AGENDA

TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, DECEMBER 8, 2022 – 10:00

AM

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION (RGVMPO)

VIRTUAL MEETING

Click here to join the meeting

		tted in pape	er form specifying
□ F	Possible Action		Information
JP Terraza	s, TAC Chairman		
Approval of minutes	f the September 8, 2	2022, Regu	ular Meeting
Possible	Action	□ Infor	mation
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Kimley-Horn & TEDSI will be providing a presentation to the Advisory committee about their RFP submittals on FM 509 Corridor study. ATG & TRC will be providing a presentation to the Advisory committee about their RFP submittals on Comprehensive Sustainability and Resilience Analyses.

	Performance and Assesses Alternative Strategies							
		Action		Possible Action		Information	on	
	Presenter:			teve Taylor, CoPlan	, LLC			
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4. Discu	ission and	Action o	n FY 2	2023 - 2026 TIP & 20	45 MTP An	nendments		
		Action		Possible Action		nformation		
	Prese	nter:	I	Rudy Zamora Jr., Tra	ansportatio	on Planner I	I	
	Sun	nmary:) r a r	The FY 2023-2026 (TIP) & 2045 Metroprequire amendment a and approval. Both revisions have been available to address q	politan Trai and both ta h adminis incorporat	nsportation bles are inc strative mo ed and high	Plan (MTP) will luded for review difications and	
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5. Discus	ssion on T	ASA						
		Action	1	□ Possible Act	tion	☑ Informat	ion	
	Pre	senter:	ı	Eva Garcia, RGVMP0	0			
	Sun	nmary:	6	As a follow-up to the Se on the status of FY201 ensure transparency transportation profession	9-2020 and with the	FY2021-2022	2 TASA projects to	
	Вас	kground:	6	RGVMPO staff emailed FASA schedule of action obligation of programme and local government a awarded TASA funds.	vities on Oed funds. Sta	ctober 6 th to aff continues t	ensure the timely o work with TxDOT	

	6.	Draft 2024 l	UTP CA	T 2			
			Ø	Action		Possible Action	☐ Information
			Prese	enter:	Melba	Schuaus, TxDOT	
			Sumn	nary:	due to f		in the 2024 UTP have shifted out year r project development. These changes xt. (See Attachment).
	7.	City of McA	illen- 20	018 Traffic	Improve	ment Bond	
				Action		Possible Action	☑ Information
			Prese	enters:	Traffic	Operations, City o Robertson, PhD, F	ant Director of Engineering – f McAllen PE, PTOE, Project Manager, Lee
			Sumn	nary:	that wa	ıs passed in 2018 t	lcAllen's Traffic Improvement bond o improve traffic flow on major City
			Backç	ground:	summa along r City of traffic s with	McAllen and Lee iry of improvement major North/South a McAllen limits. Im signal infrastructure	e Engineering will be providing as that helped improve traffic flow and East/West corridors within the aprovements included upgrades to , communications to traffic signals ovides updates on intersection iming study.
٧.	ı	RGVMPO E	XECU1	TIVE DIRE	CTORS	REPORT AND U	JPDATES
				Action		Possible Action	☑ Information
		F	Present	er:	Andre	ew A. Canon, RGV	MPO
		ľ	tem Sur	nmary:	2. Intro 3. Legi 4. Trar 5. RG\	ancial Update b. New staff islative Workshop nsportation Forum V Days 3 Meeting Calendar	

VI. STATUS REPORTS

A.	TxDOT Project Status Rep	ort	
	☐ Action	n ☐ Possible Action	☑Information
	Presenter:	Maria Champine, T	xDOT
В.	Cameron County RMA ☐ Action Presenter:	☐ Possible Action Pete Sepulveda	☑ Information
C.	Hidalgo County RMA		
	☐ Action Presenter:	n □ Possible Action Ramon Navarro	☑ Information
D.	McAllen Metro Action Presenter:	☐ Possible Action Jon Bocanegra	☑ Information
E.	Brownsville Metro		
	☐ Action Presenter:	Possible Action Simon Ortiz	☑ Information
F.	Valley Metro ☐ Action Presenter:	☐ Possible Action Nancy Sanchez	☑ Information
	her Business (Old or Ne ms of interest before the g		opportunity for members to bring

- VII. g
- VIII. Next Meeting: The next RGVMPO Technical Advisory Committee is schedule "IN-PERSON" at 10:00 am on January 12, 2023.

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE VIRUAL MEETING

September 8, 2022

I) CALL TO ORDER

JP Terrazas, Chairman (City Mission) called the TAC Meeting to order at 10:00 AM. The TAC Meeting was held "Virtually".

II) ROLL CALL

RGVTAC Representatives in attendance were as follows:

MEMBERS PRESENT					
ENTITY	VOTING MEMBERS				
City of Mission	JP Terrazas, Chairman				
Cameron County	Benjamin Worsham, Vice Chairman				
City of Brownsville	Joel Garza				
City of Edinburg	Tom Reyna				
City of Harlingen	Craig Cook				
City of McAllen	Rene Gonzalez				
City of Pharr	Daniel Chavez				
City of San Benito	Manny De La Rosa				
Hidalgo County	Armando Garza, Jr.				
Starr County	Jose Escamilla / Rose Benavidez (ABSENT)				
TxDOT Pharr District	Melba Schaus				
Valley Metro	Jose Luis Silva / Nancy Sanchez				
Cameron County RMA	Pete Sepulveda / Eric Davila				
Hidalgo County RMA	Ramon Navarro				
Brownsville Metro	Simon Ortiz				
McAllen Metro	Jon Bocanegra/ Robert De Leon				
Port of Brownsville	Ariel Chavez				
Port of Harlingen	ABSENT				
Port Isabel-San Benito Navigation District	ABSENT				
Cameron County Spaceport Dev. Corp.	Mark Yates				
	GUEST				
CoPlan	Steve Taylor				
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	STAFF				
RGVMPO	Andrew A. Canon				
RGVMPO	Luis Diaz				
RGVMPO	Staff				

III) PUBLIC COMMENTS

NONE

IV) CONSENT AGENDA

1. Approval of Minutes

Consideration and Action to Approve the Minutes of:

• August 11, 2022

Mr. Terrazas Chairman (City of Mission) asked if there were any corrections to the TAC minutes of August 11, 2022.

No corrections were noted to the minutes of August 11, 2022, TxDOT made a motion to approve the Minutes of August 11, 2022, as presented by staff. The motion was seconded by the City of Harlingen and upon a vote, the motion carried unanimously.

2. Presentation on the Executive Summary for the Spring 2022 CMP Multimodal Transportation Performance and Assesses Alternative Strategies

Steve Taylor with CoPlan, LLC provide a brief update presentation of the Spring 2022 CMP. The CMP is a regionally accepted approach for measuring congestion that provides accurate, up-to-date information on multimodal transportation performance and assesses alternative strategies or mitigating congestion that meets state and local needs. While a CMP is required in urbanized areas of over 200,000. The CMP Analysis has been underway since March 2022.

CoPlan will be providing an update to the Advisory Committee as well as the Policy Board on study development and update as well as providing possible additional actions the RGVMPO may wish to undertake to address identified areas of concern and operational improvement updates.

After some discussion on this item, Chairman Terraza, along with TAC members present acknowledged and thank Mr. Taylor for his presentation and insight on how to proactively improve Multimodal Transportation Performance and Assesses Alternative Strategies.

3. Discussion and Action to Extend the Winter Congestion Study Contract

Luis presented to TAC members present two (2) projects that are requesting Federal Functional Classification as follows:

- International Drive CSJ: 0921-26-113
- South Parallel Corridor III CSJ: 0921-06-257

As per Federal Legislation, they continue to use Functional Classification in determining eligibility for funding under the Federal-Aid Program. Transportation agencies describe roadway system performance, benchmarks, and targets by functional classification. As agencies continue to move towards a more performance-based management approach, functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility, and safety.

Staff concluded by stating that Resolution 2022-16 will be presented to the Policy Committee for consideration and approval at their upcoming Policy meeting scheduled on August 31, 2022 and will be presented to TP&P and FHWA for their approval as well.

No further discussion took place on this item, City of Brownsville made a motion to recommend approval to the Policy Board the Federal Classification of International CSJ:0921-26-113 and South Parallel Corridor III CSJ:0921-6-257 (Resolution 2022-16) as presented by staff. The motion was seconded by Hidalgo County; and upon a vote; the motion passed unanimously.

4. Discussion and Action on Category 7 Funding Requests for Highway Projects

Luis informed TAC members present that the RGVMPO is presenting amendments to the current Metropolitan Transportation Plan (MTP 25 Year Plan) Off System Project Evaluation Form with a recommendation for replacement by the Unified Transportation Program (UTP 10 Year Plan) CAT 7 Project Evaluation Form.

Recommendations were also received from the Policy members at their meeting in June to the CAT 7 Scoring/ Evaluation Form as follows:

- Scores for Schematic Status, Environmental Status, ROW Status and Utility Status have been adjusted from 5 points max to now be 10 points max per each item.
- Points were adjusted from each of the following from 10 points max to now 5 points max to keep the overall project total as 100 points.
- o Access to Transit Facility in Miles
- o Access to Existing Pedestrian Facility in Miles (Bicycle/Trail)
- o Regionally Significant
- Congestion Reduction
- o Access to Pedestrian Facility in Miles (Bicycle/Trail)
- o Was modified to now Read Access to Existing Pedestrian Facility in Miles (Bicycle/Trail)
- o Contact Name and Email were added to the bottom of the form.

Staff noted that changes were updated accordingly as recommended by Policy Board and sent out for final review to both the TAC and Policy members prior to the monthly meetings.

This scoring process likewise provides a platform to communicate with project sponsors and decision makers about project implications. The process also investigates what conditions a proposed project is improving and asks the sponsor to reflect on why they are submitting the project being reviewed.

The continuity of this process invariably will refine and improve the process by which projects are submitted for consideration as well as the projects themselves. The latest version of the RGVMPO Off System Project Evaluation Form is reflective of 3 TAC workshops and TPB approval May 27, 2020.

After some discussion on this item, the HCRMA made a motion to recommend approval to the Policy Board; the Updated CAT 7 Scoring and Evaluation Form with recommendations noted by staff. The motion was seconded by the City of San Pharr; and upon a vote, the motion carried unanimously.

5. Discussion on the RGV Thoroughfare Plan Amendment

Rudy provided and included RGVMPO Self-Certification – Administrative Modification document for TAC member's review. Staff noted that TxDOT Planning and Programming reached out to MPO staff requesting modifications to our Self-Certification document. As per all Metropolitan Planning Agencies, concurrent with the submittal of the entire proposed TIP to FHWA and FTA as part of the Statewide TIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. TXDOT TP&P notified all MPO's that revisions within verbiage may need addressing.

This recommendation is regarding compliance with federal regulations and staff is requesting approval of modifications made. Signatures will be required from the TXDOT District Engineer and RGVMPO Policy Board Chairman. RGVMPO staff has made the necessary corrections and presented the document within the meeting packet.

TxDOT noted that Starr County if not define in the document, due to it not being an Urbanized Area.

No further discussion took place on this item, City of Harlingen made a motion to recommend approval to the Policy Board; the Self -Certification – Administrative Modification Document as presented by staff. The motion was seconded by City of San Benito; and upon a vote, the motion carried unanimously.

V. RGVMPO EXECUTIVE DIRECTORS' REPORT AND UPDATES

Financial Update

Andrew provided the financial update and noted that the current budget continues with a (24.74%) positive trend. Report filed with the August 11, 2022, RGVTAC Packet.

Item Summary: Category 7, Metropolitan Mobility (STBG) Funding - for the selection of regionally significant Off-System

Projects in consultation with TxDOT - RGVMPO staff are presenting for consideration and possible adoption an updated resolution supporting the long-adhered policy of Category 7 funding being capped at

the amounts approved by the TPB upon adoption at the August 31, 2022, Policy Meeting.

Item Summary: Policy Meetings November and December 2022 - Staff is recommending to the Policy Board to combine

the Policy meetings for (November and December) and that it be held on December 14, 2022.

Item Summary: 2023 TxDOT UTP Public Comment – Staff noted that a letter was mail out on behalf of Chairman –

Judge Trevino to Mr. Bugg, Chairman of Tx Department of Transportation on July 25, 2022, regarding the

Development of the 2023 TxDOT UTP (See Attachment).

Item Summary: Donna Project - TASA Update: Staff noted that the RGVMPO and TxDOT have been formally notified

in writing by City of Donna, that City Commission have come to decision to terminate their TASA Project, the Donna Sidewalks - South International Boulevard Project. Neither party were prepared for the significant challenges local governments have encountered since the conception of the project in 2017.

Item Summary: RGV Traffic Safety Initiative: Staff noted that RGV Traffic Initiative schedule is as follows:

- Law Enforcement Trainings
 - o LRGVDC Ken Jones Boardroom (Weslaco) Tuesday, September 6th from 2:30pm to 4:30pm
 - o Harlingen Cultural Arts Center on Wednesday, September 7th from 2:30pm to 4:30pm
- Project Manager Trainings
 - o Harlingen Cultural Arts Center on Friday, September 9th from 9:30am to 11:30am

VI) STATUS REPORTS

A. TxDOT Project Status Report

Melba Schaus, (TxDOT) provided an updated TxDOT Project Status Report (Virtually) within the RGVMPO area. The Monthly Letting Projects provided did indicate that Projects have been extended to FY2023. TxDOT also noted that for the months of January & February 2022; August 2022; November 2022; January 2023; March & April, June and July 2023; No Projects are scheduled to be Let; but should there be any status changes on these projects, TAC members will be notified accordingly. Reminder to for LG's to continue moving forward projects with TxDOT. TxDOT Project Status Report is filed with the August 11, 2022, RGVTAC Packet. (Report only, no action taken at this time).

B. Cameron County RMA

Eric Davila (Cameron County RMA) provided an updated presentation (Virtually) on projects that are currently within the Cameron County RMA. All projects are moving forward as scheduled. Cameron County RMA report is filed with the August 11, 2022, RGVTAC Packet. (Report only, no action taken at this time).

C. Hidalgo County RMA

Ramon Navarro, (Hidalgo County RMA) provided an updated presentation (Virtually) on projects that are currently within the Hidalgo County RMA. The Hidalgo County RMA monthly report is filed with the August 11, 2022, RGVTAC Packet. (Report only, no action taken at this time).

D. McAllen Metro

Jon Ray Bocanegra provided an updated report (Virtually) for McAllen Metro. This report includes ongoing ridership. Mr. Bocanegra also shared with TAC members present that the City of McAllen is partnering with STC on a Driver Academy and will be paying for the students to attend classes. Interested participants should apply for the full-time position at McAllen.net under "McAllen Express Admin – Transit Operator". A Job Fare at McAllen Convention Center is scheduled on Tuesday, August 16, 2022, from 9am to 7pm, where Metro McAllen will have a booth so that our Operations team can offer a better understanding of the job and academy. No further discussion took place on this item, McAllen Metro report is filed with the August 11, 2022, RGVTAC Packet. (Report only, no action taken at this time).

E. Brownsville / Island Metros

Simon Ortiz provided an updated report (Virtually) which included the Brownsville Metro and Island Metro. These reports include on-going connecting community projects and combined ridership. The reports are filed with August 11, 2022, RGVTAC Packet. (*Report only, no action taken at this time*).

F. Valley Metro

Jose Luis Silva provided an update report (Virtually), for both the Rural and Urban areas for the Year-To-Date Report. The Valley Metro Report was provided and is filed with the August 11, 2022, RGVTAC Packet. (Report on, no action taken at this time).

VII) NEW OR UNFINISHED BUSINESS

None

VIII) ADJOURNMENT:

There being no further business to come before the RGVTAC Members, Vice Chairman Worsham called for a motion to adjourn. City of Pharr made a motion to adjourn the meeting at 11:54 AM. The motion was seconded by Cameron County RMA; and upon a vote, the motion carried unanimously.

Rio Grande Valley Metropolitan Planning Organization

CONGESTION AND DELAY STUDY Spring 2022

Prepared for:

Rio Grande Valley
Metropolitan Planning Organization
617 W. University Drive
Edinburg, TX. 78539

Prepared by:

CoPLAN

280 Shelby Lane Ladonia, Texas 75449

November 25, 2022

EXECUTIVE SUMMARY

The Rio Grande Valley Metropolitan Planning Organization (MPO) has an established congestion management process (CMP) to monitor the transportation network. The goal of the monitoring system is to ensure optimal performance of the transportation system by identifying congested areas and related transportation deficiencies.

Traffic studies are conducted each year, rotating among the seasons. In 2022, the Spring season was studied. Past CMP studies include Spring 2001, Fall 2002, Summer 2003, Spring 2004, Winter 2005, Fall 2006, Spring 2007, Winter 2008/2009, Summer 2009, Fall 2010, Spring 2013, Winter 2015, and Winter 2019.

The purpose of this years' study and routes shown in **Figure E-1**, which covered 1,415 directional miles within the region, was to identify problem areas using travel time studies and to prepare recommendations to improve the traffic flow on the transportation system as a whole and on specific corridors. The results of this study can be used as factors in prioritizing needed improvements.

The FHWA requires MPOs over 200,000 to have a CMP to monitor, manage, and mitigate congestion as defined locally. Historically, the MPO has used Congestion Index (CI) as the primary performance measure to identify areas of congestion and delay. This performance measure is based on average travel speed as determined through floating car travel time runs compared to that of the posted speed (judged to be the free flow or unconstrained travel speed). The resulting performance measure is calculated for each segment between intersections (signalized, stop signs, and major uncontrolled intersections in rural areas). In addition to the intersection segment, the same performance measure is calculated for 0.1-mile segments to have a common unit length for baseline comparisons.

By using Global Positioning Systems (GPS) in the travel time runs, congestion and delay are pinpointed as shown in **Figure E-2**. The GPS collects position and speed data every one second which highlights areas of delay. This data, coupled with other integrated data resources, provide the needed reference material to prepare recommendations that are focused on the true cause of the congestion and delay.

Over the years, the majority of the recommended mitigation for the "congested" arterial segments was to optimize and coordinate the arterial signal system to provide more consistent travel speeds along major corridors and avoid frequent stopping at most signals. These conditions are being highlighted in this update cycle to differentiate between "congestion" and "delay". The congestion index threshold used to date to define congestion has been < 0.75 or an average speed within a segment of less than 75% of posted speed. This average could be a result when traffic volumes approach capacity of a link and create enough friction such that drivers are forced to drive slower and are unable to reach the posted speed limit. The other, more common, situation that results in a < 0.75 Cl is travel unconstrained for most of the link at or above posted speed, but the driver is forced to stop at the downstream intersection long enough to bring the average speed from center of upstream intersection until passing through the downstream intersection down to a point that results in a longer travel time to traverse the segment and thus a lower average speed. This second condition will be referred to as "delay" instead of "congestion"... a small but very important distinction. To mitigate "delay", it will more commonly be a local intersection or corridor signal system operational issue, thus much lower capital cost vs. "congestion" that may more typically be a capacity issue with a large required investment.

