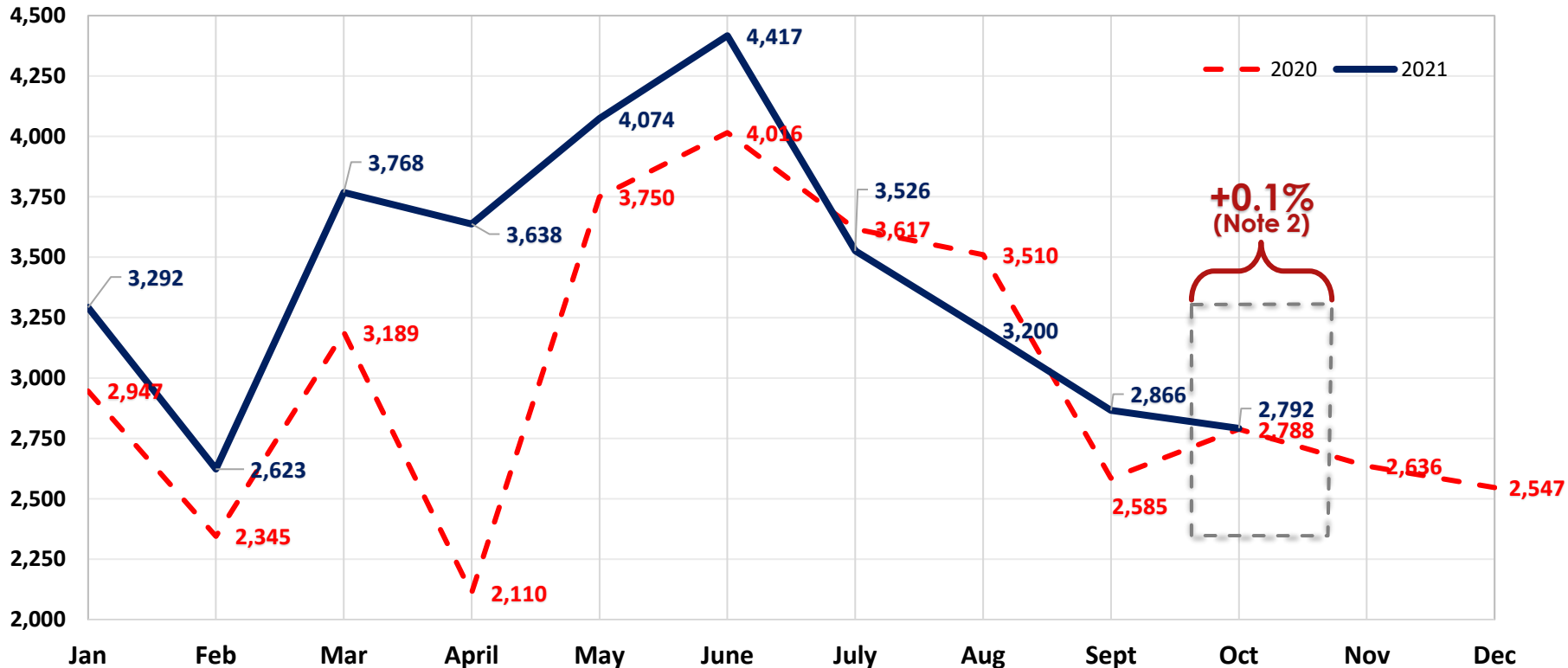
OW

Total Permits Issued:	36,040
Total Amount Collected:	\$ 7,330,148
■ Convenience Fees:	\$ 122,148
■ Total Permit Fees:	\$ 7,208,000
– Pro Miles:	\$ 108,120
– TxDOT:	\$ 6,126,800
– HCRMA:	\$ 973,080



▶ OVERWEIGHT REPORT FOR NOV 2021: JAN 1, 2021 – OCT 31, 2021

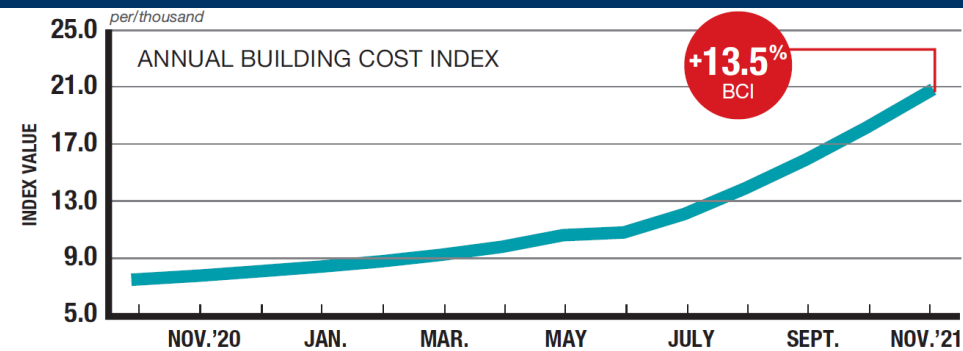
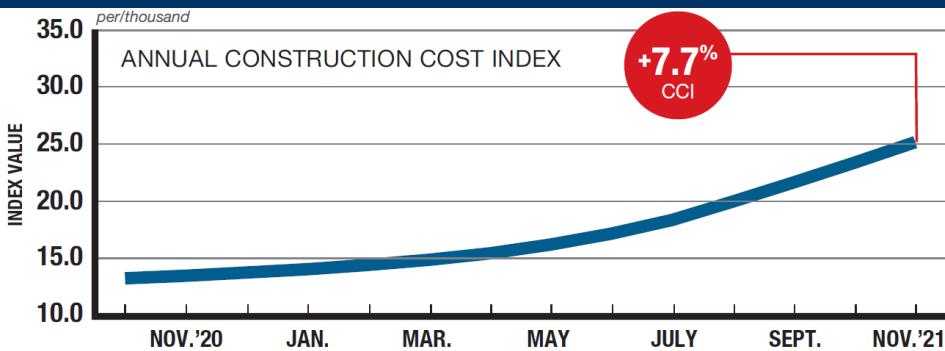
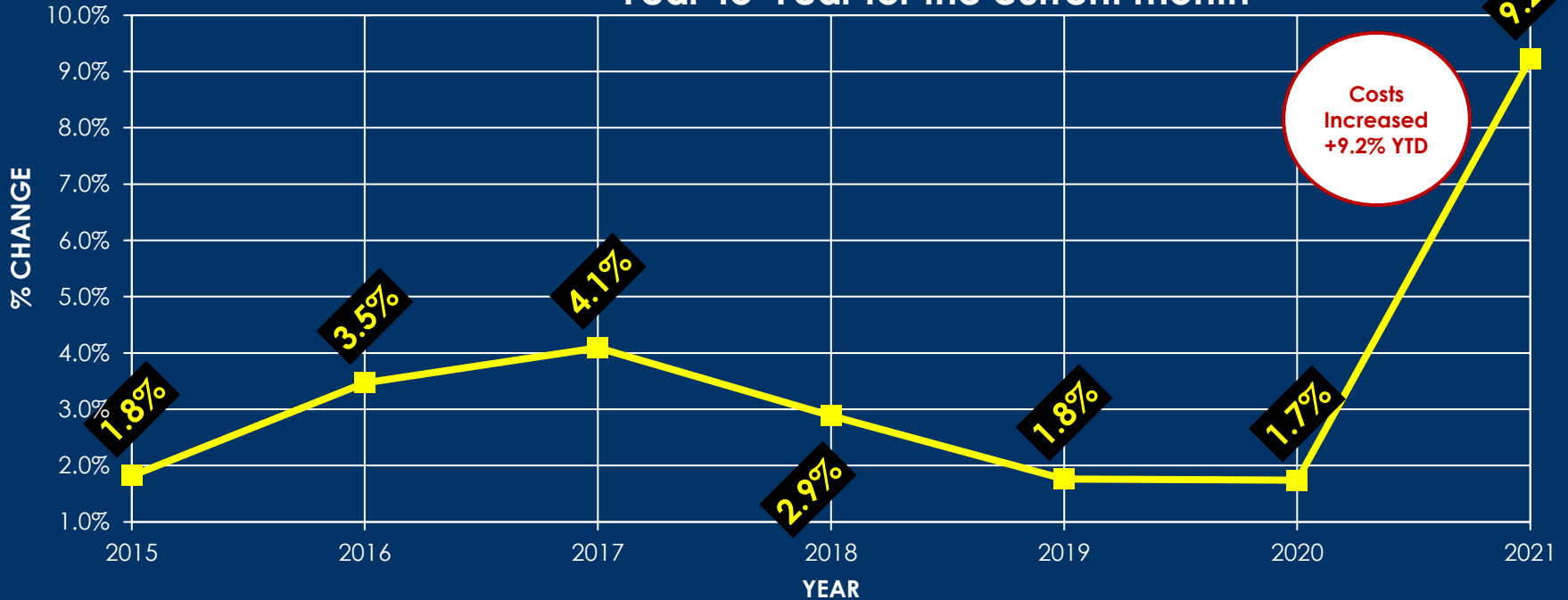
Overweight/Oversized Permit Count
2020 - 2021 Monthly Comparison