Another signal system component that contributes greatly to unnecessary delay is the condition of the vehicle detection equipment. Past assessments around the region have shown percentages as high as 65% of the areas intersections had inoperable detection.

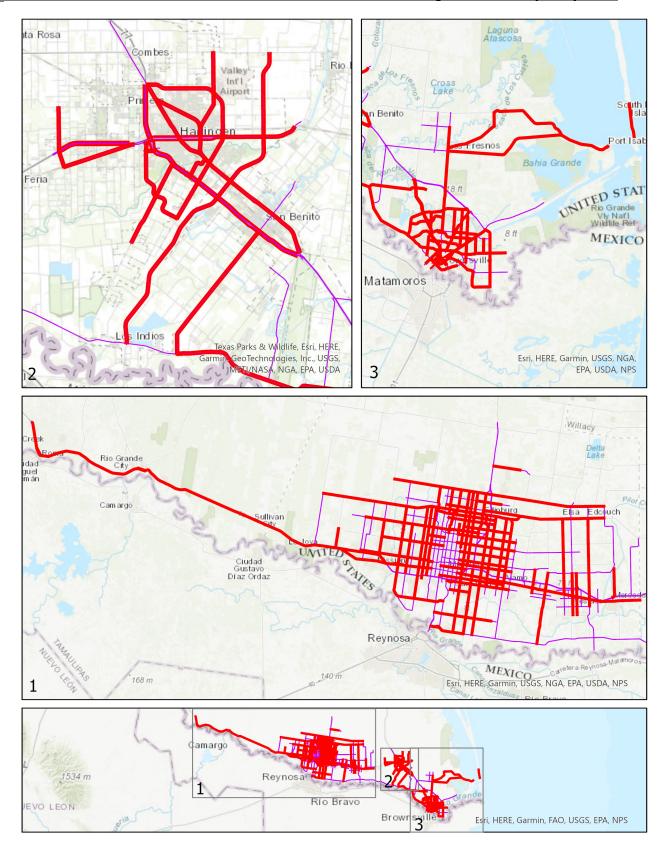


Figure E-1- Spring 2022 CMP Routes

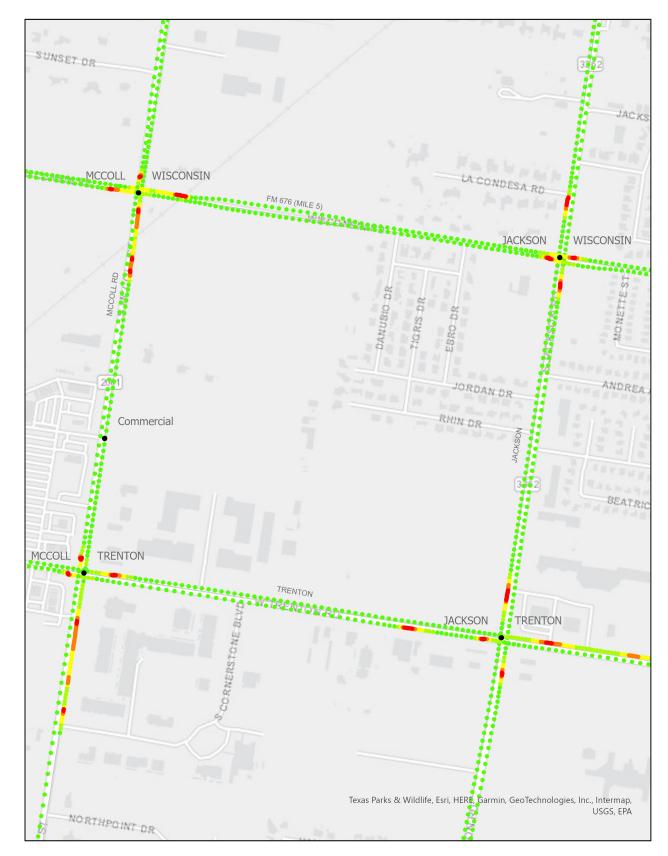


Figure E-2 – Example Raw 1-Second Travel Time Data

KEY FINDINGS

As shown in **Table E-1** and **Figure E-3**, of the 1415.8 directional miles of roadways studied in Spring 2022, during the PM Peak Period, 214.0 miles were free-flow, 587.7 miles were stable, and 614.1 miles were congested. Therefore, for the Spring 2022 season, 56.6% of the roadways operated within an acceptable range during the PM Peak Period (compared to 49-68% for previous studies between 2001-2019). The percent congested can vary dramatically each year depending on season and roadways included.

Table E-1 - Summary of Study Roadways in Terms of CI on Intersection Segments Congestion < 0.75

		Ro	Roadway Condition		
Season	Measure	Free Flow	Stable	Congested < 0.75	Total
Spring	Number of Miles	214.0	587.7	614.1	1415.8
2022	Percentage of Miles	15.1%	41.5%	43.4%	100%

For those segments found to be "congested", many are thought to be secondary approaches as compared to what many feel are the busiest or most congested intersections. To address this issue, a new performance measure was first introduced with the Spring 2013 update and is once again included this year. It is referred to as volume weighted delay. This performance measure will be used to highlight those areas where the combination of delay and higher volumes lead to congestion and delay. The resulting value highlights the total exposure or relative number of vehicles that encounter the measured delay from the travel time runs. The volumes used are gathered from the current MPO maintained travel demand model. The average daily volumes are conflated to the intersection segments in GIS where a weighted average volume is determined based on the lengths of each model link. One element to note in using the model volumes is the distinction that the volumes represent daily (24 hour) volumes combined for both directions, while the delays calculated are directional for a specific time period (AM or PM peak period). Therefore, the performance measure is solely a relative measure of the magnitude of delay for a peak period which highlights the expected daily volumes along the link in question. The average volumes for 2-way segments used in the calculation were divided in half to represent the relative volumes on the directional link in order to be able to compare to other segments that include 1-way volumes in the model such as frontage roads, mainlanes, or 1-way streets.

As expected, the results shown in **Figure E-4** with this performance measure vary substantially from those using only Congestion Index. Congestion Index has been used exclusively for over 20 years by the MPO to rank deficient segments on the network. Over the years, it was seen that many of the higher ranked "congested" segments were secondary approaches or intersections that had high delays but lower volumes. By applying volume to the delay results, we can now represent the relative number of seconds of total delay given the number of vehicles experiencing the measured delay. For those approaches with high delays but relatively low volumes, they will fall down the list vs. those with less delay but very high volumes. Thus, the list will represent those approaches where the most vehicles could benefit from some form of improvement.

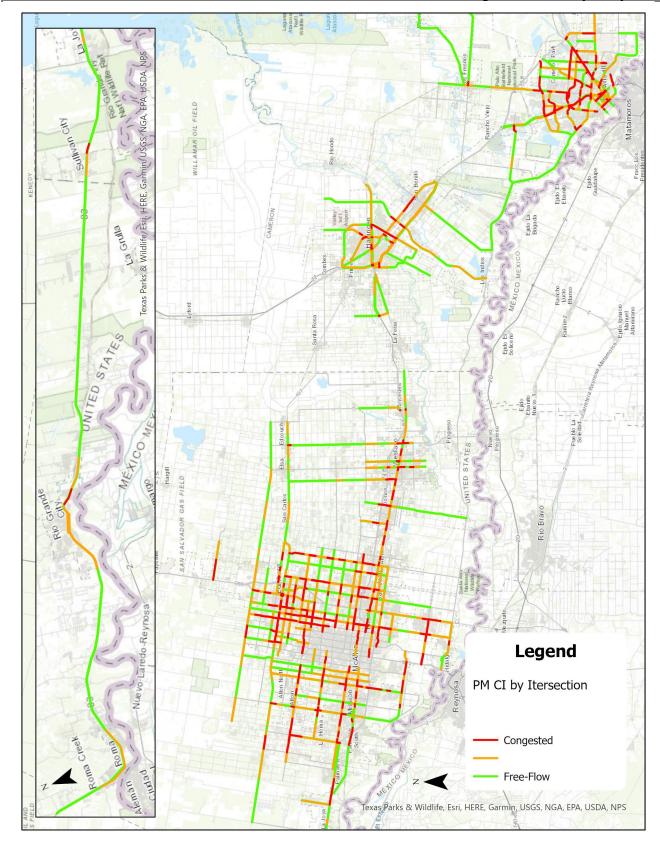


Figure E-3 – Spring 2022 Congestion Index (Intersection Segments)

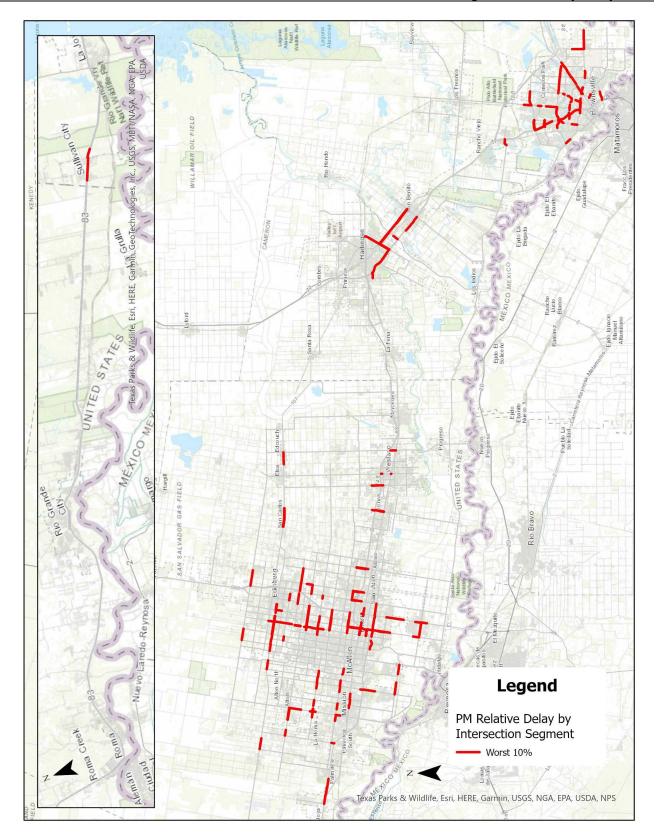


Figure E-4 – Spring 2022 Volume Delay (Intersection Segments)

ONE-TENTH OF A MILE (0.1-mile) SEGMENTS

To address common questions related to congestion and its relation to segment length, a criterion was added in the 2009 season and is included once again this year. The intersection segments that include a signal, stop sign, or major cross street on each end were further broken down into relatively common lengths. These lengths vary slightly depending on the intersection segment length, but the lengths closely match approximately 0.1 mile (approximately 500 feet). This allows close comparison of each segment and further allows assessment of the root cause and location of congestion / delay. The vast majority of the congested 0.1-mile segments fall at the intersection with a signal or stop sign. The overall length of congestion also is greatly reduced given the fact that most congestion is limited to the controlled intersection segment and not those mid-block. **Table E-2**, and illustrated in **Figure E-5**, show the number of congested, stable and free-flow miles on 0.1-mile segments. Comparing this to **Table E-1**, we can see that the number of congested miles is far less based on 0.1-mile segments which can be interpreted to mean congestion does not occur on entire segments and mostly occurs on a shorter portion of the segments between intersections. This helps further narrow down the location and contributing factors of congestion in the region.

Table E-2 - Summary of Study Roadways in Terms of CI on 0.1-mile Segments

Congestion < 0.75

		Ro	Roadway Condition		
Season	Measure	Free Flow	Stable	Congested < 0.75	Total
Spring	Number of Miles	458.7	793.5	163.6	1,415.8
2022	Percentage of Miles	35.9%	53.8%	10.3%	100%

In the Spring 2022 Study, a total of 1,661 0.1-mile segments were congested. Of these, 980 segments (about 59%) had a Signal at the downstream end. When comparing the 0.1 results to those of the intersection segments, it becomes clear that a large percentage of the measured delay occurs within 500' of a traffic signal and a large percentage of the signals could benefit from an operational assessment and update. The results indicate that 163.6 miles of 0.1 segments contribute to bring 614.1 miles of intersection segments into the "congested" category of CI. This means that there is sufficient delay in those short segments to bring the average speed for the longer segment low enough to fall below the 0.75 CI threshold.

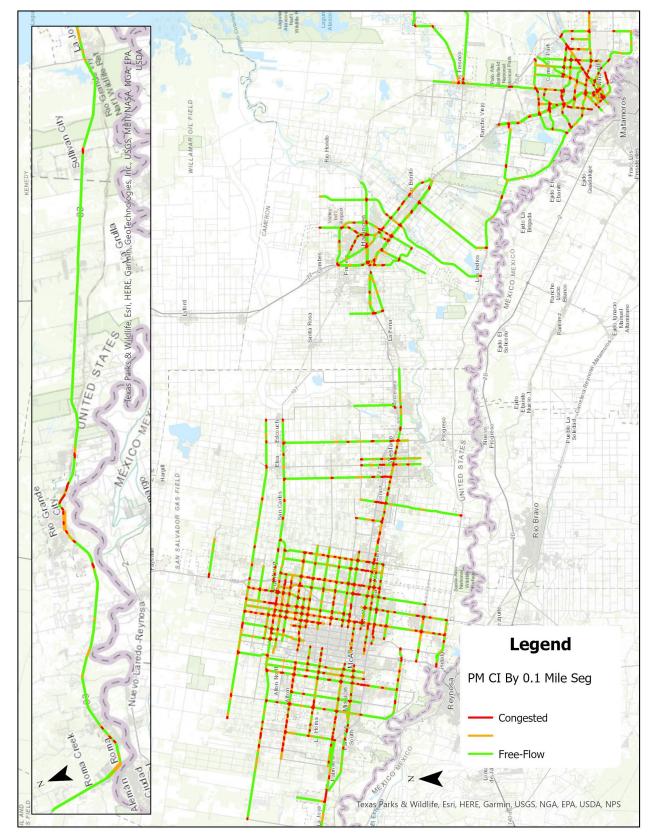


Figure E-5 – Summaries at 0.1-mile segment level for Spring 2022

9

CONCLUSIONS

A large percentage (43.4%) of roadway intersection segments studied in Spring 2022 were operating under congested conditions. On many of the segments with CI in the congested range, the congestion occurred only near a stop sign or traffic signal and had acceptable conditions through the remainder of the segment.

The results of this report when compared to previous study year roadways indicate higher levels of congestion, particularly when compared to respective seasons. Possible reasons for this include continued population growth and issues with signal timing and coordination. For those corridors that have been part of past signal timing improvements, the typical life before needing updates is 3 years, depending on volume changes and growth. In some cases, construction is completed, but signal optimization is still needed to maximize the efficiency of the new improvements. It is also clear when driving the corridors, a large percentage of the intersections are in need of detection maintenance. This is an area where cities must increase budgets in the respective departments that are responsible to maintaining the traffic signal equipment.

RECOMMENDATIONS

Recommendations were developed for each section of congested roadway. Improvements include traffic signal timing optimization, access management, roadway widening, and adding traffic signals (when warranted) in place of existing stop signs.

The majority of the segments found to be congested would improve by optimizing and coordinating the signals along the corridors. In general, much of the study network would recognize substantially improved operations before warranting larger capital expenditures. Of the roadway segments that were congested, 59% would improve to acceptable levels with optimized and coordinated signal timing. Those signals identified as Priority 1 that would address a large percentage of the "congestion" and "delay" within the region are shown in **Figures E-6, E-7 and E-8**. The signals shown, are primarily those that are maintained by cities with population greater than 50,000. This threshold is the point where TxDOT turns over maintenance of on-system signals to the respective city. The figures also include those that are still maintained by TxDOT primarily the diamond intersections along the freeways. These signals are coupled with those that were recently optimized and coordinated through a City of McAllen funded effort. Leveraging that recent effort by continuing the coordination across city limit lines would allow the region to benefit from the combined effort.

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

Signal timing improvements are a relatively inexpensive way to make significant improvements on a transportation network. Improved signal timing can decrease delay by appropriately allocating green time among competing phases. This allows more traffic to pass through the signal with less delay. By adjusting cycle lengths and offsets, drivers can travel longer distances along a corridor before having to stop for a red light. This decreases travel time and improves air quality. Both signal timing optimization and traffic signal progression

are low-cost improvements to make the best use of existing capacity and optimize allocation of funding. The cost for a signal timing improvement project varies depending on the number of traffic signals, the controller capabilities, vehicle detection condition, the location of the traffic signals and adjacent signals, the number of timing plans required, and implementation and fine-tuning needs. The results will be very evident as has been demonstrated previously with localized projects. A regional perspective would produce consistent travel time runs even when crossing from one city / agency to another.

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

The U.S. Department of Transportation's Federal Highway Administration (FHWA) has produced a video showing that retiming traffic signals is one of the more cost-effective techniques available to state and local agencies in their efforts to manage congestion and growing travel demand. The video, "It's About Time, Traffic Signal Management: Cost-Effective Street Capacity and Safety," demonstrates how signal timing on roads can improve air quality while reducing fuel consumption, decreasing traffic congestion, and saving time for commercial and emergency vehicles. Two-thirds of all highway miles in the United States are roads with traffic signals. According to the Institute of Transportation Engineers, the United States has about 300,000 traffic signals. The performance of about 75 percent of them could be improved easily and inexpensively by updating equipment or by simply adjusting the timing.

The Federal Highway Administration defines access management as "the process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding system in terms of safety, capacity, and speed."

The MPO has recognized the need for access management on their transportation system since the late 1990's. In September 2003 the Texas Department of Transportation (TxDOT), Transportation Commission, adopted new rules on access management. These rules directed TxDOT to apply access management on all state-owned roadways. Consequently, the MPO developed their first regional Access Management Plan in April 2005. It establishes mechanisms that can be used to apply access management to local transportation plans, projects and procedures.

Access management is accomplished in a variety of ways such as managing the design of access points, the location of access points, the number of access points allowed within a given distance (access density), and the roadway median treatment. Generally, the number of access points is minimized and regularly spaced from each other so that conflict points are separated. On these congested segments, drivers turning into multiple driveways in close proximity interrupted through traffic as they slowed to make their turn. Combining driveways, installing medians, and providing right-turn or left-turn lanes can move the slow-moving traffic out of the way of through traffic, reducing delay and potential for rear-end collisions.