Notes:

1. The permit count for 2020 (36,040) ended with a +6.7% increase compared to 2019 (33,790).
2. Monthly permit count of 2,792 represents a +0.1% increase compared to the same month in 2020.

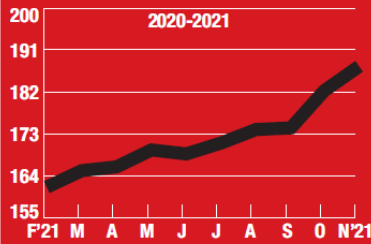
Construction Cost Index (CCI) Change (%) Year-to-Year for the current month



CONCRETE BLOCK

+1.1%

MONTHLY PRICES INCREASED 1.1%, WHILE YEARLY PRICES ROSE 17.4%.

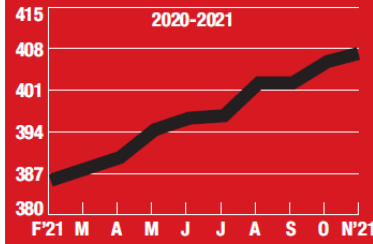


1992=100

READY-MIX CONCRETE

+0.5%

READY-MIX CONCRETE PRICES INCREASED 0.5% SINCE LAST MONTH.

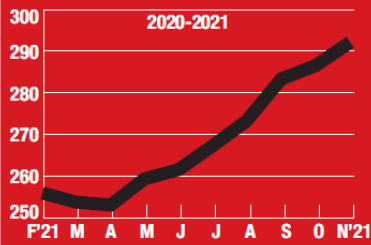


1992=100

ASPHALT PAVING

+0.6%

ASPHALT PRICES ROSE 0.6% THIS MONTH, WHILE YEARLY PRICES ARE UP 18.1%.

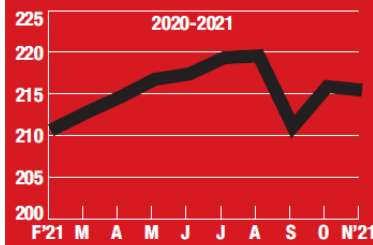


1992=100

PORTLAND CEMENT

+0.2%

MONTHLY PRICES FOR PORTLAND CEMENT ROSE 0.2% IN NOVEMBER.



1992=100

20-CITY AVERAGE

ITEM	UNIT	\$PRICE	%MONTH	%YEAR
ASPHALT PAVING				
PG 58	TON	461.88	+0.6	+18.1
Cutback, MC800	TON	390.13	+0.4	+6.0
Emulsion, RAPID SET	TON	365.73	+0.5	+3.0
Emulsion, SLOW SET	TON	379.11	+0.5	+3.9
PORTLAND CEMENT				
Type one	TON	152.17	+0.2	+2.9
MASONRY CEMENT				
70-lb bag	TON	11.06	+0.3	+1.4
CRUSHED STONE				
Base course	TON	14.35	+0.7	+14.0
Concrete course	TON	13.46	+0.3	+14.1
Asphalt course	TON	14.47	+0.7	+4.0
SAND				
Concrete	TON	11.71	+1.8	+12.1
Masonry	TON	13.88	+0.6	+11.3
READY-MIX CONCRETE				
3,000 psi	CY	132.23	+0.5	+6.4
4,000 psi	CY	144.17	-0.2	+2.8
5,000 psi	CY	182.53	+0.1	-3.8
CONCRETE BLOCK				
Normal weight: 8" x 8" x 16"	C	177.03	+1.1	+17.4
Lightweight: 8" x 8" x 16"	C	165.236	+1.5	-4.5
12" x 8" x 16"	C	250.825	+5.8	+36.9