Access management can provide a number of benefits to the public agency and to the traveling public. Capacity is preserved and safety (motorized and non-motorized) is improved by minimizing conflict points and minimizing speed differentials between through traffic and slow-moving turning traffic. Safety for turning movements is also improved by providing adequate turning (auxiliary) lanes or by prohibiting turns in key locations using a raised median. In addition to safety and efficiency improvements, access management also provides environmental and financial benefits with reduced vehicle emissions and improved fuel economy by maintaining the flow of traffic.

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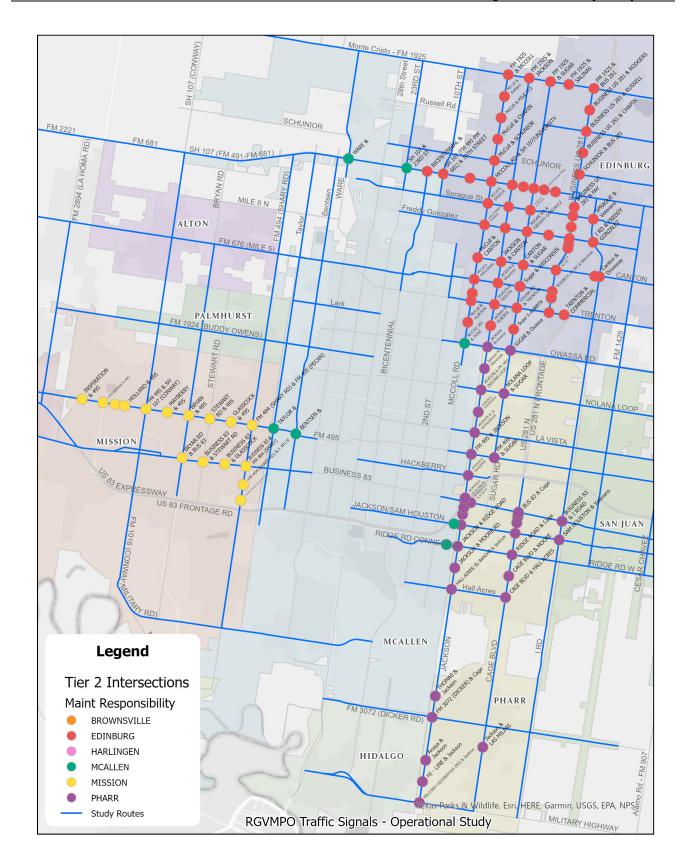


Figure E-6 – Hidalgo County Priority 1 Signals

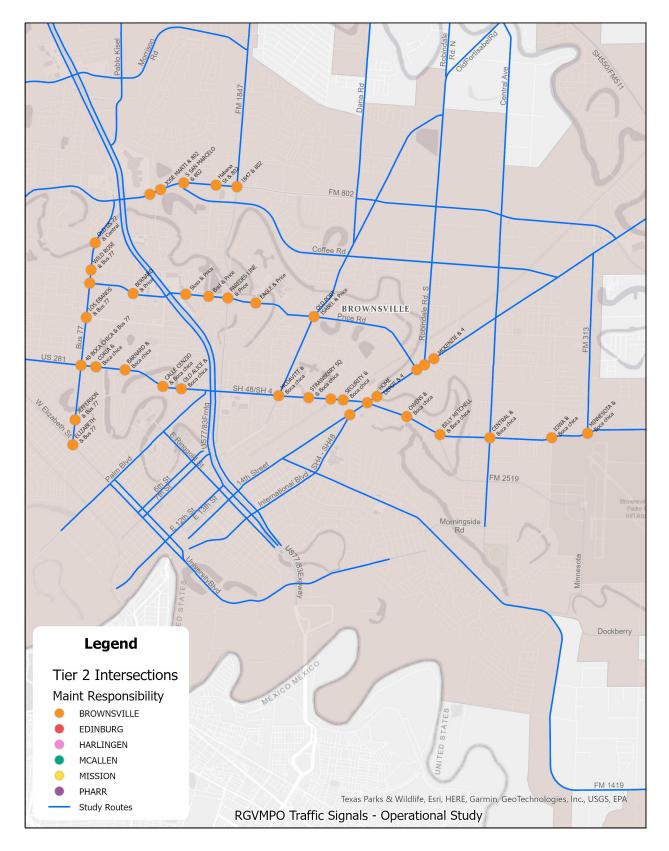


Figure E-7 - Brownsville Priority 1 Signals

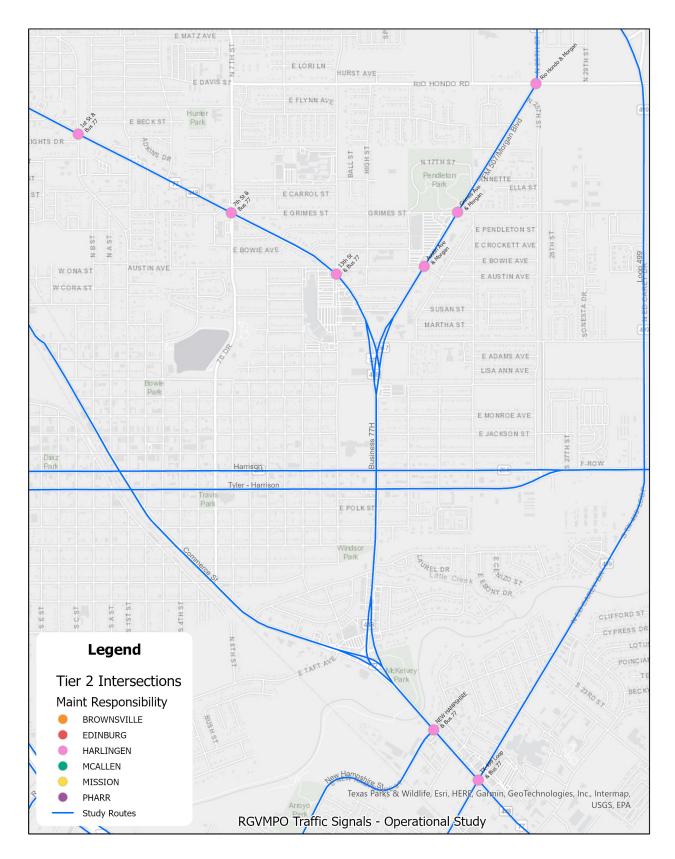


Figure E-8 – Harlingen Priority 1 Signals

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CoPLAN

On new roadways, or on undeveloped corridors, access management can be used to minimize operational traffic problems, due to unmanaged development, before they occur. In these cases, it is inexpensive and fairly easy to accomplish. The traveling public benefits from a safe and efficient corridor. Property owners benefit from safe access. The agency benefits from a low-cost management plan from the onset rather than costly highway improvement projects once problems occur. Once corridors are developed, it is more difficult, expensive, and time consuming to retrofit managed access. Whenever possible, access management should be given high priority on undeveloped corridors.

Access management can be very challenging on existing 'built-up' urban roadways. Common issues include limited right-of-way and opposition by landowners. Still, retrofitting a corridor with access management can provide benefits. Possible retrofitting improvements include: consolidating and closing driveways, constructing raised medians, constructing auxiliary lanes, providing regularly spaced traffic signals to encourage use of a major cross-street or driveway, and providing alternative routes such as internal access roads.

Roadway widening is necessary where traffic signal timing and access management are unable to provide enough capacity for heavy traffic volumes. Some segments may improve in the short term with optimized signal timing but may ultimately warrant additional capacity through widening. Widening could include adding a through lane for a long section of road or providing turn lanes at intersections.

Adding signals may be an improvement at four-way stop intersections or intersections with heavy major street and cross street traffic. This reduces delay for previously stop-controlled movements but may increase delay for movements that were not controlled. As traffic volumes increase, traffic signals or other types of intersection design such as roundabouts or continuous flow intersections should be considered to efficiently move traffic.

As transportation funding continues to be limited, operations are being highlighted by many MPOs across the country. It has been clearly proven locally and nationally that operational improvements provide the highest benefit/cost ratio and on a regional scale as compared to local capacity projects that benefit a smaller portion of the region.

1.0 INTRODUCTION

1.1 History of the Congestion Management

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) has an established congestion management process (CMP) to monitor the transportation network in Hidalgo and Cameron Counties. The goal of the monitoring system is to ensure optimal performance of the transportation system by identifying congested areas and related transportation deficiencies.

Traffic studies are conducted each year, rotating among the seasons. In the 2022 update, the Spring season was studied in Hidalgo and Cameron Counties. Past CMP studies in Hidalgo County include Spring 2001, Fall 2002, Summer 2003, Spring 2004, Winter 2005, Fall 2006, Spring 2007, Winter 2008/2009, Summer 2009, Fall 2010, Spring 2013, Winter 2015, and the first regional RGVMPO update for the Winter 2019 / 2020. Past CMP studies were performed in the Brownsville region in 2011 and 2019. The 2022 study is the was the second update performed following the merger of the Hidalgo County, Harlingen, and Brownsville MPOs.

1.2 Study Background

Immediately after notice to proceed, CoPLAN met with the CMP sub-committee to identify 1,415 centerline miles to be part of the study. The majority of the study network includes arterials and thus many traffic signals. It has been observed over the years, that the vast majority of the signalized corridors do not include coordinated signal timing. Therefore, there is a large amount of delay that is not due to capacity issues, but more operational in nature and considered more delay than congestion. The fieldwork portion of the study started in March 2022 and focused on performing the travel time studies on the study corridors.

The 2022 study network included roadways in Hidalgo and Cameron Counties and the following cities: Alamo, Alton, Brownsville, Donna, Edinburg, Harlingen, Hidalgo, La Joya, McAllen, Mercedes, Mission, Palmhurst, Palmview, Peritas, Pharr, Rio Grande City, San Juan, San Benito, South Padre Island, Sullivan City, and Weslaco. **Figure 1** shows the study area and roadways.

All of the roadways studied are evaluated during the AM and PM peak periods, between the hours of 7:00 AM-9:00 AM and 4:00 PM-6:00 PM, respectively.

1.3 Study Purpose

The purpose of this study was to identify problem areas using travel time studies and to prepare recommendations to improve the traffic flow on the transportation system as a whole and on specific corridors. The results of this study are used as factors in prioritizing needed improvements.

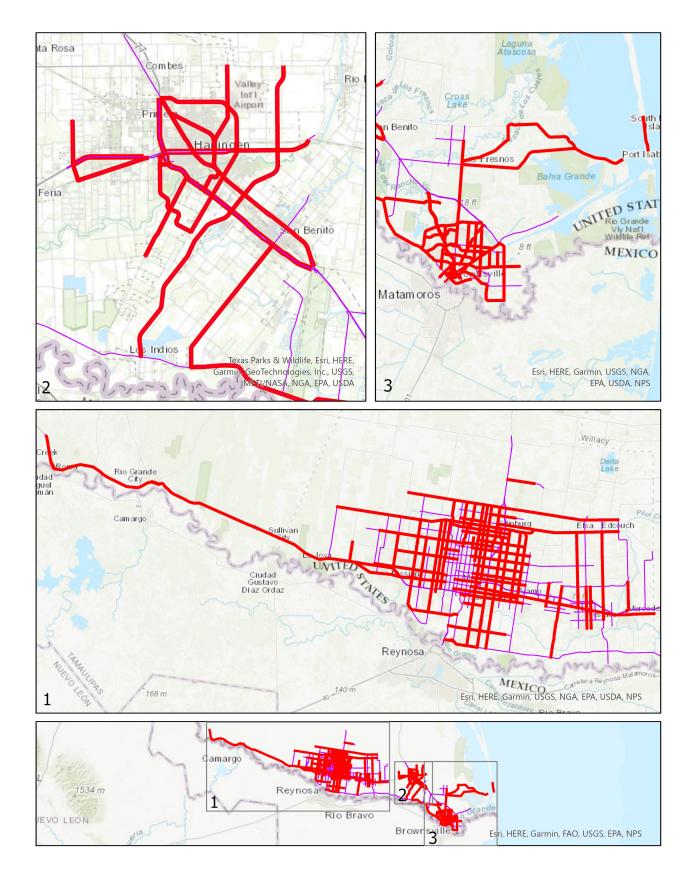


Figure 1- Spring 2022 CMP Routes

2.0 TRAFFIC FLOW THEORY

2.1 Traffic Flow

The Highway Capacity Manual defines capacity as "...the maximum hourly rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions."

The capacity of a roadway, and its operational characteristics, is a function of a number of elements including: the number of lanes and lane widths, shoulder widths, roadway alignment, access, traffic signals, grades, and vehicle mix. Generally, roadways with wider travel lanes, fewer traffic control devices, straight alignments, etc. result in lower delays.

2.2 Level of Service

The Highway Capacity Manual defines level of service as "...a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

"Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver's perception of those conditions."

The FHWA requires MPOs over 200,000 to have a Congestion Management Process (CMP) to monitor, manage, and mitigate congestion as defined locally. Historically, the RGVMPO has used Congestion Index (CI) as the primary performance measure to identify areas of congestion and delay. This performance measure is based on average travel speed as determine through floating car travel time runs compared to that of the posted speed (judged to be the free flow or unconstrained travel speed). The resulting performance measure is calculated for each intersection segment between intersections (signalized, stop signs, major uncontrolled intersections in rural areas, and cross streets along freeways). In addition to the intersection segment, the same performance measure is calculated for 0.1-mile segments in order to have a common unit length for baseline comparisons. CI is a ratio of operating speed to posted speed limit. Congestion Index is explained in detail in Section 4.1. This method allows easy comparison of the efficiency of roadway segments.

3.0 METHODOLOGY

3.1 Roadway Mapping

3.1.1 Global Positioning System (GPS)

Before starting the travel time runs, all surveyed roadways were mapped using Global Positioning System (GPS) technology. This year's roadways were field verified and any changes since the last study, including new signals, changes in speed limit, infrastructure improvements, etc. were identified.

GPS is a satellite-based positional system operated by the United States Department of Defense. These receivers were used in combination with the controlling software while driving each roadway to inventory all elements related to speed.

3.1.2 Mapping Runs

The roadway mapping was done in-vehicle using the GPS equipment and custom software. Mapping was done in one direction for each roadway segment during off-peak periods.

Traffic elements were recorded including speed limits and number of lanes. Other elements that were observed or were coded in GIS using data provided by the RGVMPO. This information would be later used to determine the segment lengths and calculated travel times, and to provide better insight into the resulting travel time runs and improvement recommendations.

3.2 Travel Time Runs

Travel time runs were conducted using the floating car method. In the floating car method, the driver of the test vehicle "floats" with the traffic by attempting to safely pass as many vehicles as pass the test vehicle, thus representing the average vehicles.

Travel time runs were conducted during the morning and afternoon peak periods on all roadway segments. Three runs were planned in each direction during each peak period. The data is saved through a customized travel speed program. The driver of the test vehicle drove the speed limit if no other cars were present and at the school zone speed limit if a school zone speed limit was in effect at the time of the travel time run.

4.0 ANALYSIS

4.1 Congestion Index

Historically since 2000, the RGVMPO has applied a measurement of congestion referred as the Congestion Index (CI). CI is the ratio of the actual average speed to the weighted average posted speed limit.

CI = Actual Average Speed / Weighted Average Posted Speed Limit

CI = Congestion Index

Actual Average Speed = Average speed of all runs on a segment Weighted Average Posted Speed Limit = Average of all posted speed limits on the segment weighted by length

Historically, according to the RGVMPO criteria, a CI less than 0.75, indicates a congested section. For example, this would be traveling less than 30 mph when the posted speed limit is 40 mph. A CI of 0.75 to 0.99, or approximately 30 mph to 39 mph, indicates a section of stable flow. And a CI greater than 0.99, or 40 mph or higher, indicates free flow conditions. **Table 1** defines the congestion index criteria.

The travel speeds on congested segments are slower than drivers typically want to drive, and there may be less opportunity for lane changing and maneuvering. Stable sections are accommodating volumes less than capacity. Travel speeds are somewhat slower than the speed limit, but generally acceptable to drivers. Lane changing and maneuvering is less difficult than in congested segments. Free-flow sections are operating well below capacity. Travel speeds equal or exceed the speed limit and traffic can maneuver without interference.

Table 1 - Congestion Index Criteria

Over the years, the majority of the recommended mitigation for the "congested" segments was to optimize and coordinate the arterial signal system to provide more consistent travel speeds along major corridors and avoid frequent stopping at most signals. These conditions are being highlighted this update cycle in order to differentiate between "congestion" and "delay". The congestion index threshold used to date to define congestion has been < 0.75 or an average speed within a segment of less than 75% of posted speed. This average could be a result when traffic volumes approach capacity of a link and create enough friction such that drivers are forced to drive slower and are unable to reach the posted speed limit. The other, more common, situation that results in a < 0.75 CI is travel unconstrained for most of the link at or above posted speed, but the driver is forced to stop at the downstream intersection long enough to bring the average speed from center of upstream intersection until passing through the downstream intersection down to a point that results in a longer travel time to traverse the segment and thus a lower average speed. As first introduced in 2015, this second condition will be referred to as "delay" instead of "congestion"... a small but very important distinction. In order to mitigate "delay", it will more commonly be a local intersection or corridor signal

system operational issue, thus much lower capital cost vs. "congestion" that may more typically be a capacity issue with a large required investment.

Within those with lowest CI, many are thought to be secondary approaches as compared to what many feel are the busiest or most congested intersections. In the update in 2013, a new performance measure was included in the Congestion and Delay Study and referred to as volume weighted delay. This performance measure highlighted those areas where the combination of delay and higher volumes lead to congestion and delay. The resulting value highlighted the total exposure or relative number of vehicles that encounter the measured delay from the travel time runs. The volumes used were gathered from the validated travel demand model. The average daily volumes were conflated to the intersection segments in GIS where a weighted average volume was determined based on the lengths of each model link. One element to note in using the model volumes is the distinction that the volumes represent daily (24 hour) volumes combined for both directions, while the delays calculated are directional for a specific time period (AM or PM peak period). Therefore, the performance measure is solely a relative measure of the magnitude of delay for a peak period which highlights the expected daily volumes along the link in question. The average volumes for 2way segments used in the calculation were divided in half to represent the relative volumes on the directional link in order to be able to compare to other segments that include 1-way volumes in the model such as frontage roads, mainlanes, or 1-way streets.

4.2 Roadway Segment Definition

Since the Spring 2001 study, roadway segment endpoints are defined at each traffic signal or stop sign. This allowed the segments to be evaluated on a detailed level and then combine, as appropriate, to make corridor recommendations. For the Spring 2022 season, approximately 708 centerline miles of roadways, including 215 different roads, were further divided into 3689 directional links for detailed evaluation. These segments either had a traffic signal, stop sign, or a major cross street in rural areas with limited controlled intersections, as the end points.

The methodology developed and applied specifically for this project resulted in a calculated congestion index for each 1-second GPS data point. The actual speed between successive points provides detailed results that can highlight the problem areas. A detailed intersection segment level CI was used to develop the appropriate recommendations for the congested segments. In addition to the intersection segment CI analysis, one-tenth of mile segmentation was recently introduced to better highlight local areas of delay. The approach is described in **Section 5.2**.

4.3 Data Reduction

The method of recording roadway information and travel times using GPS results in massive amounts of data that required manipulation into a useable format. Each roadway was defined as a "route" in both directions and beginning and ending points were determined in order to calculate travel time for the segment. The GIS coordinate system provided by the RGVMPO was modified to match the NAD 83 (feet) coordinate system used in the data collection. All information was organized so that data could be sorted by jurisdiction.

4.4 Presentation

The travel time information and associated Cl's were formatted into tables, graphs, and in ArcGIS. ArcGIS is a GIS software that allows the reader a quick, easy-to-understand

graphical reference. For example, ArcGIS can be used to find out the number of congested segments in the City of McAllen.

The 1-second data points are color coded according to the criteria for free-flow, stable, and congested conditions. These 1-second points can be used to determine at what point along a segment a traveler experiences delays or congestion.

The data in the figures and tables in this report combines information for AM and PM travel time runs. When congestion occurs during only one time period, the user can study the detailed information to determine the cause of the delay. Thus, improvements can be better focused to ensure the most appropriate use of funds.

ArcGIS can be used to view the information provided in this study for reference and for future projects. Information such as speed limits along specific roadways, location and number of traffic signals, the location and number of stop signs, and the location and length of school zones can be summarized and viewed. The information can be summarized for the entire region or broken down and summarized by city and can be used to identify future improvements.

5.0 EVALUATION

5.1 Congestion Index

As shown in **Table 2** and **Figure 3**, of the 1415.8 directional miles of roadways studied in Spring 2022, during the PM Peak Period, 214.0 miles were free-flow, 587.7 miles were stable, and 614.1 miles were congested. Therefore, for the Spring 2022 season, 56.6% of the roadways operated within an acceptable range during the PM Peak Period (compared to 49-68% for previous studies between 2001-2019). The percent congested can vary dramatically each year depending on season and roadways included.

Table 2 - Summary of Study Roadways in Terms of CI for PM Peak Congested < 0.75

		Roadway Condition			Total
Season	Measure	Free Flow	Stable	Congested < 0.75	Total
Spring	Number of Miles	214.0	587.7	614.1	1415.8
2022	Percentage of Miles	15.1%	41.5%	54%	100%

In many cases, congestion indices fell below 0.75 due to stop signs or traffic signals, and many of the recommendations call for signal timing improvements. These situations can be clearly seen in ArcGIS. The 1-second speed points are green (free-flow) along the length of a segment and then several red 1-second speed points (congested) occur while stopped at a stop sign or traffic signal. An example is provided in **Figure 2**. Traffic may be traveling at good speeds until they hit a red light. Less than optimal timing or signal progression may be the cause of delay in these areas. **Figure 3** shows the Congestion Index values for all the intersection segments studied in Spring 2022.

5.2 One-tenth of a mile (0.1 mile) Segments

To address common questions related to congestion and its relation to segment length, a criterion was added in the 2009 season and is included once again this year. The intersection segments that include a signal, stop sign, or major cross street on each end were further broken down into relatively common lengths. These lengths vary slightly depending on the intersection segment length, but the lengths closely match approximately 0.1 mile (approximately 500 feet). This allows close comparison of each segment and further allows assessment of the root cause and location of congestion / delay. The vast majority of the congested 0.1-mile segments fall at the intersection with a signal or stop sign. The overall length of congestion also is greatly reduced given the fact that most congestion is limited to the controlled intersection segment and not those mid-block. **Table 3**, and illustrated in **Figure 4**, show the number of congested, stable and free-flow miles on 0.1-mile segments. Comparing this to **Table 2**, we can see that the number of congested miles is far less based on 0.1-mile segments which can be interpreted to mean congestion does not occur on entire segments and mostly occurs on a shorter portion of the segments between intersections. This helps further narrow down the location and contributing factors of congestion in the region.

Table 3 - PM Period CI on 0.1-mile Segments Congestion < 0.75

		Roadway Condition			Total
Season	Measure	Free Flow	Stable	Congested < 0.60	Total
Spring	Number of Miles	458.7	793.5	163.6	1415.8
2022	Percentage of Miles	35.9%	53.8%	14%	100%

In the Spring 2022 Study, a total of 1,661 0.1-mile segments were congested. Of these, 980 segments (about 59%) had a Signal at the downstream end. When comparing the 0.1 results to those of the intersection segments, it becomes clear that a large percentage of the measured delay occurs within 500' of a traffic signal and a large percentage of the signals could benefit from an operational assessment and update. The results indicate that 163.6 miles of 0.1 segments contribute to bring 614.1 miles of intersection segments into the "congested" category of CI. This means that there is sufficient delay in those short segments to bring the average speed for the longer segment low enough to fall below the 0.75 CI threshold.

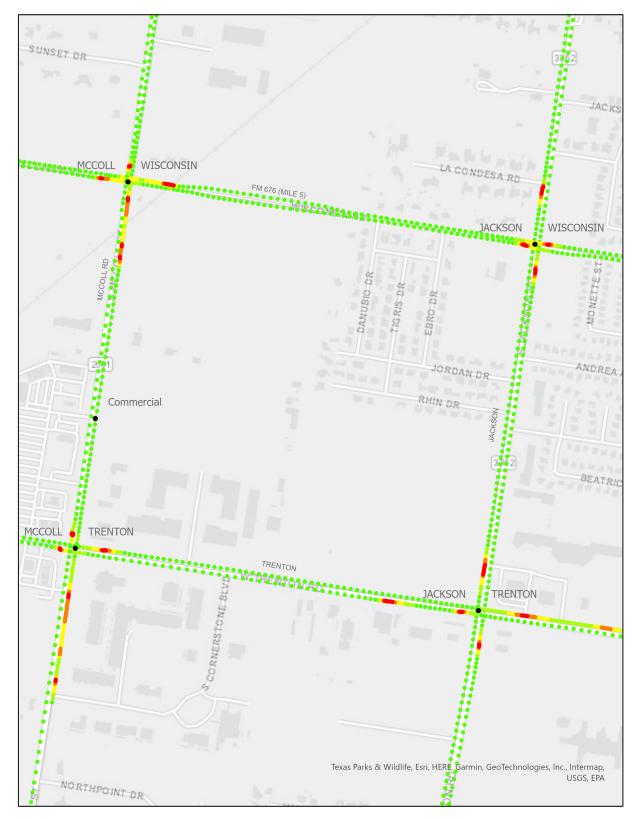


Figure 2 - Example 1-Second Speed on Congested Segment Near Signal

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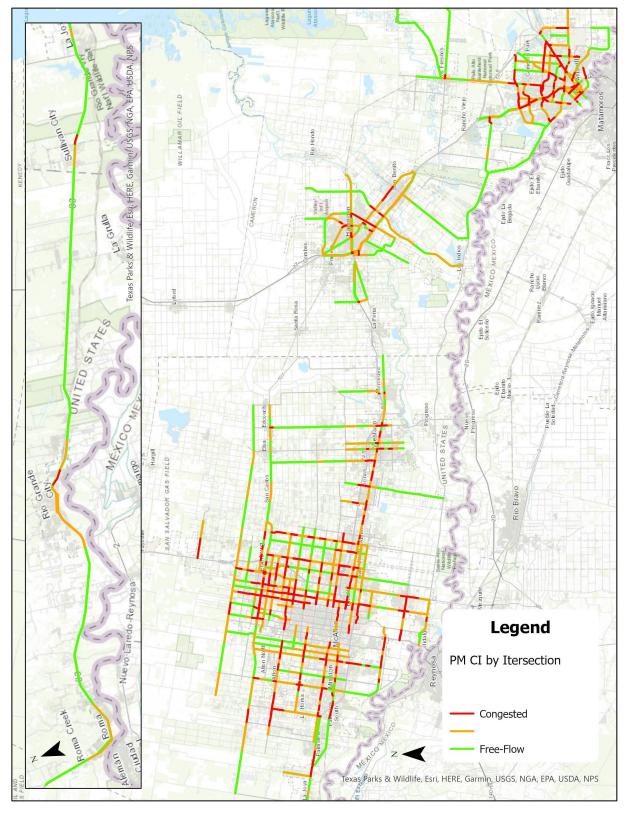


Figure 3 – Spring 2022 Congestion Index

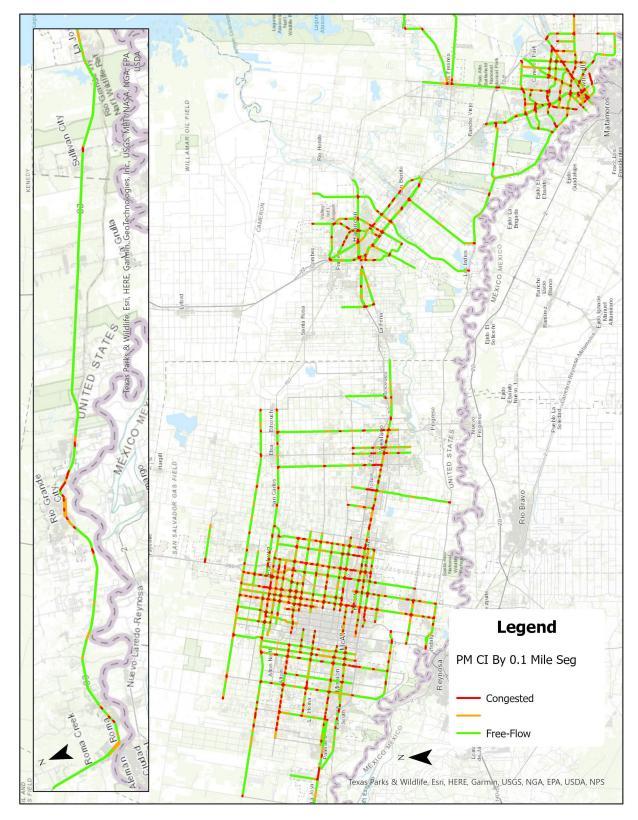


Figure 4 – Summaries at 0.1-mile segment level for Spring 2022

Of those with the lowest CI, many are thought to be secondary approaches as compared to what many feel are the busiest or most congested intersections. In order to address this issue, an additional performance measure was introduced a few years ago.

Beginning with the Spring 2013 update, a new performance measure was included and once again part of the Spring 2022 Congestion and Delay Study. It is referred to as volume weighted delay. This performance measure will be used to highlight those areas where the combination of delay and higher volumes lead to congestion and delay. The resulting value highlights the total exposure or relative number of vehicles that encounter the measured delay from the travel time runs. The volumes used are gathered from the current RGVMPO validated travel demand model. The average volumes for 2-way segments used in the calculation were divided in half to represent the relative volumes on the directional link to compare to other segments that include 1-way volumes in the model such as frontage roads, mainlanes, or 1-way streets.

As expected, the results found with this new performance measure vary substantially from those using only Congestion Index. Congestion Index was used exclusively up until 2013 by the RGVMPO to rank deficient segments on the network. By applying volume to the delay results, we can now represent the relative number of seconds of total delay given the number of vehicles experiencing the measured delay. For those approaches with high delays but relatively low volumes, they will fall down the list vs. those with less delay but very high number volumes. Thus, as shown in **Figure 5**, the worst 10% volume weighted delay primarily includes those that represent those approaches where the most vehicles could benefit from some form of improvement.

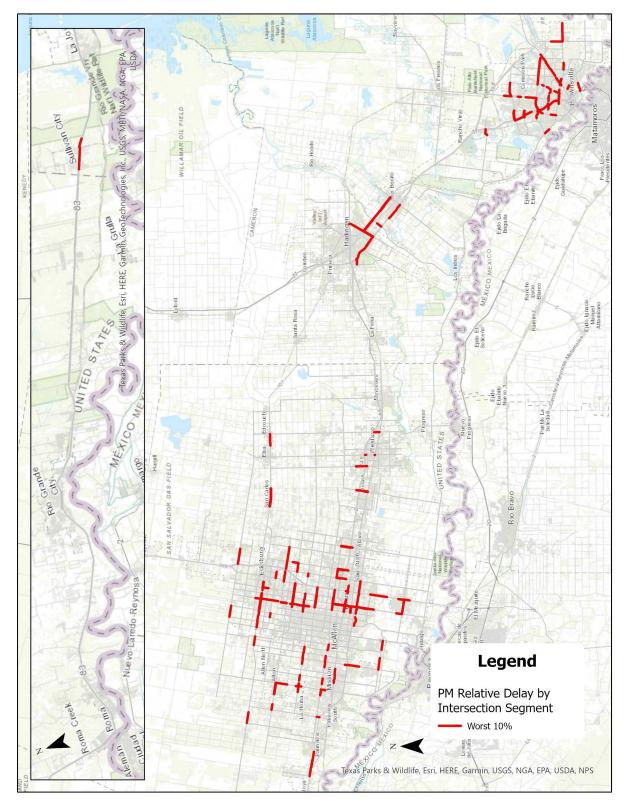


Figure 5 – Volume Weighted Delay for Spring 2022

6.0 RECOMMENDATIONS

Recommendations for the congested roadways typically included traffic signal timing optimization, access management, roadway widening, and adding traffic signals (when warranted) in place of existing stop signs.

The majority of the segments found to be congested would improve by optimizing and coordinating the signals along the corridors. In general, the majority of the study network would recognize improved operations before warranting larger capital expenditures. Of the roadway segments that were congested, a large majority would improve to acceptable levels with optimized and coordinated signal timing. In previous studies, signal timing was found to be an area that deserved attention within the region to allow maximum efficiency of the existing system before costly widening to add capacity. The results will be very evident as has been demonstrated previously with local municipal projects. A regional perspective will produce consistent travel time runs even when crossing from one city / agency to another.

Operational studies in past years and those by local cities clearly demonstrate the opportunities for improvement with minimum cost and interruption of traffic. Signal timing optimization and coordination facilitate smoother operations, less stops, less delay, lower vehicle emissions, and less headaches for drivers. The cost / benefit of signal timing projects far exceeds projects 100 times as expensive and can be accomplished in far less time and much less impact to drivers and property owners to endure roadway construction.

As transportation funding continues to be limited, operations are being highlighted by many MPOs across the country. It has been clearly proven locally and nationally that operational improvements provide the highest benefit/cost ratio and on a regional scale as compared to local capacity projects that benefit a smaller portion of the county.

Together with the TAC, 172 intersections were chosen as shown in **Figures 6, 7, and 8**, for the 2022 CMP Tier 2 and are part of regional significant corridors that complement previous work performed with the 2016 and 2019 CMP Tier II. It is expected that the operational results will highlight the benefits of traffic signal timing improvements and will be documented in the Tier 2 report.

In review of the results of the 2016 and 2019 CMP Tier II, 250 priority 1 locations were identified. In those years, the study also included a "Self-Assessment" with each respective City responsible for signal maintenance. CoPLAN, along with a City representative, visited each intersection and performed a 97-point assessment of the signal equipment contents, working condition, capabilities, and limitations. The number 1 issue identified through the assessment was the determination that the majority of the intersections had limited vehicle detection. The percentages within each city ranged from 29% – 73%. Clearly, these findings are the primary factor contributing to the unnecessary intersection delay caused by poor performing traffic signals. When detection fails, as a safety measure, the respective approach will put in a continuous "call" even though at times there are no vehicles. This leads to times when the minor side streets are given an extended green signal while the major arterial and high-volume approaches are forced to stop and be delayed while no vehicles are pass through the intersection.

In order to optimize the operations of the corridors and get the most value out of the coordinated signal timing, the intersection detection needs to be addressed by the cities responsible for the signals.

Ideally, we would hope to see number closer to 10% of the intersection needing maintenance.

In addition to highlighting the need to repair detection at a large percentage of intersection, the assessment also documented the need to replace a large number of aging signal controllers and cabinets. The age of many of the signal hardware are causing equipment failures and are beginning to act as roadblocks to addressing national requirements for standardization.

What that means is that all TS 1 cabinets need to be replaced to meet national requirements. This relates to not only dependability needs within the City for maintenance but for the required implementation of "flashing yellow" left turns and "countdown" pedestrian heads. Many of the regions' cabinets do not have the capacity to incorporate these left turn treatments. To be in compliance, this is an initiative each City needs to dedicate funds to address over the next few years.