SOURCE: ENR



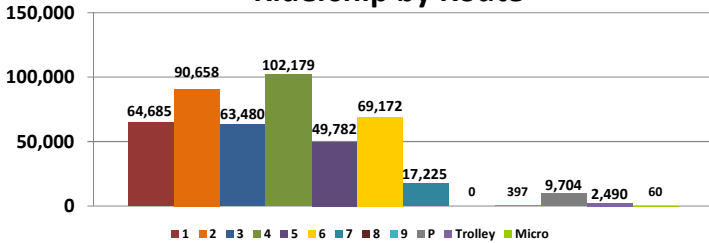
FY 2020-2021 METRO MCALLEN

OCTOBER 1, 2020 thru SEPTEMBER 30, 2021 Ridership and Fares

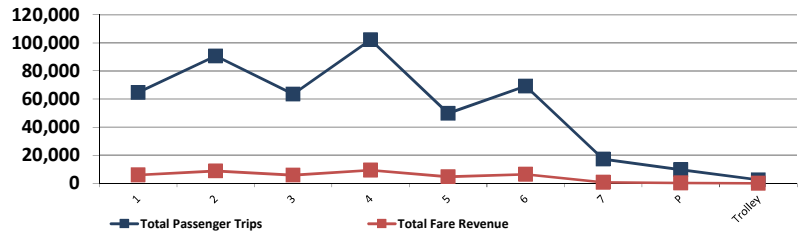
TOTAL RIDERSHIP= 469,833

TOTAL ANNUAL FARE REVENUE= \$45,890

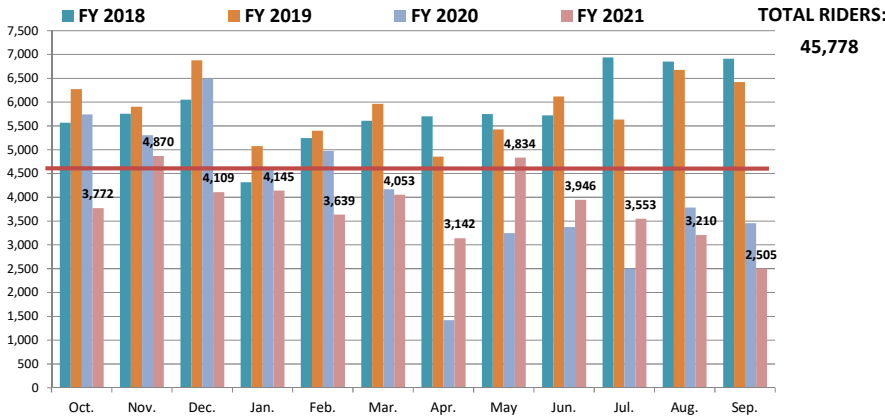
Ridership by Route



Route Summary



SERVICE EXTENSION - YTD Ridership



TOTAL RIDERS:
45,778

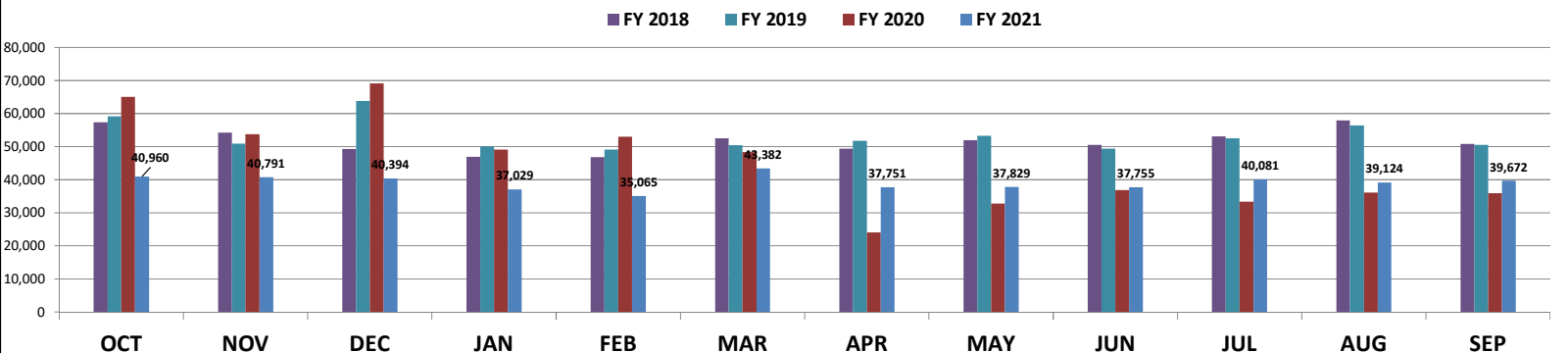
MONDAY-SATURDAY 6:00PM - 9:00PM
&
SUNDAY 8:00PM - 6:00PM
ROUTES



MONTHLY RIDERSHIP OF SERVICE EXPANSION

Fiscal Year	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	TOTAL
FY 2018	5,566	5,750	6,052	4,318	5,245	5,607	5,700	5,747	5,718	6,937	6,847	6,910	70,397
FY 2019	6,271	5,901	6,875	5,077	5,397	5,963	4,853	5,425	6,114	5,632	6,674	6,422	70,606
FY 2020	5,742	5,306	6,493	4,634	4,971	4,172	1,420	3,244	3,374	2,502	3,787	3,459	49,104
FY 2021	3,772	4,870	4,109	4,145	3,639	4,053	3,142	4,834	3,946	3,553	3,210	2,505	45,778
MONTHLY GOAL	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	45,000