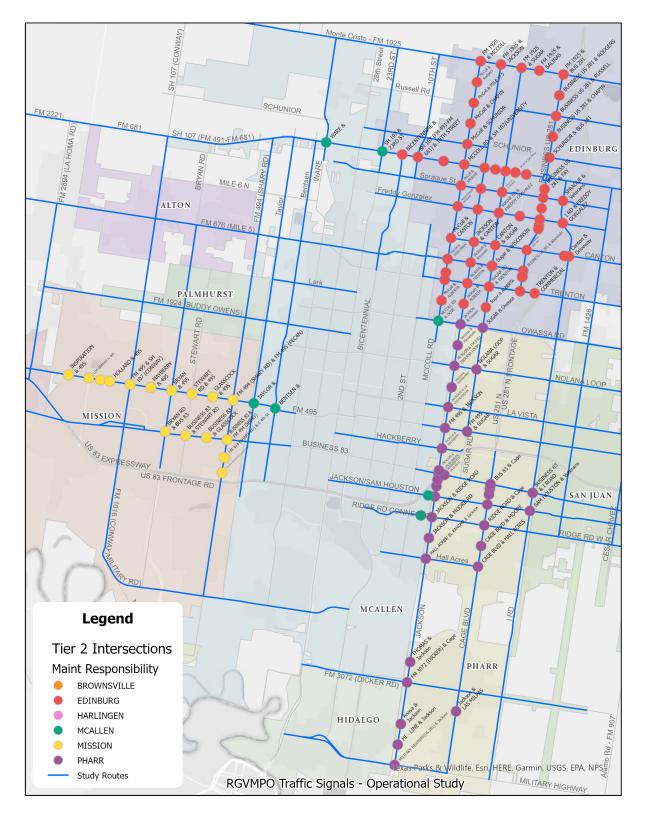


Figure 6 - Hidalgo County Priority 1 Signals

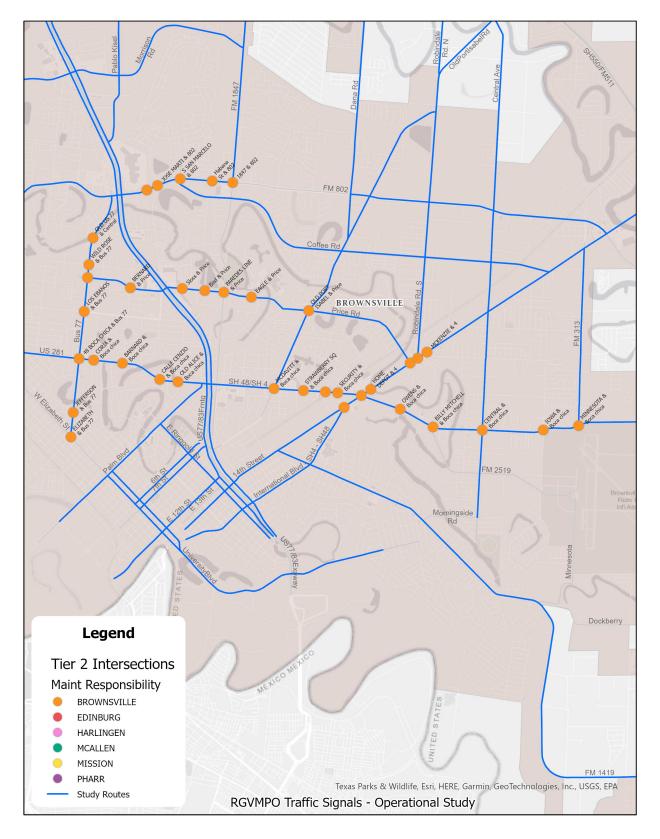


Figure 7 – Brownsville Priority 1 Signals

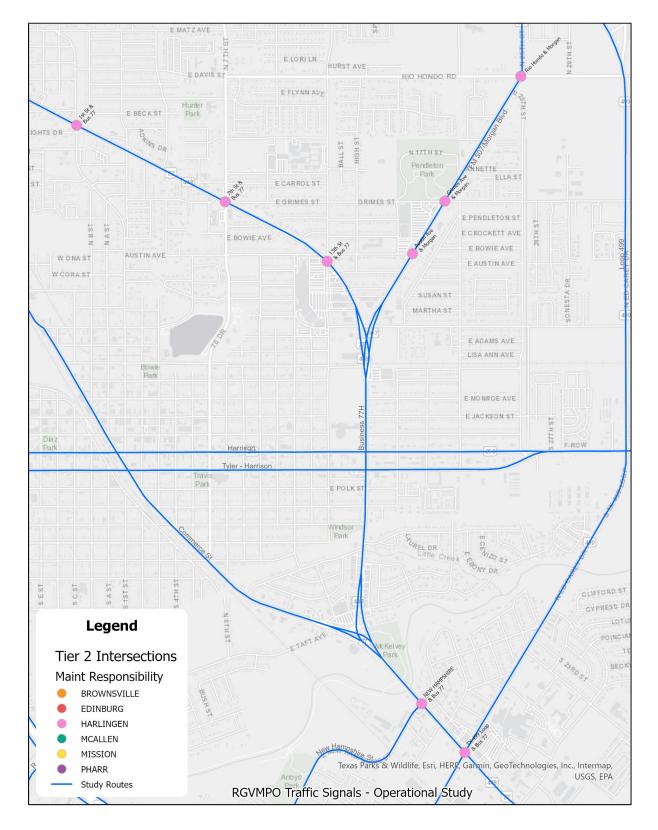


Figure 8 – Harlingen Priority 1 Signals

7.0 CONCLUSIONS

A large percentage (43.4%) of roadway intersection segments studied in Spring 2022 were operating under congested conditions. On many of the segments with CI in the congested range, the congestion occurred only near a stop sign or traffic signal and had acceptable conditions through the remainder of the segment.

The results of this report when compared to previous study year roadways indicate higher levels of congestion, particularly when compared to respective seasons. Possible reasons for this include continued population growth and issues with signal timing and coordination. For those corridors that have been part of past signal timing improvements, the typical life before needing updates is 3 years, depending on volume changes and growth. In some cases, construction is completed, but signal optimization is still needed to maximize the efficiency of the new improvements. It is also clear when driving the corridors, a large percentage of the intersections need detection maintenance. This is an area where cities must increase budgets in the respective departments that are responsible to maintaining the traffic signal equipment.



RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION

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Commissioner David L Fuentes Vice Chairman Hidalgo County

City of Brownsville

City of Edinburg

City of Harlingen

City of McAllen

City of Mission

City of Pharr

City of San Benito

Cameron County

Hidalgo County

Starr County

Cameron County RMA

Hidalgo County RMA

TxDOT (Pharr District)

Valley Metro

Brownsville Metro

McAllen Metro

Port of Brownsville

Port of Harlingen

Port Isabel - San Benito Nav. Dist.

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EX-OFFICIO:

Rio Grande Valley Partnership LRGVDC RE: TAC Agenda Item - Discussion and Action on FY 2023 - 2026 TIP & 2045 MTP Amendments (Short- & Long-Range Planning Tables)

Greetings Technical Advisory Committee Members,

The FY 2023-2026 Transportation Improvement Program (TIP) & 2045 Metropolitan Transportation Plan (MTP) will require amendment and both tables are included for review and approval. Both administrative modifications and revisions have been incorporated and highlighted.

The 2023-2026 Statewide Transportation Improvement Program has been approved and RGVMPO will be submitting amendments during the November 2022 quarterly revision cycle. Public involvement meetings were held from October 10th - November 10th and comments will be shared within the meeting packet. If drafted tables are approved by TAC members, final approval is scheduled for TPB members on December 14th.

Thank you for your time and consideration. MPO staff is available for further discussion.

Respectfully,

Rudy Zamora Jr.

RGVMPO Transportation Planner II



RIO GRANDE VALLEY

METROPOLITAN PLANNING ORGANIZATION

PUBLIC INVOLVEMENT

Your Opportunity to Get Involved

As part of the 30-day public involvement process, the RGVMPO and the Texas Department of Transportation (TXDOT) are giving notice of proposed amendment to our short and long-range planning tables: the FY 2023-2026 Transportation Improvement Program (TIP), the FY 2020-2045 Metropolitan Transportation Plan (MTP), and Section 5307 Program of Projects for regional transit providers.

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

The 2023 Unified Transportation Program was adopted in August of 2022. Funding revisions to existing projects and new authorizations can be found here:

 $\underline{https://ftp.txdot.gov/pub/txdot/tpp/utp/utp-2023.pdf}$

This information will be available for public review and comment on our **Website's News**Section from October 10, 2022 – November 10, 2022. We encourage the public to participate in our planning efforts by expressing concerns and asking questions related to our region's transportation projects. Public involvement briefings will be delivered via the RGVMPO website, social media outlets, and in-person engagement meetings. Drafted copies of our planning documents will be displayed, and an informational video will be available for viewing throughout the public involvement process.

Connect with us via social media or visit our website.











Facebook Tw

Twitter



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

Metro McAllen Transit Station

Date & Time: October 11th @ 10:00 AM

Address: 1501 W. US Highway 83 Ste. 110, McAllen, TX 78501

Harlingen City Hall

Date & Time: October 12th, @ 10:00 AM

Address: Town Hall – 118 E. Tyler Ave., Harlingen, TX 78550

Starr County - Rio Grande City - South Texas College Student Event Center

Date & Time: October 24th @ 10:00 AM

Address: 142 Farm to Market 3167, Rio Grande City, TX 78582

Brownsville Farmer's Market

Date & Time: November 5th @ 9:00 AM

Address: 1534 E. 6th St, Brownsville, TX 78520

Public Involvement Summary

For the Public Involvement period from October 10th to November 10th, 2022, RGVMPO Staff went to the Brownsville Farmers' Market on Saturday, December 5th, the South Texas College – Starr County Campus on Monday, October 24th, the Harlingen City Hall on Wednesday, October 12th, and the Metro McAllen Central Station on Tuesday, October 11th.

RGVMPO Staff received and responded to a total of 8 public comments. There were two comments which were in opposition to a specific project, with both being opposed to the South Padre Island Second Access Causeway. One comment cited this project as a bad "return on investment" and environmentally damaging, while the other cited the project as both expensive and potentially leading to overcrowding at SPI.

RGVMPO Staff promoted these public involvement events through flyers on its social media, and provided copies of its 25-year transportation plan, including its 4-year transportation plan, at the events for viewing and comments. MPO staff also provided before-and-after visuals of recently completed projects and the Section 5307 program of projects for regional transit providers. RGVMPO Staff also simultaneously posted copies of this information on its website for virtual comments.

Programming Category 7 Funding Requests - Summary

*Amount in Millions \$

	·
2023 UTP Allocation:	\$328.81
FY 2022 Carryover Funds:	\$75.12
Total Amount Available:	\$403.93
Currently Programmed: FY 2023-2032	\$346.90
Balance:	\$57.03
CAT 7 Proposed Priority Project T	otals
IBTC (International Bridge Trade Corridor)	\$20.00
East Loop	\$20.00
Cameron County	\$9.39
Hidalgo County	\$28.04
Total	\$77.43
Balance	-\$20.40
Harlingen-San Benito 2023 UTP Total Delta Allocation	\$12.13
Final Balance	-\$32.53

Programming of Category 7 Funding Requests Proposed Projects Current Amount Scoring Project Name & CSJ # FY 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 **Letting Date** Programmed Percentage **Cameron County** (Sponsor) CCRMA SH 550 Gap II (0684-01-068) \$1,420,000 \$19.35M: FY 2023 73.53% FY 2023 S. Parallel Corridor (0921-06-257) \$6,765,000 Local Funds: FY 2026 FY 2026 Cameron County Pending CCRMA Old Alice Rd. (0921-06-290) \$1,200,000 \$19.3M: FY 2029 61.77% FY 2029 Local Funds: FY 2025 FY 2025 CCRMA East Loop (0921-06-315) \$20,000,000 64.71% \$29,385,000 Totals (Millions): \$1,420,000 \$6,765,000 \$1,200,000 \$20,000,000 Hidalgo County City of Mission \$2,500,000 Taylor Rd., Sec. 2 (0921-02-328) \$8.49M: FY 2024 52.94% FY 2023 City of McAllen \$2,500,000 Inspiration/Military Pkwy (0921-02-\$3M: FY 2023 FY 2024 City of Mission \$500,000 61.77% City of McAllen Bentsen Rd. (0921-02-512) \$2,160,840 \$1.9M: FY 2025 35.29% FY 2025 City of McAllen 1,650,000 Russell Rd. (0921-02-362) Local Funds: FY 2024 Pending FY 2024 Pct. 4 \$3,300,000 Pct. 2 Nolana Loop (0921-02-361) \$2,633,301 \$14.84M: FY 2025 61.77% FY 2024 \$17.32M: FY 2023, 55.88% FY 2026 Mile 10 N. (0921-02-360) \$1,000,000 \$3,800,000 Pct. 1 2029 Liberty Blvd., Ph. II (0921-02-322) \$1,700,000 \$10.18M: FY 2028 FY 2024 Pct. 3 64.71% International Bridge Trade Local Funds: FY 2026 **HCRMA** \$20,000,000 79.41% FY 2026 Corridor (0921-02-142) FY 2023 I Rd. (0921-02-363) \$4,524,926 \$3.89M: FY 2024 54.12% City of Pharr I Rd. (0921-02-499) \$1,778,500 \$6.84M: FY 2026 48.24% FY 2023 City of Phari \$23,278,500 \$48,047,567 Totals (Millions): \$9,524,926 \$4,794,141 \$4,950,000 \$1,700,000 \$3,800,000 Carryover Total 2023 UTP Allocation: \$328.80 \$75.12 \$403.92 from FY 2022: Available: Currently Programmed (as of May 2022): \$346.9 M **Currently Programmed & Requests** \$424.3 M Over-programmed: *A benchmark (for over-programming) of \$20M was recommended Combined: during TPB on Aug. 31, 2022 \$20.41 M

*Harlingen-San Benito

Area:

\$12.13 M

Summary Sheet for FY 2023-2026 TIP Amendment #1 & 2045 MTP Amendment #7

Category 7 Funding Requests:

Cameron County/CCRMA

Old Alice Rd. - (0921-06-290): \$1,200,000 for Construction in FY 2029, Adding PE Phase to STIP

South Parallel Corridor Ph. 3 - (0921-06-257): \$6,765,000 for Construction & CE in FY 2026

- Pending Functional Classification: Funded with Local Contribution until FC is complete

SH 550 Gap II - (0684-01-068): \$1,420,000 for Construction in FY 2023

East Loop - (0921-06-315): \$20,000,000 for Construction in FY 2025

- Pending Functional Classification: Funded with Local Contribution until FC is complete

Hidalgo County

Mile 10 N. - (0921-02-360): \$1,000,000 for ROW and \$3,800,000 for Construction & CE in FY 2026 & 2029

Nolana Loop - (0921-02-361): \$2,633,301 for Construction & CE in FY 2025

Liberty Blvd. Ph. II - (0921-02-322): \$1,700,000 for Construction in FY 2028

Russell Rd. - (0921-02-362): \$3,300,000 for ROW, Construction, & CE in FY 2027

- Pending Functional Classification: Funded with Local Contribution (FY 2024) until FC is complete
- Partnering with the City of McAllen as project sponsors

Hidalgo County RMA

International Bridge Trade Corridor (IBTC) (0921-02-142): \$20,000,000 for Construction in FY 2026

Pending Functional Classification: Funded with Local Contribution until FC is complete

City of Mission

Taylor Rd., Sec. 2 – (0921-02-328): \$2,500,000 for Construction & CE in FY 2024

Partnering with the City of McAllen as project sponsors

Inspiration Rd./Military Pkwy – (0921-02-395): \$500,000 for ROW in FY 2026 (Moving from 2023)

City of McAllen

Taylor Rd. Sec. II - (0921-02-328): \$2,500,000 for Construction & CE in FY 2024, Partnering with the City of Mission as project sponsors

Russell Rd. – (0921-02-362): \$1,650,000 for ROW, Construction, & CE in FY 2027

- Pending Functional Classification: Funded with Local Contribution (2024) until FC is complete
- Partnering with Hidalgo County Pct. 4 as project sponsors

Bentsen Rd. - (0921-02-512): \$2,160,840 for Construction in FY 2025

City of Pharr

I Rd. - (0921-02-363): \$4,524,926 for Construction & CE in FY 2024

I Rd. - (0921-02-499): \$1,778,500 for Construction & CE in FY 2026

City of Edinburg

Freddy Gonzalez Dr. - (0921-02-440): Requesting ROW phase be moved to FY 2024 and Construction & CE be moved to 2026.

No additional funding was requested at this time

Hidalgo County Pct.3 & City of Mission

Los Ebanos - New Project seeking CAT 7 funding: Adding Construction phase in 2026 w/ Local Funding - Pending Functional Classification (FC)

Inflation % Updates for new UTP years 2023-2032:

Year One - 2023: 0% Year Two - 2024: 4% Year Three - 2025: 8%

Year Four and Beyond - 2026-2032: 12%

*All projects will reflect updated Letting Year Construction Cost according to percentage. Adjustments to local contribution will be made as needed.

The following pages include 2023 Unified Transportation Program (UTP) project listings with funding adjustments included.

PHARR DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	То	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding	by Category	Tler
Camer	on County										
1	IH 69E	New Frontage Roads - San Benito 0039-07-049	@ IH-69E & FM 732 INTERSECTION	@ SHERER RD./BUS 77 INTERSECTION	FY 2027-2032	\$19,947,200	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$19,947,199 \$19,947,199	1
2	IH 69E	Freeway Ramps - Harlingen 0039-07-257	INDUSTRIAL BLVD.	LOOP 499 (PRIMERA RD.)	FY 2023-2026	\$2,813,725	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$2,813,724 \$2,813,724	3
3	US 281	Widen Non-Freeway - Brownsville 0220-04-049	.5 Miles West of FM 1577	FM 1421	FY 2023-2026	\$14,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$13,999,999 \$13,999,999	2
4	US 281	Widen Non-Freeway - San Benito 0220-04-050	FM 732	.5 Miles West of FM 1577		\$13,440,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$13,439,999 \$13,439,999	1
5	SH 48	Widen Non-Freeway - Brownsville 0220-05-076	SH 4	FM 511	FY 2027-2032	\$31,408,160	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$31,408,159 \$31,408,159	
6	SH 107	Widen Non-Freeway - Santa Rosa 0342-03-040	HIDALGO/CAMERON CL	LOUISIANA ST.	FY 2027-2032	\$15,419,684	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL	\$15,419,684 \$15,419,684	2
									Cat. 2 increased \$10.2M		
7	BU 77X	Widen Non-Freeway - Harlingen 0039-12-254	COMMERCE ST.	ARROYO BRIDGE	FY 2027-2032		No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$647,090 \$647,090	
8	BU 77X	Safety & Pedestrian - Harlingen 0327-08-098	SS 206	COMMERCE ST.	FY 2023-2026	\$2,883,574	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$2,883,574 \$2,883,574	
9	FM 1732	Widen Non-Freeway - Brownsville 0684-03-019	US 281	IH-69E	FY 2027-2032	\$25,267,200	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$25,267,199 \$25,267,199	
10	FM 3248	Widen Non-Freeway - Brownsville 2717-01-027	IH-69E	FM 1847	FY 2027-2032	\$18,003,868	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$18,003,867 \$18,003,867	
11	CS	New Location FM 509 - Harlingen 0921-06-254	FM 509 ON NEW LOCATION, FROM FM 508	FM 1599	FY 2023-2026	\$7,279,999	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$7,279,999 \$7,279,999	3
12	cs	East Loop 0921-06-315	EAST LOOP, FROM IH- 69E	SH 4	FY 2023-2026	\$113,405,678	Funding Adjustment	No	Cat. 3 Local Cat. 7 Cat. 12 Strategic Partnership TOTAL Cat. 12 increased \$3.3M	\$105,059,490 \$875,000 \$7,471,188 \$113,405,678	1
Hidale	o County										
	US 281	Upgrade to Freeway - Hidalgo Co. (North) 0255-06-069	3.9 Miles North of SH 186	0.315 MI North of SH 186	FY 2023-2026	\$65,880,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$65,880,000 \$65,880,000	1
14	US 281	Upgrade to Freeway - Hidalgo County 0255-06-073	7.4 Miles North of SH 186	3.9 Miles North of SH 186	FY 2027-2032	\$63,720,001	New Authorization	No	Cat. 12 Strategic Priority TOTAL	\$63,720,000 \$63,720,000	2
15	US 281	Upgrade to Freeway - Hidalgo County 0255-06-074	4.4 Miles South Hidalgo/Brooks CL	7.4 Miles North of SH 186		\$75,040,000	New Authorization	No	Cat. 4 Rural Cat. 12 Strategic Priority TOTAL	\$1,540,000 \$73,500,000 \$75,040,000	3
16	US 281	Upgrade to Freeway - Hidalgo County 0255-06-075	Hidalgo/Brooks CL	4.4 Miles South of Hidalgo/Brooks CL	FY 2027-2032	\$71,388,284	New Authorization	No	Cat. 4 Rural TOTAL	\$71,388,284 \$71,388,284	2
17	US 281	Upgrade to Freeway - Edinburg 0255-07-140	0.273 MI S OF SH 186	0.023 MI N OF FM 490	FY 2023-2026	\$146,077,379	Funding Adjustment	No	Cat. 4 Connectivity Cat. 4 Urban Cat. 12 Strategic Priority TOTAL Cat. 4 increased \$860K	\$480,000 \$144,343,809 \$1,253,569 \$146,077,378	1
18	SH 107	Intersection Improvements - Edinburg 0342-01-093	BUS 281W	IH 69C	FY 2023-2026	\$20,498,722	No Funding Change	No	Cat. 1 Cat. 2 Metro/Urban Corridor TOTAL	\$1,498,722 \$19,000,000 \$20,498,722	3
19	SH 107	Widen Non-Freeway - Alton 0528-01-113	FM 1924 NORTH	FM 676	FY 2027-2032	\$18,144,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$18,143,999 \$18,143,999	3

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see pg. 40.

PHARR DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	То	Est Let Date Range	Construction Cost Estimate	UTP Action	Toli	Authorized Construction Funding	ng by Category	Tler
20	SH 107	Widen Non-Freeway - Mission 0528-01-118	FM 1924	SH 495	FY 2023-2026	\$21,386,280	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL Cat. 2 increased \$844K	\$21,386,280 \$21,386,280	3
21	SH 495	Widen Non-Freeway - Mission 0865-01-108	VETERANS BLVD., FROM IH-2 (US 83)	SH 364 (LA HOMA RD.)	FY 2023-2026	\$15,139,057	No Funding Change	No	Cat. 1 Cat. 2 Metro/Urban Corridor TOTAL	\$75,899 \$15,063,158 \$15,139,057	
22	SH 68	New Location SH 68 - Donna 3629-01-001	US 83	FM 1925	FY 2023-2026	\$209,744,640	No Funding Change	No	Cat. 11 District Discretionary Cat. 12 Strategic Priority TOTAL	\$53,164,640 \$156,580,000 \$209,744,640	
23	FM 494	Widen Non-Freeway - McAllen 0864-01-068	SH 107	FM 676(MILE 5)	FY 2023-2026	\$18,061,421	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$18,061,420 \$18,061,420	3
24	FM 676	Widen Non-Freeway - Alton 1064-01-027	SH 107	TAYLOR RD.	FY 2023-2026	\$32,695,295	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 10 TOTAL Cat. 2 increased \$9.5M	\$32,194,559 \$500,736 \$32,695,295	
25	FM 676	Widen Non-Freeway - Alton 1064-01-032	SH 364, EAST	SH 107	FY 2023-2026	\$16,149,113	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$16,149,112 \$16,149,112	2
26	FM 1015	Widen Non-Freeway - Edcouch 1228-03-041	MILE 12 RD.	SH 107	FY 2027-2032	\$36,064,000	No Funding Change	No	Cat. 1 Cat. 2 Metro/Urban Corridor TOTAL	\$985,147 \$35,078,853 \$36,064,000	3
27	FM 1426	Widen Non-Freeway - San Juan 1429-02-036	NOLANA LOOP	IH-2	FY 2027-2032	\$18,278,136	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$18,278,168 \$18,278,168	1
28	FM 1925	Widen Non-Freeway - Edinburg 1803-01-092	10TH ST.	MCCOLL RD	FY 2023-2026	\$10,088,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 3 Local TOTAL	\$10,052,100 \$35,900 \$10,088,000	
29	FM 1925	Widen Non-Freeway - Edinburg 1803-01-094	WALLACE RD.	10TH ST.	FY 2023-2026	\$33,151,161	Funding Adjustment	No	Cat. 1 Cat. 2 Metro/Urban Corridor TOTAL	\$3,281,601 \$29,869,560 \$33,151,161	
30	FM 1925	Widen Non-Freeway - Edinburg	FM 681	WALLACE ST.	FY 2027-2032	\$27,417,600	No Funding Change	No	Cat. 2 increased \$3.0M Cat. 2 Metro/Urban Corridor	\$27,417,599	3
31	FM 1925	1803-01-095 Widen Non-Freeway - Edinburg 1803-02-035	FM 907 (ALAMO RD)	SHARP RD.	FY 2023-2026	\$6,991,045	No Funding Change	No	TOTAL Cat. 2 Metro/Urban Corridor TOTAL	\$27,417,599 \$6,991,044 \$6,991,044	3
32	FM 2220	Widen Non-Freeway - McAllen 2094-01-062	SH 107	MILE 5	FY 2027-2032	\$19,865,047	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 11 District Discretionary TOTAL	\$19,405,060 \$459,987 \$19,865,047	2
33	FM 2220	Widen Non-Freeway - McAllen 2094-01-063	FM 1925	SH 107	FY 2023-2026	\$21,300,871	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL Cat. 2 increased \$1.0M	\$21,300,871 \$21,300,871	3
34	FM 3362	Widen Non-Freeway - Pharr 3468-01-021	BUS 83S	SH 495	FY 2027-2032	\$10,270,400	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$10,270,399 \$10,270,399	3
35	cs	Widen Non-Freeway - Penitas 0921-02-194	LIBERTY BLVD, FROM MILE 3	US 83	FY 2023-2026	\$10,953,888	No Funding Change	No	Cat. 3 Local Cat. 7 Cat. 12 Strategic Priority TOTAL	\$1,505,030 \$9,048,858 \$400,000 \$10,953,888	
36	Various	International Bridge Trade Corridor Phase 1 0921-02-142	IBTC, FROM 365 TOLLWAY AND FM 493	IH-2	FY 2023-2026	\$137,673,338	Funding Adjustment	No	Cat. 3 Local Cat. 12 Strategic Priority Cat. 12 Strategic Partnership TOTAL	\$120,104,926 \$5,500,000 \$12,068,412 \$137,673,338	
									Cat. 12 increased \$12M		

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see pg. 40.

PHARR DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	То	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Catego	ry Tier
Kened	y County									
37		Upgrade to Freeway - Kenedy Co. (South) 0327-04-037		6.33 Miles North of Norias Rd	FY 2027-2032	\$43,859,572	No Funding Change	No	Cat. 12 Strategic Priority \$2,844, -Remaining funding TBD- \$41,015, TOTAL \$43,859,	- 1
38		Upgrade to Freeway - Kenedy County 0327-04-040	1.46 Miles North of Norias Rd.	Norias Rd.	FY 2023-2026	\$17,076,458	New Authorization	No	Cat. 4 Rural \$17,076, TOTAL \$17,076,	-
39		Upgrade to Freeway - Kenedy Co. (South) 0327-05-041	Norias Rd.	1.34 Miles North of Willacy/Kenedy Co	FY 2023-2026	\$138,164,068	Funding Adjustment	No	Cat. 4 Rural \$79,032, Cat. 12 Strategic Priority \$59,131, TOTAL \$138,164,	569
									Cat. 4 increased \$6.8M and Cat. 12 increased \$21M	
Starr C										
40		Widen Non-Freeway - Starr County 0038-06-047		0.09 MI NORTH OF LOMA BLANCA RD.	FY 2023-2026	\$27,210,268	Funding Adjustment	No	Cat. 1 \$1,007, Cat. 2 Metro/Urban Corridor \$13,101, Cat. 4 Rural \$13,101, TOTAL \$27,210,	240 240
									Cat. 2 increased \$13.1M	
41		Rio Grande City/Roma Relief Route 3632-01-001	NEW LOCATION, FM 3167	FM 755	FY 2027-2032	\$44,796,882	New Authorization	No	Cat. 12 Strategic Priority \$22,398, -Remaining funding TBD- \$22,398, TOTAL \$44,796,	441
Willac	y County									
42		Freeway Improvements - Sebastian 0327-10-063	CAMERON/WILLACY CL	SPUR 413	FY 2023-2026	\$4,380,000	No Funding Change	No	Cat. 4 Rural \$4,380, TOTAL \$4,380,	000 1
Zapata	County									
43		Widen Non-Freeway - Zapata 0038-05-040	0.22 MI S OF LASSO LN	0.28 MI N OF FM 2687	FY 2023-2026	\$31,117,441	Funding Adjustment	No	Cat. 4 Rural \$31,117, TOTAL \$31,117,	
									Cat. 4 increased \$5M	

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see pg. 40.

RGVMPO REGIONAL FINANCIAL SUMMARY

FY 2023 - 2026 Transportation Improvement Program - Amendment 1

Funding by Category

Adopted: Pending Total FY 2023 - 2026 FY 2023 FY 2024 FY 2025 FY 2026 Funding Description **Programmed Authorized Programmed Authorized Programmed Authorized Programmed Authorized Programmed Authorized** Category Preventive Maintenance \$2,582,409 \$2,582,409 \$3,281,601 \$3,281,601 \$5,864,010 \$5,864,010 and Rehabilitation Urban Area (Non-TMA) 2M or 2U \$18,962,837 \$18,962,837 \$124,956,115 \$124,956,115 \$39,474,559 \$39,474,559 \$60,193,134 \$60,193,134 \$243,586,645 \$243,586,645 Corridor Projects Non-Traditionally Funded 3 \$24,411,301 \$24,411,301 \$192,226,747 \$192,226,747 \$122,982,444 \$122,982,444 \$173,128,320 \$173,128,320 \$512,748,812 \$512,748,812 Transportation Project 3DB Design Build (DB) Urban and Regional 4 \$13,101,240 \$13,101,240 \$144,823,810 \$144,823,810 \$157,925,050 \$157,925,050 Connectivity 5 CMAQ 6 Structures - Bridge 7 Metro Mobility & Rehab \$58,213,668 \$58,213,668 \$44,245,968 \$44,245,968 \$37,917,689 \$37,917,689 \$55,542,398 \$55,542,398 \$195,919,723 \$195,919,723 8 Safety 9 TAP Set-Aside Program \$2,686,011 \$2,686,011 \$1,186,736 \$3,872,747 \$3,872,747 10 Supplemental Transportation \$1,186,736 10 CBI Corridor Border \$3,465,955 \$3,465,955 \$3,465,955 \$3,465,955 11 \$3,894,456 \$3,894,456 \$53,164,640 \$53,164,640 \$57,059,096 \$57,059,096 District Discretionary \$28,900,000 \$28,900,000 \$28,900,000 Rider 11 Energy Sector \$28,900,000 12 Texas Clear Lanes 12 Strategic Priority \$400,000 \$400,000 \$74,604,757 \$74,604,757 \$174,148,412 \$174,148,412 \$249,153,169 \$249,153,169 Total \$108,139,772 \$108,139,772 \$420,989,995 \$420,989,995 \$519,458,505 \$1,458,495,207 \$409,906,935 \$409,906,935 \$519,458,505 \$1,458,495,207

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal	\$54,621,819	\$175,526,867	\$238,608,674	\$109,268,436	\$578,025,796
State	\$17,279,049	\$35,686,844	\$51,880,772	\$225,953,269	\$330,799,935
Local Match	\$11,827,603	\$6,466,477	\$7,518,105	\$11,108,480	\$36,920,664
CAT 3 - Local Contributions (LC)	\$24,411,301	\$192,226,747	\$122,982,444	\$173,128,320	\$512,748,812
Total	\$108,139,772	\$409,906,935	\$420,989,995	\$519,458,505	\$1,458,495,207

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

Brownsville Area - RGVMPO

FY 2023 - 2026 Transportation Improvement Program

Funding	by Category									Ad	dopted: Pending
		FY 2	2023	FY 2	024	FY 2025		FY 2026		Total FY	2023-2026
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation										
2M or 2U	Urban Area (Non- TMA) Corridor Projects							\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000
3	Non-Traditionally Funded Transportation Project	\$4,975,000	\$4,975,000	\$33,465,569	\$33,465,569	\$110,107,092	\$110,107,092	\$9,468,946	\$9,468,946	\$158,016,607	\$158,016,607
4	Urban and Regional Connectivity										
5	CMAQ										
6	Structures - Bridge										
7	Metro Mobility & Rehab	\$23,305,393	\$23,305,393			\$1,813,130	\$1,813,130	\$5,284,868	\$5,284,868	\$30,403,391	\$30,403,391
8	Safety										
9	TAP Set-Aside Program										
10	Supplemental Transportation										
10 CBI	Corridor Border										
11	District Discretionary										
Rider 11	Energy Sector										
12	Strategic Priority					\$7,471,188	\$7,471,188				
	Total	\$28,280,393	\$28,280,393	\$33,465,569	\$33,465,569	\$119,391,410	\$119,391,410	\$28,753,814	\$28,753,814	\$209,891,186	\$209,891,186

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal	\$19,076,648		\$7,427,454	\$15,427,894	\$41,931,997
State			\$1,494,238	\$2,800,000	\$4,294,238
Local Match	\$4,228,745		\$362,626	\$1,056,974	\$5,648,345
CAT 3 - Local Contributions (LC)	\$4,975,000	\$33,465,569	\$110,107,092	\$9,468,946	\$158,016,607
Tota	\$28,280,393	\$33,465,569	\$119,391,410	\$28,753,814	\$209,891,186

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR		YOE C	OST
Pharr	Cameron	! ! !	0921-06-292	CS	PE	Los Fresnos	CCRMA		\$380,	300
LIMITS FROM:	On Whip	ole Rd, f	rom FM 1575				REVISION DATE:		11/1/2022	
LIMITS TO:	FM 1847						MPO PROJ NUMBER:		BMPO-E5	
PROJECT DESCRIPTION:	Widening	of Exist	ting Roadway to in	clude Continuo	us Left Turn Lane	PROJECT HISTORY:	FUNDING CAT(S):		7	
REMARKS										
P7:						1 1				
	TAL PROJEC	T COS	T INFORMATION	ON		AUTHORIZED	FUNDING BY CATE	GORY/S	HARE	
PRELIM ENG:			\$380,300	COST OF	1 1	FEDERAL		LOCAL	LC	TOTAL
ROW PURCHASE	:		\$0	APPROVED	Cat 7	\$304,240		\$76,060		\$380,300
CONST COST:			\$6,399,646	PHASES:	1	, ,				, ,
CONST ENG:			\$440,000	\$380,300	ļ					
CONTING:			\$260,000		į					
POT CHG ORDER	:		ļ		ļ					
IND COSTS:			\$260,000		1					
BND FINANCING			\$0							
TOTAL PROJEC	T COST:		\$7,739,946		TOTALS	\$304,240	\$0	\$76,060	\$0	\$380,300
Performa	nce Measure	s								
PM 1: Safety			~							
PM 2: Paveme	nt Condition	s								
PM 3: System	Performance									
PHARR	CAMERON	I I	0921-06-315	CS	PE	BROWNSVILLE	CCRMA		\$3,875	,000
LIMITS FROM:	ON EAST	LOOP FI	ROM I-69E		- <u>i</u>	. <u>-</u>	REVISION DATE:		11/1/2022	
LIMITS TO:	SH 4						MPO PROJ NUMBER:		BMPO-E4	
PROJECT	CONSTRU	JCTION (OF 4 TO 6 LANE RO	DADWAY PARTI	ALLY ON NEW		FUNDING CAT(S):		3 LC	
DESCRIPTION:	LOCATIO	N				PROJECT HISTORY:				
REMARKS							Revised C	ost		
P7:						 		<u> </u>		
TO1	TAL PROJEC	T COS	T INFORMATION	ON	į	AUTHORIZED	FUNDING BY CATE	GORY/S	HARE	
PRELIM ENG:			\$3,875,000	COST OF	<u> </u>	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE	:		\$5,600,000	APPROVED	CAT 3 LC				\$3,875,000	\$3,875,000
CONST COST:			\$113,405,678	PHASES:						
CONST ENG:			\$4,831,833	\$3,875,000	I I					
CONTING:			\$4,900,000				Λ\ -11			
IND COSTS:			1 1		1		Admin.			
BND FINANCING	:									
POT CHG ORDER	:									
TOTAL PROJEC	T COST:		\$132,612,511		TOTALS	\$0	\$0	\$0	\$3,875,000	\$3,875,000
Performa	nce Measure	s								
PM 1: Safety										
PM 2: Paveme	nt Condition	s								
PM 3: System	Performance									