FY 2018 - FY 2021 RIDERSHIP SUMMARY



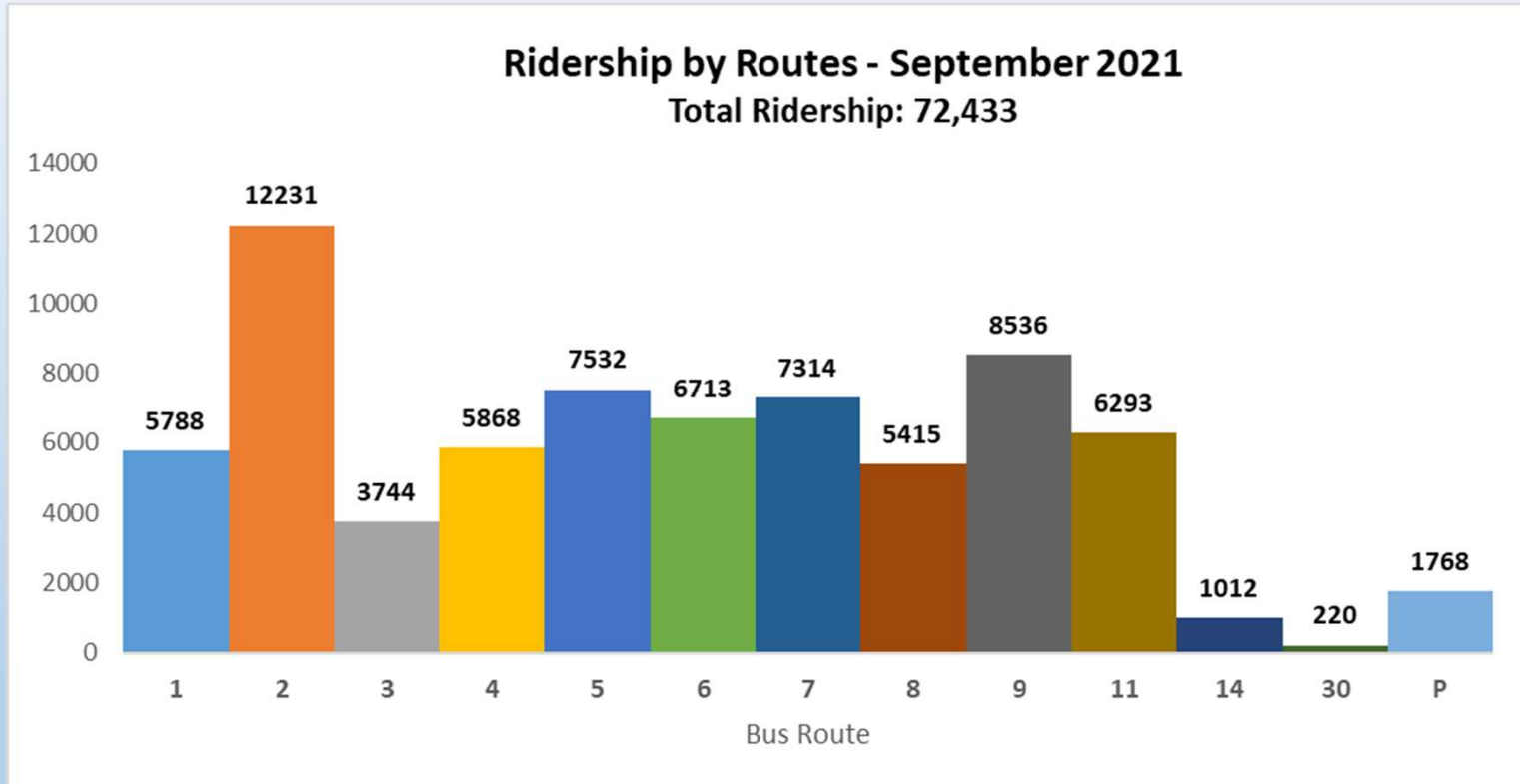
Fiscal Year	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	TOTAL	%Change
FY 2018	57,362	54,208	49,299	46,919	46,832	52,501	49,400	51,919	50,509	53,107	57,952	50,802	620,809	-10%
FY 2019	59,124	50,893	63,768	50,089	49,104	50,408	51,768	53,334	49,413	52,514	56,433	50,512	637,360	3%
FY 2020	64,986	53,801	69,133	49,137	53,039	48,364	24,095	32,856	36,896	33,340	36,130	35,922	537,699	-16%
FY 2021	40,960	40,791	40,394	37,029	35,065	43,382	37,751	37,829	37,755	40,081	39,124	39,672	469,833	-13%

Brownsville Metro & Island Metro Transit Reports





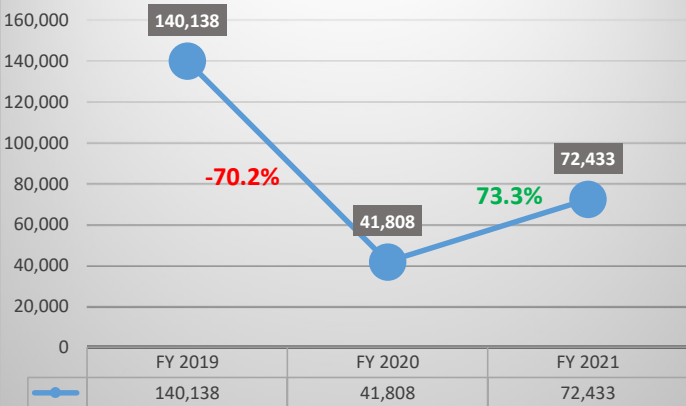
Brownsville Metro



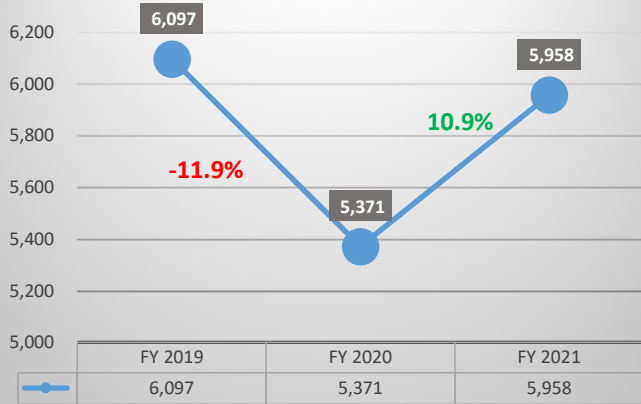


Brownsville Metro

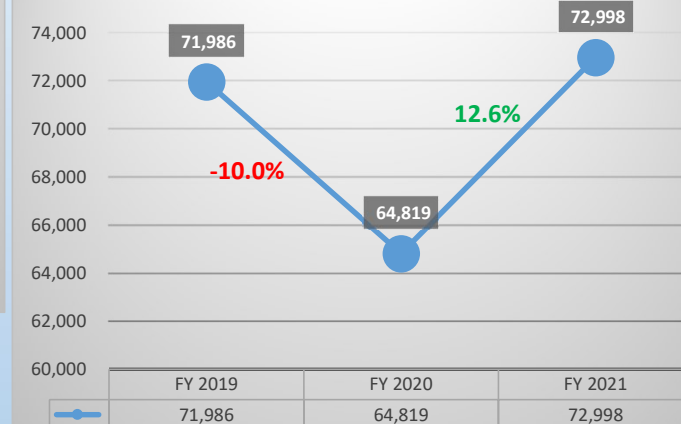
September 2021 Ridership



September 2021 Revenue Hours



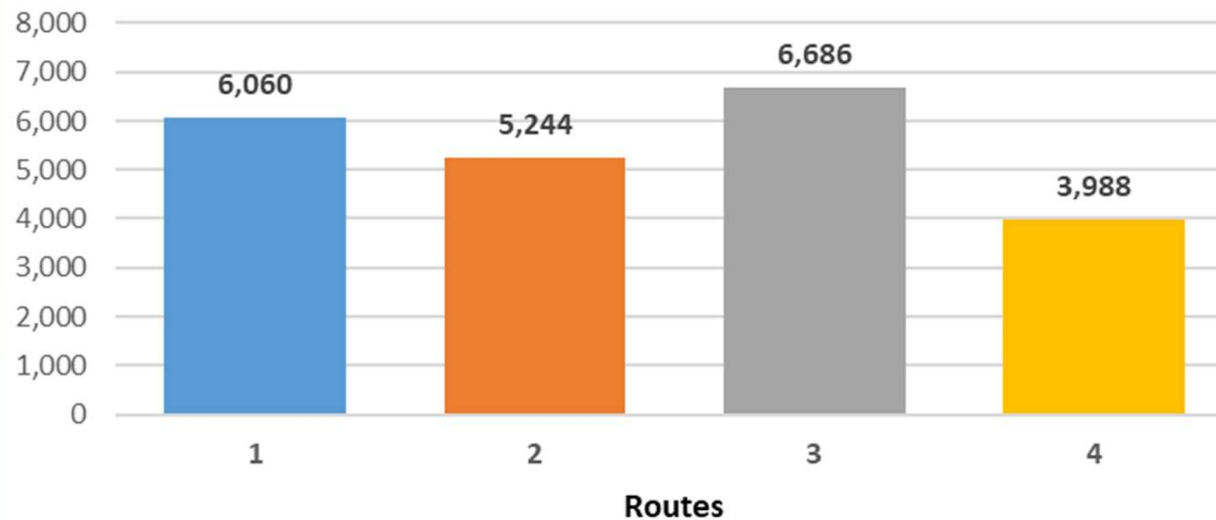
September 2021 Revenue Miles





Island Metro

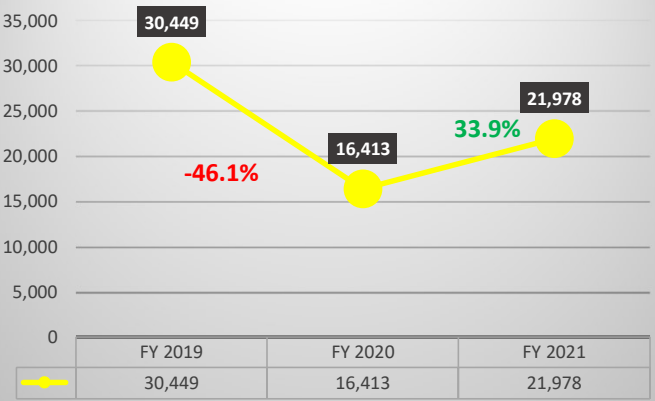
Ridership by Routes - September 2021
Total Ridership: 21,978



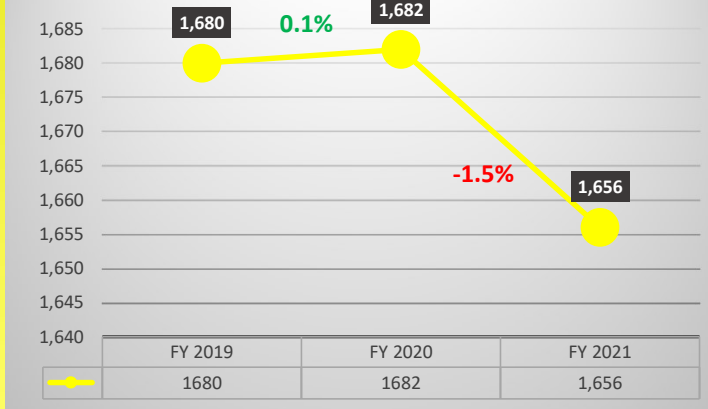


Island Metro

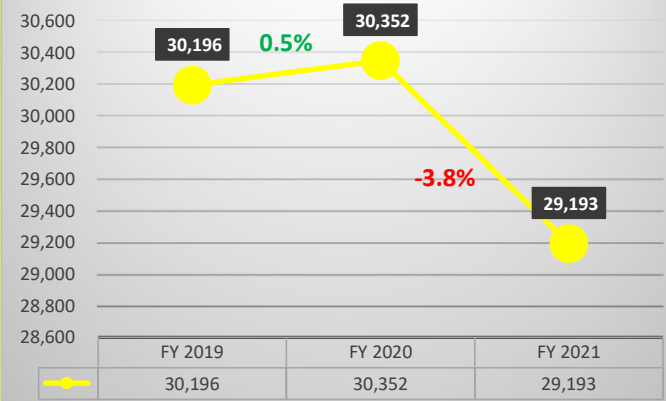
September 2021 Ridership



September 2021 Revenue Hours



September 2021 Revenue Miles

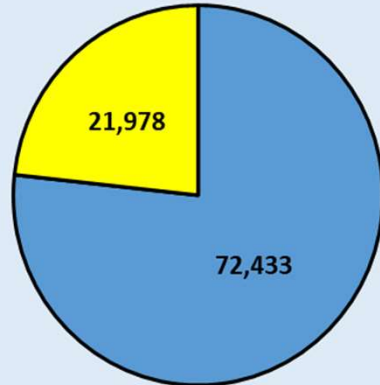




Combined Ridership



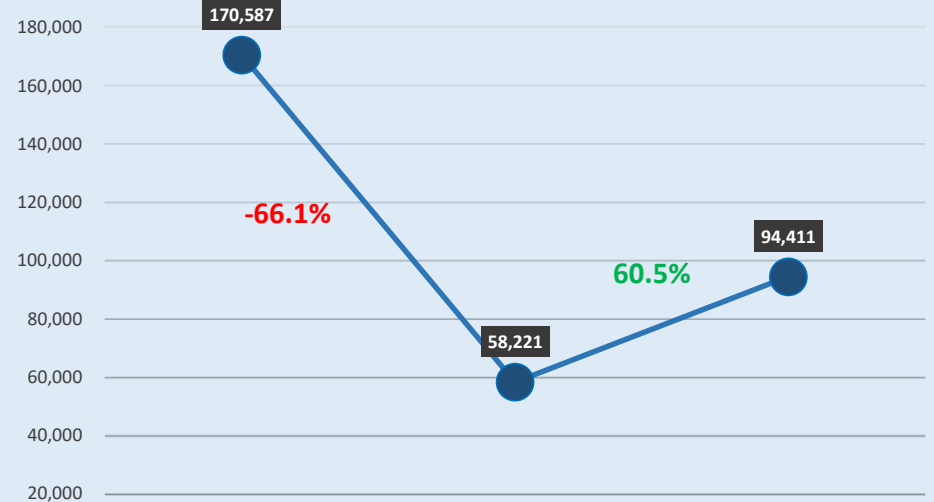
September 2021 Total Ridership
94,411



■ Brownsville Metro

■ Island Metro

September Ridership



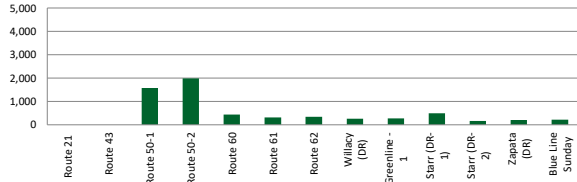
	FY 2019	FY 2020	FY 2021
September Ridership	170,587	58,221	94,411