FY 2023

PHASE

CITY

PROJECT SPONSOR

YOE COST

COUNTY

CSJ

HWY

DISTRICT

DISTRICT	COUNTY	CSJ						-		
		·		-		-			-	
PHARR	CAMERON	0684-01-068	SH 550	C, E	BROWNSVILLE	CCRMA		\$22	,925,093	
IMITS FROM:	0.203 MI S OF F	M 1847				REVISION DATE:		11/1/2022		
IMITS TO:	1.13 MI SE OF U	JPRR OVRPSS FM 32	248			MPO PROJ NUMBER	:	BMPO-CCR1		
PROJECT	CONSTRUCT CO	NTROLLED ACCESS	TOLLED FACILIT	Y		FUNDING CAT(S):		CAT 7, CRRSAA		
DESCRIPTION:					PROJECT HISTORY:					
REMARKS	F= Preliminary a	and Construction Er	ngineering *(C	CRRSAA) -	 					
P7:		sponse and Relief S		•	 -	CAT 7 Fundi	ing Increase			
					L - — <u>—</u>					
	TAL PROJECT CO	FAL PROJECT COST INFORMATION AUTHORIZED FUNDING BY CATEGORY/SHAR \$1,000,000 COST OF FEDERAL STATE LOCAL							•	TOT
PRELIM ENG: ROW PURCHASE	:•	\$1,000,000 \$0!	COST OF	CAT 7	\$16,610,740	SIAIE	\$4,152,685	L	. C	TOT ,763,42
	:		APPROVED PHASES:	I CAT /	\$10,010,740		\$4,152,085		\$20	,703,42
CONST COST:		\$21,293,590	422 025 002	I I	Å2.454.550				40	161.66
CONST ENG:		\$1,631,503	\$22,925,093	CAT 7 (CRRSAA)	\$2,161,668	D .	9 9		\$2	,161,66
CONTING:		\$743,425		1		Re	evisio	DM		
IND COSTS:		\$0		1						
BND FINANCING	i:	ە0\$ ا		İ						
POT CHG ORDER	R:	\$0		! !						
TOTAL PROJEC	CT COST:	\$24,668,518		TOTALS	\$18,772,408	\$0	\$4,152,685	\$	50 \$22	2,925,0
Performa	nce Measures									
	ance Measures									
Performa PM 1: Safety PM 2: Paveme										
PM 1: Safety PM 2: Paveme	ent Conditions									
PM 1: Safety PM 2: Paveme PM 3: System	ent Conditions Performance	0921-06-290	rs	I ғ	B ROWNSVILLE	CAMERON CO	DUNTY	\$1.	100.000	
PM 1: Safety PM 2: Paveme PM 3: System PHARR	ent Conditions Performance CAMERON	0921-06-290	CS 	E	BROWNSVILLE	CAMERON CO		!	100,000	
PM 1: Safety PM 2: Paveme PM 3: System PHARR LIMITS FROM:	Performance CAMERON ON OLD ALICE R	0921-06-290 ROAD, FROM Sport		E	BROWNSVILLE	REVISION DATE:		11/1/2022	100,000	
PM 1: Safety PM 2: Paveme PM 3: System PHARR LIMITS FROM: LIMITS TO:	Performance CAMERON ON OLD ALICE R SH 100	ROAD, FROM Sport	s Park Blvd		BROWNSVILLE	REVISION DATE: MPO PROJ NUMBER	:	11/1/2022 BMPO-E2	100,000	
PM 1: Safety PM 2: Paveme PM 3: System	Performance CAMERON ON OLD ALICE R SH 100	. ـــــــــــــــــــــــــــــــــــــ	s Park Blvd	- L	BROWNSVILLE PROJECT HISTORY:	REVISION DATE:	:	11/1/2022	100,000	
PM 1: Safety PM 2: Paveme PM 3: System PHARR LIMITS FROM: LIMITS TO: PROJECT	Performance CAMERON ON OLD ALICE R SH 100 WIDEN FROM 2 E= PRELIMINAR	ROAD, FROM Sport LANE TO 4 LANE U	s Park Blvd JRBAN ROADW <i>A</i> TRANSPORTATIO	AY ON DEVELOPMENT	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER	:	11/1/2022 BMPO-E2	100,000	
PM 1: Safety PM 2: Paveme PM 3: System PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION:	Performance CAMERON ON OLD ALICE R SH 100 WIDEN FROM 2 E= PRELIMINAR	ROAD, FROM Sport LANE TO 4 LANE U	s Park Blvd JRBAN ROADW <i>A</i> TRANSPORTATIO		PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER		11/1/2022 BMPO-E2	100,000	
PM 1: Safety PM 2: Paveme PM 3: System PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7:	Performance CAMERON ON OLD ALICE R SH 100 WIDEN FROM 2 E= PRELIMINAR CREDITS (TDC)	LANE TO 4 LANE L Y ENGINEERING T	s Park Blvd URBAN ROADW <i>A</i> TRANSPORTATIO ALL NON FEDER	AY ON DEVELOPMENT	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added	to STIP	11/1/2022 BMPO-E2 CAT 3LC	100,000	
PM 1: Safety PM 2: Paveme PM 3: System PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7:	Performance CAMERON ON OLD ALICE R SH 100 WIDEN FROM 2 E= PRELIMINAR	LANE TO 4 LANE L Y ENGINEERING T	S Park Blvd JRBAN ROADWA FRANSPORTATIO ALL NON FEDER	AY ON DEVELOPMENT	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added	to STIP	11/1/2022 BMPO-E2 CAT 3LC	100,000	тот/
PM 1: Safety PM 2: Paveme PM 3: System PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG:	Performance CAMERON ON OLD ALICE R SH 100 WIDEN FROM 2 E= PRELIMINAR CREDITS (TDC) 1	LANE TO 4 LANE L Y ENGINEERING 1 TO BE APPLIED FOR	S Park Blvd JRBAN ROADWA TRANSPORTATIO ALL NON FEDER ON COST OF	AY ON DEVELOPMENT	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added	to STIP	11/1/2022 BMPO-E2 CAT 3LC		TOT/
PM 1: Safety PM 2: Paveme PM 3: System PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE	Performance CAMERON ON OLD ALICE R SH 100 WIDEN FROM 2 E= PRELIMINAR CREDITS (TDC) 1	Y ENGINEERING TO BE APPLIED FOR \$1,100,000	S Park Blvd JRBAN ROADWA TRANSPORTATIO ALL NON FEDER ON COST OF	ON DEVELOPMENT RAL PARTICIPATION	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added	to STIP	11/1/2022 BMPO-E2 CAT 3LC		
PM 1: Safety PM 2: Paveme PM 3: System PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE CONST COST:	Performance CAMERON ON OLD ALICE R SH 100 WIDEN FROM 2 E= PRELIMINAR CREDITS (TDC) 1	Y ENGINEERING TO BE APPLIED FOR	S Park Blvd JRBAN ROADWA TRANSPORTATIO ALL NON FEDER ON COST OF APPROVED PHASES:	ON DEVELOPMENT RAL PARTICIPATION	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added	to STIP	11/1/2022 BMPO-E2 CAT 3LC		
PM 1: Safety PM 2: Paveme PM 3: System PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE CONST COST:	Performance CAMERON ON OLD ALICE R SH 100 WIDEN FROM 2 E= PRELIMINAR CREDITS (TDC) 1	Y ENGINEERING TO BE APPLIED FOR \$1,100,000 \$0 \$20,902,028	S Park Blvd JRBAN ROADWA TRANSPORTATIO ALL NON FEDER ON COST OF APPROVED PHASES:	ON DEVELOPMENT RAL PARTICIPATION	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added FUNDING BY CA' STATE	to STIP TEGORY/SI	11/1/2022 BMPO-E2 CAT 3LC		
PM 1: Safety PM 2: Paveme PM 3: System PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE CONST COST: CONST ENG:	Performance CAMERON ON OLD ALICE R SH 100 WIDEN FROM 2 E= PRELIMINAR CREDITS (TDC) 1	Y ENGINEERING TO BE APPLIED FOR \$1,100,000 \$0 \$20,902,028 \$1,650,000	S Park Blvd JRBAN ROADWA TRANSPORTATIO ALL NON FEDER ON COST OF APPROVED PHASES:	ON DEVELOPMENT RAL PARTICIPATION	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added	to STIP TEGORY/SI	11/1/2022 BMPO-E2 CAT 3LC		
PM 1: Safety PM 2: Paveme PM 3: System PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE CONST COST: CONST ENG: CONTING: ND COSTS:	Performance CAMERON ON OLD ALICE R SH 100 WIDEN FROM 2 E= PRELIMINAR CREDITS (TDC) T TAL PROJECT CO:	Y ENGINEERING TO BE APPLIED FOR ST INFORMATI \$1,100,000 \$0 \$20,902,028 \$1,650,000 \$839,814	S Park Blvd JRBAN ROADWA TRANSPORTATIO ALL NON FEDER ON COST OF APPROVED PHASES:	ON DEVELOPMENT RAL PARTICIPATION	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added FUNDING BY CA' STATE	to STIP TEGORY/SI	11/1/2022 BMPO-E2 CAT 3LC		
PM 1: Safety PM 2: Paveme PM 3: System PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE CONST COST: CONST ENG: CONTING: ND COSTS: BND FINANCING	Performance CAMERON ON OLD ALICE R SH 100 WIDEN FROM 2 E= PRELIMINAR CREDITS (TDC)	Y ENGINEERING TO BE APPLIED FOR \$1,100,000 \$0 \$20,902,028 \$1,650,000 \$839,814 \$0	S Park Blvd JRBAN ROADWA TRANSPORTATIO ALL NON FEDER ON COST OF APPROVED PHASES:	ON DEVELOPMENT RAL PARTICIPATION	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added FUNDING BY CA' STATE	to STIP TEGORY/SI	11/1/2022 BMPO-E2 CAT 3LC		
PM 1: Safety PM 2: Paveme PM 3: System PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE CONST COST: CONST ENG: CONTING: IND COSTS: BND FINANCING POT CHG ORDER	Performance CAMERON ON OLD ALICE R SH 100 WIDEN FROM 2 E= PRELIMINAR CREDITS (TDC) 1 TAL PROJECT CO:	Y ENGINEERING TO BE APPLIED FOR \$1,100,000 \$0 \$20,902,028 \$1,650,000 \$839,814 \$0	S Park Blvd JRBAN ROADWA TRANSPORTATIO ALL NON FEDER ON COST OF APPROVED PHASES:	ON DEVELOPMENT RAL PARTICIPATION CAT 3 LC	PROJECT HISTORY: AUTHORIZED FEDERAL	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added FUNDING BY CA STATE	to STIP TEGORY/SI LOCAL	11/1/2022 BMPO-E2 CAT 3LC HARE \$1,100,000	.c 0 \$1	,100,00
PM 1: Safety PM 2: Paveme PM 3: System PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE CONST COST: CONST ENG: CONTING: IND COSTS: BND FINANCING POT CHG ORDER	Performance CAMERON ON OLD ALICE R SH 100 WIDEN FROM 2 E= PRELIMINAR CREDITS (TDC) T TAL PROJECT CO:	Y ENGINEERING TO BE APPLIED FOR ST INFORMATI \$1,100,000 \$0 \$20,902,028 \$1,650,000 \$839,814 \$0 \$0	S Park Blvd JRBAN ROADWA TRANSPORTATIO ALL NON FEDER ON COST OF APPROVED PHASES:	ON DEVELOPMENT RAL PARTICIPATION	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added FUNDING BY CA STATE	to STIP TEGORY/SI	11/1/2022 BMPO-E2 CAT 3LC HARE \$1,100,000	.c 0 \$1	,100,00
PM 1: Safety PM 2: Paveme PM 3: System PHARR LIMITS FROM: LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE CONST COST: CONST ENG: CONST ENG: CONTING: ND COSTS: BND FINANCING POT CHG ORDER TOTAL PROJECT Performa	Performance CAMERON ON OLD ALICE R SH 100 WIDEN FROM 2 E= PRELIMINAR CREDITS (TDC) 1 TAL PROJECT CO:	Y ENGINEERING TO BE APPLIED FOR ST INFORMATI \$1,100,000 \$0 \$20,902,028 \$1,650,000 \$839,814 \$0 \$0	S Park Blvd JRBAN ROADWA TRANSPORTATIO ALL NON FEDER ON COST OF APPROVED PHASES:	ON DEVELOPMENT RAL PARTICIPATION CAT 3 LC	PROJECT HISTORY: AUTHORIZED FEDERAL	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added FUNDING BY CA STATE	to STIP TEGORY/SI LOCAL	11/1/2022 BMPO-E2 CAT 3LC HARE \$1,100,000	.c 0 \$1	,100,00
PM 1: Safety PM 2: Paveme PM 3: System PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE CONST COST: CONST ENG: CONTING: IND COSTS: BND FINANCING POT CHG ORDER TOTAL PROJECT Performa PM 1: Safety	Performance CAMERON ON OLD ALICE R SH 100 WIDEN FROM 2 E= PRELIMINAR CREDITS (TDC) T TAL PROJECT CO:	Y ENGINEERING TO BE APPLIED FOR ST INFORMATI \$1,100,000 \$0 \$20,902,028 \$1,650,000 \$839,814 \$0 \$0	S Park Blvd JRBAN ROADWA TRANSPORTATIO ALL NON FEDER ON COST OF APPROVED PHASES:	ON DEVELOPMENT RAL PARTICIPATION CAT 3 LC	PROJECT HISTORY: AUTHORIZED FEDERAL	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added FUNDING BY CA STATE	to STIP TEGORY/SI LOCAL	11/1/2022 BMPO-E2 CAT 3LC HARE \$1,100,000	.c 0 \$1	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONS	OR	YOE C	OST
PHARR	CAMERON	0921-06-163	CS	PE, R	South Padre Island	CCRMA	İ	\$20,600	0,000
LIMITS FROM:	On SPI 2nd Acces	s, from SH 100, a	cross the Laguna	Madre		REVISION DATE:	11/	1/2022	
LIMITS TO:	PR 100					MPO PROJ NUMBER:	ВМ	PO-SPI2	
PROJECT	Constructing Nov	v Causeway at Ne	l.oootion			FUNDING CAT(S):	3LC		
DESCRIPTION:	Constructing Nev	v causeway at ive	w Location		PROJECT HISTORY:				
REMARKS					l I				
P7:TO	TAL PROJECT COS	T INFORMATI		т		D FUNDING BY CATE	ORY/SHAI	- — — RF	
PRELIM ENG:		\$15,000,000		! !	FEDER/		LOCAL	LC	TOTAL
ROW PURCHAS	E:	\$5,600,000	COST OF APPROVED	CAT 3 LC				\$20,600,000	\$20,600,000
CONST COST:		\$448,000,000	PHASES:	! 					
CONST ENG:		\$18,000,000	\$20,600,000	! ! !					
CONTING:		I							
IND COSTS:		I I		! ! !					
POT CHG ORDE	R:			 					
BND FINANCING	3:	\$0							
TOTAL PROJE	ст соѕт:	\$486,600,000		TOTALS	Ş	\$0	\$0	\$20,600,000	\$20,600,000
Perform	ance Measures								
PM 1: Safety		~							
PM 2: Pavem	ent Conditions								
PM 3: System	Performance								
PHARR	CAMERON	0921-06-340	CS	E,C,CE	BROWNSVILLE	CCRMA		\$7,265	,569
LIMITS FROM:	On West Blvd., fr	om FM 3248 (Alto	on Gloor)			REVISION DATE:	11/	1/2022	
LIMITS TO:	FM 802 (Ruben T	orres Blvd.)				MPO PROJ NUMBER:	ВМ	PO-WBL	
PROJECT	Roadway/Trail Co	onstruction phase	of multimodal c	orridor		FUNDING CAT(S):	3LC		
DESCRIPTION:	**************************************				PROJECT HISTORY:				
REMARKS P7:					!	Admin Cost & Fund	ding Reduced		
	TAL PROJECT COS	T INFORMATI			 AUTHORIZE	D FUNDING BY CATE	ORY/SHAI	- — — RE	
PRELIM ENG:		\$312,566	COST OF	! 	FEDER#		LOCAL	LC	TOTAL
ROW PURCHAS	E:	! !	COST OF APPROVED	CAT 3 LC			(\$7,265,569	\$7,265,569
CONST COST:		\$6,634,058	PHASES:	<u> </u>					
CONST ENG:		\$318,945	\$7,265,569	: :					
CONTING:		\$414,629		! •		Admin			
IND COSTS:		ľ		İ		Aghhilli			
	р.	i		1					
POT CHG ORDE	K:	-							
BND FINANCING		\$0		ļ					
	G:	\$0 \$7,680,198		TOTALS:			· ·	\$7,265,569	\$7,265,569
BND FINANCING	G:			TOTALS:			5	\$7,265,569	\$7,265,569
BND FINANCING	G: CT COST:			TOTALS:			\$	\$7,265,569	\$7,265,569
TOTAL PROJE Performs PM 1: Safety	G: CT COST:			TOTALS:			,	\$7,265,569	\$7,265,569

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

^{*} FUNDING NOT FIXED

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPON	ISOR	YOE CO	OST		
PHARR	CAMERON	0921-06-315	CS	R	BROWNSVILLE	CCRMA	-	\$5,600,	000		
LIMITS FROM:	ON EAST LOO	P FROM I-69E				REVISION DATE:	1:	1/1/2022			
LIMITS TO:	SH 4					MPO PROJ NUMBER:	В	MPO-E4			
PROJECT DESCRIPTION:	CONSTRUCTION	ON OF 4 TO 6 LANE RC	DADWAY PARTI	ALLY ON NEW	PROJECT HISTORY:	FUNDING CAT(S):					
REMARKS P7:						Revised Cost					
ТОТА	L PROJECT CO	OST INFORMATION	ON NC	Ţ	AUTHORIZE	D FUNDING BY CATI	GORY/SH	ARE			
PRELIM ENG:		\$3,875,000	COST OF	<u>i</u>	FEDER.	AL STATE	LOCAL	LC	TOTAL		
ROW PURCHASE:		\$5,600,000	APPROVED	CAT 3 LC				\$5,600,000	\$5,600,000		
CONST COST:		\$113,405,678	PHASES:	İ							
CONST ENG:		\$4,831,833	\$5,600,000	!							
CONTING:		\$4,900,000				Admii	2)				
IND COSTS:		1 		! 		Agmiji	[]				
BND FINANCING:		1] [
POT CHG ORDER:		ļ		<u> </u>							
TOTAL PROJECT	COST:	\$132,612,511		TOTALS	,	\$0 \$0	\$0	\$5,600,000	\$5,600,000		
Performanc	e Measures										
PM 1: Safety											
PM 2: Pavement	Conditions										
PM 3: System Pe	rformance										