Thank You

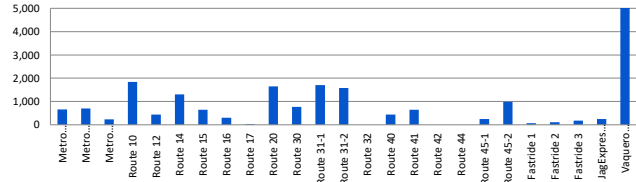


LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL
Valley Metro Service Summary
FY 2022 September

RURAL
Ridership by Route

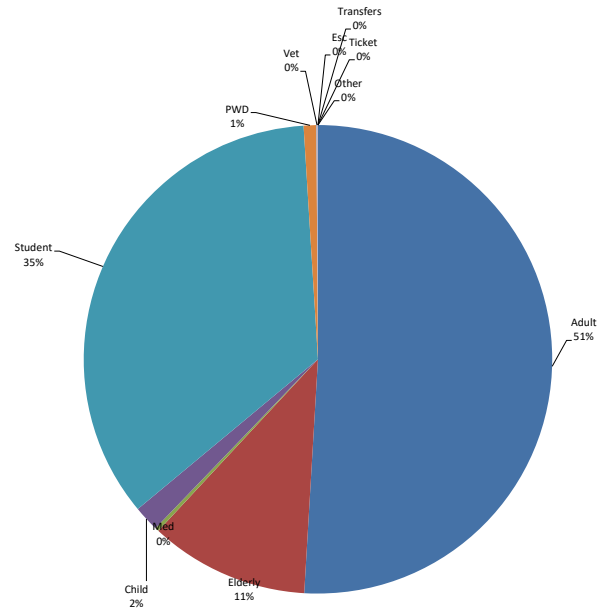


URBAN
Ridership by Route



	Route	Total Passenger Trips	Route Activity	Area(s) Served
RURAL	Route 21	0	0%	Sullivan City, West Hidalgo County
	Route 43	0	0%	South Cameron County
	Route 50-1	1,580	4%	Brownsville, Port Isabel
	Route 50-2	1,984	5%	Brownsville, Port Isabel
	Route 60	432	1%	Roma, Rio Grande City
	Route 61	318	1%	Rio Grande City
	Route 62	349	1%	Rio Grande City
	Willacy (DR)	263	1%	Willacy County
	Greenline - 1	273	1%	Rio Grande City
	Starr (DR-1)	484	1%	Starr County
	Starr (DR-2)	161	0%	Starr County
	Zapata (DR)	206	0%	Zapata County
URBAN	Blue Line Sunday	221	1%	Brownsville, Port Isabel
	Metro Express RL-1	665	2%	Rio Grande Valley
	Metro Express RL-2	713	2%	Rio Grande Valley
	Metro Express RL-3	233	1%	Rio Grande Valley
	Route 10	1,838	4%	Edinburg
	Route 12	443	1%	Edcouch, Elsa, Edinburg
	Route 14	1,314	3%	Edinburg
	Route 15	657	2%	Edinburg
	Route 16	304	1%	Edinburg
	Route 17	26	0%	Edinburg
	Route 20	1,660	4%	Mission
	Route 30	772	2%	Pharr, San Juan
	Route 31-1	1,700	4%	Cameron-Hidalgo County
	Route 31-2	1,577	4%	Hidalgo-Cameron County
	Route 32	0	0%	Donna
	Route 40	440	1%	Harlingen
	Route 41	643	2%	Harlingen
	Route 42	0	0%	San Benito
	Route 44	0	0%	Primera, La Feria, Santa Rosa
	Route 45-1	255	1%	Cameron County
Route 45-2	987	2%	Cameron County	
Fastride 1	76	0%	Edinburg	
Fastride 2	118	0%	Hidalgo County	
Fastride 3	178	0%	Cameron County	
JagExpress YL	256	1%	Weslaco, Pharr, McAllen	
Vaquero Express	21,078	50%	Edinburg	
Hidalgo	34	0%	City of Hidalgo	
TOTAL	42,238	100%		

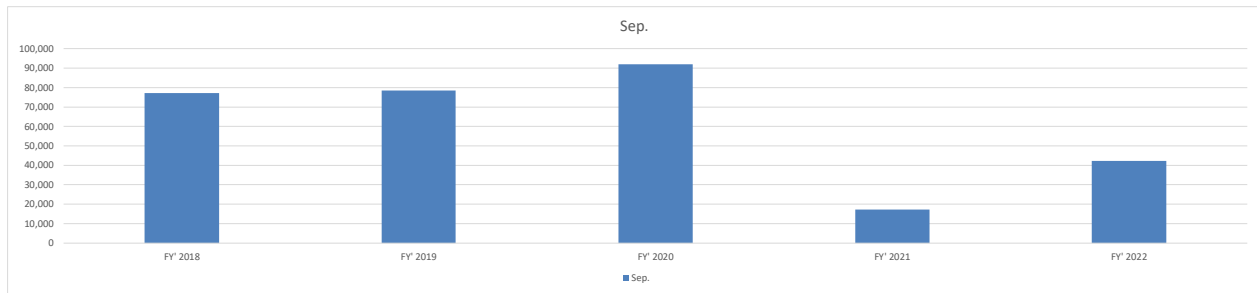
Ridership Breakdown by Category



YEAR TO DATE RIDERSHIP REPORT

FY 21 September Total 17,146	Year to Date - September 2021 42,238	Increase/Decrease 25,092	% DIFFERENCE 146%
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* Rural service - service in rural low -population areas outside of urbanized areas
 * Urban service - service between or within urbanized areas



Fiscal Year	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Total	Difference	%Change
FY 2018	77,255	80,744	70,823	39,507	51,877	64,209	56,076	68,058	42,956	42,169	42,264	53,725	689,663	126,876	23%
FY 2019	78,440	91,930	74,137	44,709	72,199	84,562	75,604	85,670	50,318	56,330	56,234	64,773	834,906	145,243	21%
FY 2020	91,929	98,308	83,799	56,545	78,630	89,404	46,276	11,431	15,009	17,932	14,182	16,121	619,566	-215,340	-26%
FY 2021	17,146	19,330	15,751	16,072	16,200	14,611	19,300	16,407	16,367	18,082	18,244	21,818	209,748	-409,818	-66%
FY 2022	42,238	0	0	0	0	0	0	0	0	0	0	0	42,238	25,092	146%
Monthly Change from Previous FY	25,092														
% Change	146%														

URBANIZED PERFORMANCE MEASURES*

COST EFFECTIVENESS
 Cost per revenue mile =
 Cost per revenue hour =
 Cost per passenger =

\$2.40 State Avg. = \$4.85
 \$46.22 State Avg. = \$73.39
 \$4.16 State Avg. = \$5.21

SERVICE EFFICIENCY

Passengers per revenue mile = 0.58 State Avg. = .93
 Passengers per revenue hour = 11.12 State Avg. = 14.10

NONURBANIZED PERFORMANCE MEASURES*

COST EFFECTIVENESS
 Cost per revenue mile =
 Cost per revenue hour =
 Cost per passenger =

\$3.03 State Avg. = \$2.99
 \$71.08 State Avg. = \$59.91
 \$14.83 State Avg. = \$20.21

SERVICE EFFICIENCY

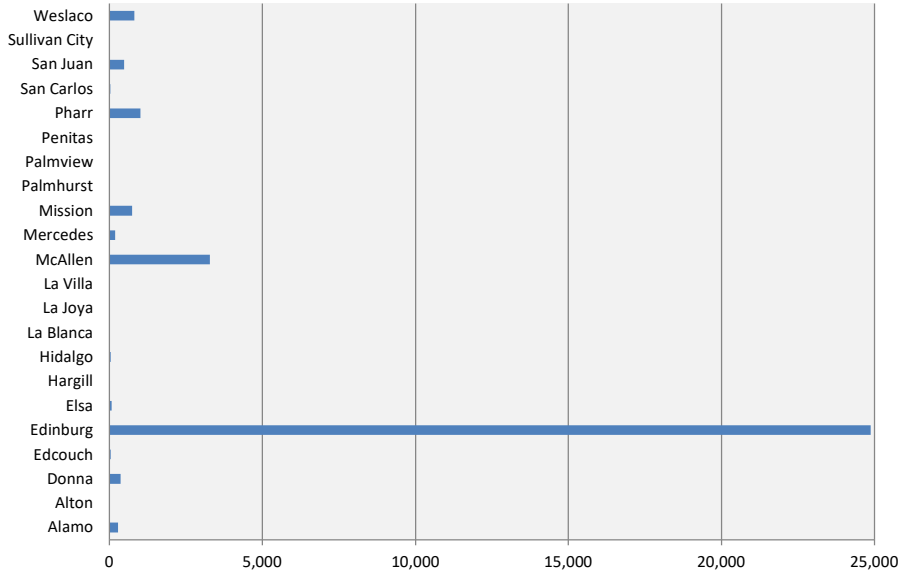
Passengers per revenue mile = 0.20 State Avg. = .15
 Passengers per revenue hour = 5.44 State Avg. = 2.96

Distribution of Ridership

Hidalgo County

Alamo	278
Alton	0
Donna	364
Edcouch	42
Edinburg	24,881
Elsa	68
Hargill	0
Hidalgo	34
La Blanca	4
La Joya	0
La Villa	8
McAllen	3,276
Mercedes	182
Mission	739
Palmhurst	0
Palmview	0
Penitas	0
Pharr	1,014
San Carlos	29
San Juan	478
Sullivan City	0
Weslaco	809
Total	32,206

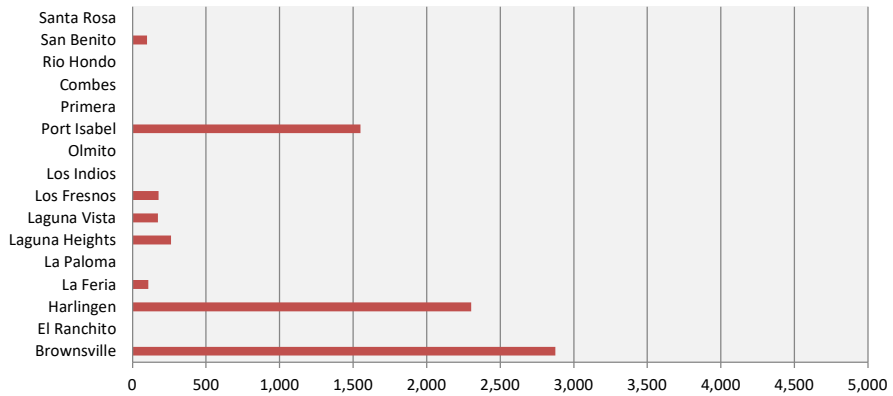
Hidalgo County by Cities



Cameron County

Brownsville	2,875
El Ranchito	0
Harlingen	2,303
La Feria	109
La Paloma	0
Laguna Heights	261
Laguna Vista	174
Los Fresnos	176
Los Indios	0
Olmito	0
Port Isabel	1,549
Primera	0
Combes	0
Rio Hondo	0
San Benito	99
Santa Rosa	0
Total	7,546

Cameron County by Cities



Willacy County

Total 263

Starr County

Total 2,017

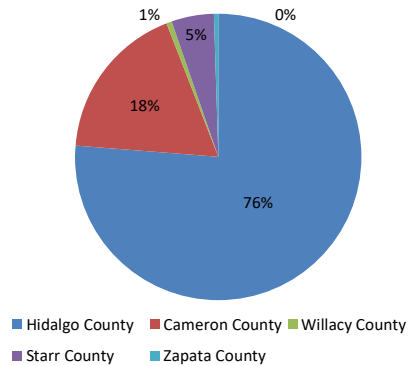
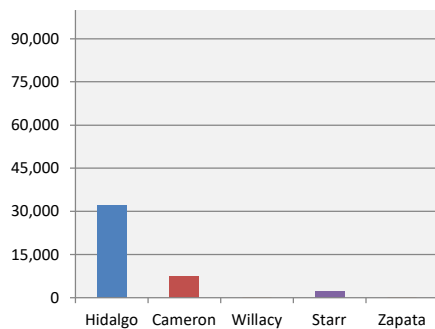
Zapata County

Total 206

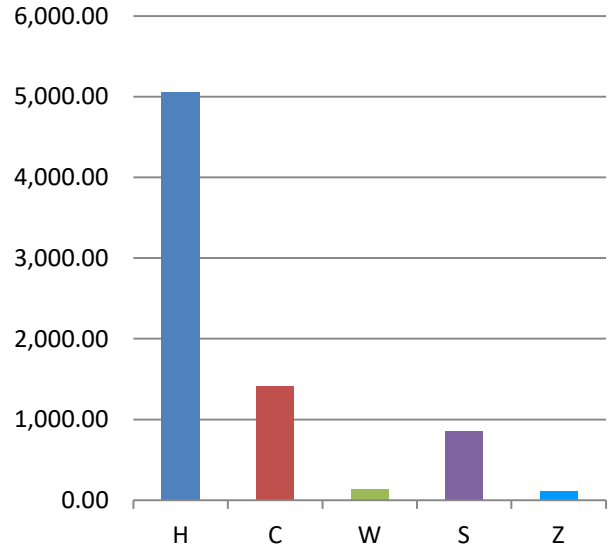
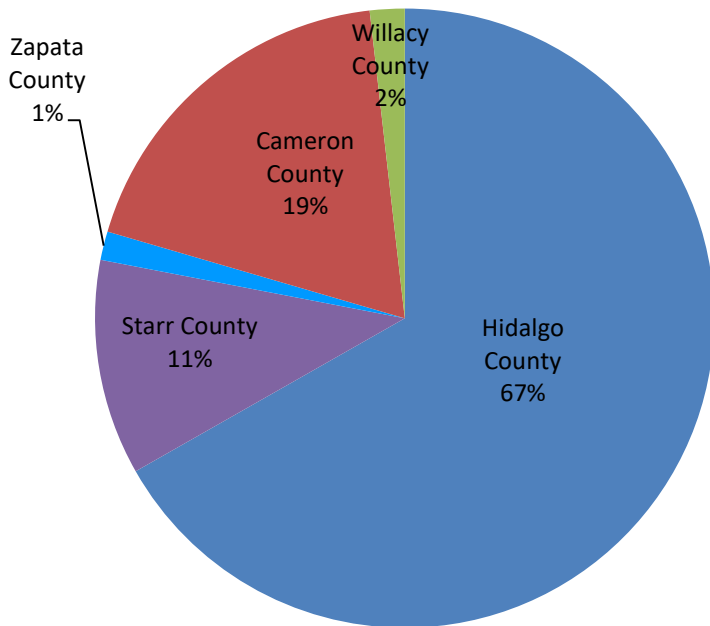
SYSTEM TOTAL

42,238

Ridership by County

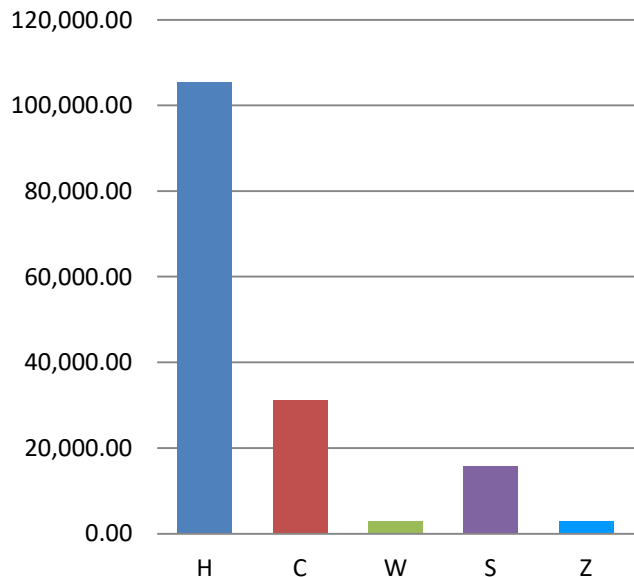
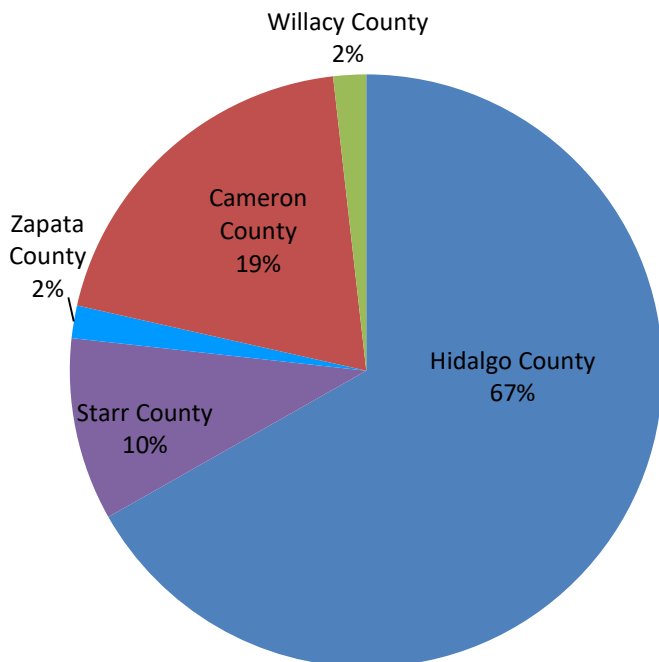


Distribution of Revenue Hours



Revenue Hours Provided	
Hidalgo County	5,055.21
Starr County	852.07
Zapata County	112.59
Cameron County	1,415.24
Willacy County	136.50
Total Revenue Hours	7,571.61

Distribution of Revenue Miles



Revenue Miles Provided	
Hidalgo County	105,455
Starr County	15,765
Zapata County	2,807
Cameron County	31,072
Willacy County	2,808
Total Revenue Miles	157,907



FY 2021-2022 TSTC
Valley Metro Routes

Monthly Cumulative Passenger Counts

Routes	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Total
10	0												0
12	0												0
14	0												0
31-1	0												0
31-2	0												0
40	0												0
41	0												0
42	0												0
43	0												0
44	0												0
45-1	9												9
45-2	30												30
50-1	0												0
50-2	1												1
FastRide-3	0												0
Willacy	0												0
Total	40	0	0	0	0	0	0	0	0	0	0	0	40

Change Over Previous Month	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Total
		-40	0	0	0	0	0	0	0	0	0	0	-40

TSTC Student Ridership