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR		YOE COST	
PHARR	CAMERON	0921-06-315	CS	C,CE	BROWNSVILLE	CCRIV	Α	\$118,2	37,511
LIMITS FROM: LIMITS TO:	ON EAST LOOP SH 4	FROM I-69E			-	REVISION DATE: MPO PROJ NUMBE	R:	11/1/2022 BMPO-E4	
PROJECT DESCRIPTION:		N OF 4 TO 6 LANE R	DADWAY PARTI	ALLY ON NEW	PROJECT HISTORY:	FUNDING CAT(S):		3LC, 12, 7	
REMARKS		Pending TPB Approv	ed CAT 7 Increas	se - FC		Funding and Cos	t Revised as per	r UTP	
P7:						FUNDING BY C	ATECODY/S		
	AL PROJECT CO	-		! 		FUNDING BY CA	•		тота
PRELIM ENG:		\$3,875,000 \$5,600,000	COST OF APPROVED	CAT 3 LC	FEDERAL	STATE	LOCAL	\$109,891,323	
ROW PURCHASE CONST COST:		\$113,405,678	PHASES:	CAT 12	\$5,976,950	\$1,494,238		\$109,891,323	\$109,891,323 \$7,471,188
CONST ENG:			\$118,237,511	•	\$700,000		\$175,000	1	\$875,00
CONTING:		\$4,900,000	7110,237,311	1	<i>\$100,000</i>		7175,000		7073,00
IND COSTS:		, ,,							
POT CHG ORDER		I I		1		Revis			
BND FINANCING		\$0		1					
TOTAL PROJEC	T COST:	\$132,612,511		TOTALS	\$6,676,950	\$1,494,238	\$175,000	\$113,064,894	\$118,237,511
Performa	nce Measures								
PM 1: Safety									
PM 2: Paveme	nt Conditions								
PM 3: System	Performance								
PHARR	CAMERON	0921-06-289	VA	C, CE	BROWNSVILLE	BROWNS	VILLE	\$1,15	3,899
LIMITS FROM:	SOUTHMOST N	IATURE TRAIL, From	La Posada Dr.			REVISION DATE:		11/1/2022	
LIMITS TO:	Alamada Dr./M	lonsees Rd.				MPO PROJ NUMBE	R:	BMPO-ST2	
PROJECT DESCRIPTION:	CONSTRUCT 10	D' CONCRETE HIKE A	ND BIKE TRAIL		PROJECT HISTORY:	FUNDING CAT(S):		CAT 7, 3LC	
REMARKS P7:	SOUTHMOST N	NATURE TRAIL PHAS	E IV						
TO	AL PROJECT CO	ST INFORMATI	ON	7 — — - :	AUTHORIZED	FUNDING BY C	ATEGORY/S	HARE	
PRELIM ENG:		i	COST OF		FEDERAL	STATE	LOCAL	. LC	тота
ROW PURCHASE		i	APPROVED	CAT 7	\$750,504		\$187,626		\$938,130
CONST COST:		\$1,013,180	PHASES:	CAT 3 LC				\$215,769	\$215,769
CONST ENG:		\$46,906	\$1,153,899	! ! !					
CONTING:		\$93,813		 					
IND COSTS:				İ					
POT CHG ORDER		i		i i					
BND FINANCING				ļ					
TOTAL PROJEC	T COST:	\$1,153,899		TOTALS	\$750,504	\$0	\$187,626	\$215,769	\$1,153,89
	nce Measures			1	,				. , ,
PM 1: Safety		~							
PM 2: Paveme	nt Conditions								
PM 3: System		1							
5. 57500111	C. IOI III dilec								

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPOR	NSOR	YOE CO	ST .
PHARR	CAMERON		0921-06-334	Los Fresnos Hike N BIke Trail	С	Los Fresnos	Los Fresno:	S	\$3,661,5	80
LIMITS FROM:	Circles +h	o City o	f Los Frospos				REVISION DATE:		11/1/2022	
LIMITS TO:	Circles tr	ie City o	f Los Fresnos				MPO PROJ NUMBER:		BMPO-LF2	
PROJECT DESCRIPTION:	Establish	n Hike an	d Bike Trail			IPROJECT HISTORY:	FUNDING CAT(S):		7, 3	
REMARKS P7:						"] 				
тс	TAL PROJECT	r cost	INFORMATIO	N	i	AUTHORIZE	FUNDING BY CAT	EGORY/SI	HARE	
PRELIM ENG:			\$160,194	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:			i I	APPROVED	CAT 7	\$2,421,680		\$605,420		\$3,027,100
CONST COST:			\$3,661,580	PHASES:	CAT 3 LC				\$634,480	\$634,480
CONST ENG:				\$3,661,580						
CONTING:			\$65,058							
IND COSTS:			 		ļ					
POT CHG ORDER:			ļ							
BND FINANCING:			i I		i I					
TOTAL PROJECT	r cost:		\$3,886,833		TOTALS	\$2,421,680	\$0	\$605,420	\$634,480	\$3,661,580
Performa	ance Measures									
PM 1: Safety			~							
PM 2: Pavemer	nt Conditions									
PM 3: System P	erformance									
PHARR	CAMERON		0921-06-291	CS	C,CE	Brownsville	CCRMA		\$8,563,5	34
LIMITS FROM:	On Morr	ison Rd.	, from FM 1847		<u></u>		REVISION DATE:		11/1/2022	
LIMITS TO:	Dana Rd						MPO PROJ NUMBER:		BMPO-M1	
PROJECT									DIVII O-IVII	
DESCRIPTION:	Construc						FUNDING CAT(S):		CAT 3	
		ct 4 lane	urban roadway			PROJECT HISTORY:				
	Segment		urban roadway			PROJECT HISTORY:				
REMARKS P7:			urban roadway			PROJECT HISTORY:				
REMARKS P7:	Segment	1	urban roadway			" - 			CAT 3	
REMARKS P7:	Segment	1				" - 	FUNDING CAT(S): D FUNDING BY CAT		CAT 3	TOTAL
REMARKS P7:	Segment	1	INFORMATIO	COST OF APPROVED		" - 	FUNDING CAT(S): D FUNDING BY CAT	EGORY/SI	CAT 3	TOTAI
REMARKS P7: TC PRELIM ENG:	Segment	1	INFORMATIO	COST OF APPROVED PHASES:	CAT 3 LC	" - 	FUNDING CAT(S): D FUNDING BY CAT	EGORY/SI	CAT 3	
REMARKS P7: TC PRELIM ENG: ROW PURCHASE:	Segment	1	\$151,163 \$151,959,467	COST OF APPROVED PHASES:	CAT 3 LC	" - 	FUNDING CAT(S): D FUNDING BY CAT	EGORY/SI	CAT 3 HARE LC	**************************************
PRELIM ENG: ROW PURCHASE: CONST COST:	Segment	1	\$151,163 \$151,959,467	COST OF APPROVED PHASES: \$8,563,534	CAT 3 LC	" - 	FUNDING CAT(S): D FUNDING BY CAT	EGORY/SI	CAT 3 HARE LC	
PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG:	Segment	1	\$151,163 \$151,463 \$7,959,467 \$604,067	COST OF APPROVED PHASES: \$8,563,534	CAT 3 LC	" - 	FUNDING CAT(S): D FUNDING BY CAT	EGORY/SI	CAT 3 HARE LC	
REMARKS P7: TC PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING:	Segment	1	\$151,163 \$151,463 \$7,959,467 \$604,067	COST OF APPROVED PHASES: \$8,563,534	CAT 3 LC	" - 	FUNDING CAT(S): D FUNDING BY CAT	EGORY/SI	CAT 3 HARE LC	
REMARKS P7: TC PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS:	Segment	1	\$151,163 \$151,463 \$7,959,467 \$604,067	COST OF APPROVED PHASES: \$8,563,534	ICAT 3 LC	" - 	FUNDING CAT(S): D FUNDING BY CAT	EGORY/SI	CAT 3 HARE LC	
REMARKS P7: TC PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: POT CHG ORDER:	Segment	1	\$151,163 \$151,463 \$7,959,467 \$604,067	COST OF APPROVED PHASES: \$8,563,534	CAT 3 LC	" - 	FUNDING CAT(S): D FUNDING BY CAT STATE	EGORY/SI	CAT 3 HARE LC	
PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: POT CHG ORDER: BND FINANCING: TOTAL PROJECT	Segment	r COST	\$151,163 \$151,163 \$7,959,467 \$604,067 \$319,800	COST OF APPROVED PHASES: \$8,563,534		AUTHORIZEI	FUNDING CAT(S): D FUNDING BY CAT STATE	EGORY/SI LOCAL	HARE LC \$8,563,534	\$8,563,534
PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: POT CHG ORDER: BND FINANCING: TOTAL PROJECT	Segment T COST:	r COST	\$151,163 \$151,163 \$7,959,467 \$604,067 \$319,800	COST OF APPROVED PHASES: \$8,563,534		AUTHORIZEI	FUNDING CAT(S): D FUNDING BY CAT STATE	EGORY/SI LOCAL	HARE LC \$8,563,534	\$8,563,534
REMARKS P7: TC PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: POT CHG ORDER: BND FINANCING: TOTAL PROJECT	Segment OTAL PROJECT COST: ance Measures	r COST	\$151,163 \$151,163 \$7,959,467 \$604,067 \$319,800	COST OF APPROVED PHASES: \$8,563,534		AUTHORIZEI	FUNDING CAT(S): D FUNDING BY CAT STATE	EGORY/SI LOCAL	HARE LC \$8,563,534	\$8,563,534

DISTRICT	COUNTY	CSJ	HVVT	PHASE	CIT	PROJECT 3PO	NOON	105 (731
PHARR	CAMERON	0220-04-049	US 281	С	BROWNSVILLE	TXDOT	į	\$14,000	,000
LIMITS FROM:	0.5 Mi V	N. of FM 1577				REVISION DATE:	11/	1/2022	
LIMITS TO:	FM 142	1				MPO PROJ NUMBER:	BM	PO-D3	
PROJECT DESCRIPTION:	Widen fr	rom 2 lanes to 4 lanes rural			PROJECT HISTORY:	FUNDING CAT(S):	2		
REMARKS									
P7:					1				
T	OTAL PROJEC	T COST INFORMATIO	N	[AUTHORIZE	D FUNDING BY CA	TEGORY/SHA	RE	
PRELIM ENG:		\$651,026	COST OF	! 	FEDERA	L STATE	LOCAL	LC	TOTAL
ROW PURCHASE	i:		APPROVED	CAT 2	\$11,200,000	\$2,800,000			\$14,000,000
CONST COST:		\$14,000,000	PHASES:	İ					
CONST ENG:		\$789,203	\$14,000,000	! ! !					
CONTING:		\$786,250		ļ					
IND COSTS:		\$2,275,301							
POT CHG ORDER	₹:			I I					
BND FINANCING	i:			ļ					
TOTAL PROJEC	T COST:	\$18,501,780		TOTALS	\$11,200,000	\$2,800,000	\$0	\$0	\$14,000,000
Perform	ance Measures	;		•					
PM 1: Safety		V							
PM 2: Paveme	ent Conditions								
PM 3: System	Performance								
PHARR	CAMERON	0921-06-360	VA	С	BROWNSVILLE	BROWNSVI	LLE	\$2,528,	700
LIMITS FROM:	Southmo	ost NT Ph. III, from Southm	ost Blvd	L	L	REVISION DATE:	11/	1/2022	
LIMITS TO:	Manzan	o St.				MPO PROJ NUMBER:	BM	PO-ST3	
PROJECT						FUNDING CAT(S):	CA ⁻	Γ 7, 3LC	
DESCRIPTION:	CONSTR	UCT 10' CONCRETE HIKE AI	ND BIKE TRAIL		PROJECT HISTORY:				
					 				
REMARKS P7:					!				
	OTAL PROJEC	T COST INFORMATIO	- — — - N	[—	AUTHORIZE	D FUNDING BY CA	TEGORY/SHA	RE	
PRELIM ENG:		<u> </u>		!	FEDERA		LOCAL	LC	TOTAL
ROW PURCHASE	i:		COST OF APPROVED	CAT 7	\$1,806,214		\$451,554		\$2,257,768
CONST COST:		\$2,528,700	PHASES:	CAT 3 LC				\$270,932	\$270,932
CONST ENG:		\$112,888	\$2,528,700						
CONTING:		\$225,777		ļ					
IND COSTS:				i					
POT CHG ORDER	t:			l L					
BND FINANCING	ì:			j					
TOTAL PROJEC		\$2,867,365		TOTALS	\$1,806,214	ş ş ş ş ş	\$451,554	\$270,932	\$2,528,700
	nance Measures				÷-/	7-	,	, -,	,,,
PM 1: Safety									
PM 2: Paveme	ent Conditions								
PM 3: System									
. ivi J. Jystelli	. crioiniance								

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

^{*} FUNDING NOT FIXED

Harlingen San Benito Area - RGVMPO

FY 2023 - 2026 Transportation Improvement Program

Funding by Category

Adopted: Pending

		FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation										
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$2,813,724	\$2,813,724			\$7,280,000	\$7,280,000	\$16,323,574	\$16,323,574	\$26,417,298	\$26,417,298
3	Non-Traditionally Funded Transportation Project	\$2,400,000	\$2,400,000			\$3,090,949	\$3,090,949	\$10,845,000	\$10,845,000	\$16,335,949	\$16,335,949
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					\$686,000	\$686,000			\$686,000	\$686,000
10 CBI	Corridor Border	\$3,465,955	\$3,465,955							\$3,465,955	\$3,465,955
11	District Discretionary										
Rider 11	Energy Sector										
12	Texas Clear Lanes										
12	Strategic Priority										
	Total	\$8,679,679	\$8,679,679			\$11,056,949	\$11,056,949	\$27,168,574	\$27,168,574	\$46,905,202	\$46,905,202

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal	\$5,149,743		\$6,510,000	\$13,058,859	\$24,718,602
State	\$1,129,936		\$1,456,000	\$3,264,715	\$5,850,651
Local Match					
CAT 3 - Local Contributions (LC)	\$2,400,000		\$3,090,949	\$10,845,000	\$16,335,949
Total	\$8,679,679		\$11,056,949	\$27,168,574	\$46,905,202

FY 2023

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR		R YOE COST	
PHARR	CAMERON	0921-06-257	CS	PE, R	HARLINGEN	CAMERON COUN	ITY	\$2,400,0	000
LIMITS FROM:	On S. Parallel Co	rridor, from FM 25	520			REVISION DATE:	1	1/1/2022	
LIMITS TO:	FM 1577					MPO PROJ NUMBER:	Н	ISB-110	
PROJECT	New Location - 2	lane rural roadwa	v in a proposed	120 ft ROW		FUNDING CAT(S):	C	AT 3 LC	
DESCRIPTION:	New Location 2	ianc rararroadwe	ту пта ргорозса	120 It. NOVV	PROJECT HISTORY:				
REMARKS P7:	CONST phase in 2	2026 - Pending FC			_ <u>į</u>				
тот	AL PROJECT COS	T INFORMATI	ON	ー 	AUTHORIZED	FUNDING BY CATE	GORY/SH	ARE	
PRELIM ENG:		\$1,200,000	COST OF	! !	FEDERA	L STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$1,200,000	APPROVED	3LC				\$2,400,000	\$2,400,000
CONST COST:		\$10,080,000	PHASES:	1					
CONST ENG:		\$765,000	\$2,400,000						
CONTING:		\$405,000 •		<u> </u>					
IND COSTS:		! !		: :					
POT CHG ORDER:		ĺ		1					
BND FINANCING:		! !		1					
TOTAL PROJEC	T COST:	\$13,650,000		TOTALS	\$0	\$0	\$0	\$2,400,000	\$2,400,000
Performa	nce Measures								
PM 1: Safety									
PM 2: Paveme	nt Conditions								
PM 3: System F	Performance								
PHARR	CAMERON	0921-06-359	VA	С	HARLINGEN	TXDOT		\$3,465,9	955
LIMITS FROM:	GSA Facility	4 <u>-</u> -			·	REVISION DATE:	1	1/1/2022	
LIMITS TO:	Los Indios Free T	rade Int'l Bridge				MPO PROJ NUMBER:	Н	ISB-LI1	
PROJECT			***************************************			FUNDING CAT(S):		0 BI,	
DESCRIPTION:	Construction of E	Border Safety Insp	ection Facility (E	BSIF)	PROJECT HISTORY:				
REMARKS			***************************************			Admin Cost & Fun	ding Reduce	d	
P7:				т				— — -	
PRELIM ENG:	AL PROJECT COS	\$173,687	ON	1 1 1	FEDERAL	FUNDING BY CATE STATE	LOCAL	ARE LC	TOTAL
ROW PURCHASE:		7173,007	COST OF APPROVED	CAT 10 BI	\$2,772,764		LOCAL		\$3,465,955
CONST COST:		\$3,465,955	PHASES:	1	<i>\$2,1,12,10</i>				ψ3, 103,333
CONST ENG:		\$155,964	\$3,465,955						
CONTING:		\$78,677	, , , , , , , , , , , , , , , , , , , ,			Admin			
IND COSTS:		\$102,794		į					
POT CHG ORDER:		ļ		ļ					
TOTAL PROJECT	T COST:	\$3,977,077		TOTALS	\$2,772,764	\$693,191	\$0	\$0	\$3,465,955
	nce Measures	 		1	. , -,	, -	•	• -	. , ,
PM 1: Safety									
PM 2: Paveme	nt Conditions								
PM 3: System F									

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

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DISTRICT COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPON	SOR	YOE CC	OST
PHARR	CAMERON	0039-07-257	IH-69E	С	HARLINGEN	TXDOT		\$2,813,	724
LIMITS FROM:	INDUSTRIAL BL	VD				REVISION DATE:	11/1/202	2	
LIMITS TO:	LOOP 499/ PRI	MERA RD				MPO PROJ NUMBER:	HSB-115		
PROJECT DESCRIPTION:	DESCRIPTION: NB AND SB RAMPS REVERSAL				PROJECT HISTORY:	FUNDING CAT(S):	CAT 2U		
REMARKS P7:					"""; 				
тот	AL PROJECT CO	ST INFORMATI	ON	1	AUTHORIZED	FUNDING BY CATE	GORY/SHARE		
PRELIM ENG:		\$134,966	COST OF		FEDERAL	. STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$0	APPROVED	CAT 2U	\$2,376,979	\$436,745			\$2,813,724
CONST COST:		\$2,813,724	PHASES:	 					
CONST ENG:		\$210,162	\$2,813,724	l Î					
CONTING:		\$232,749		i I					
IND COSTS:									
POT CHG ORDER:		i I		i I					
BND FINANCING:] [
TOTAL PROJECT	COST:	\$3,391,601		TOTALS	\$2,376,979	\$436,745	\$0	\$0	\$2,813,724
Performan	ce Measures								
PM 1: Safety		V							
PM 2: Pavemer	t Conditions								
PM 3: System P	erformance								

FY 2024

DISTRICT COUNTY CSJ HWY PHASE CITY PROJECT SPONSOR YOE COST

No Projects Programmed in FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPO	NSOR	YOE CO	OST
PHARR	CAMERON	0921-06-254	FM 509	C,E,R	HARLINGEN	CCRMA		\$11,056	,949
LIMITS FROM:	FM 508					REVISION DATE:	1:	1/1/2022	
LIMITS TO:	FM 1599					MPO PROJ NUMBER:	H	SB-509	
PROJECT DESCRIPTION:		ON-CONSTRUCT 2 LAI	NE RURAL ROAD\	WAY	PROJECT HISTORY:	FUNDING CAT(S):	C	AT 2U, 10, 3LC	
REMARKS P7:						Admin - Cost & Fundi	ng Reduced		
TO1	AL PROJECT CO	ST INFORMATIC	N N	T	AUTHORIZED	FUNDING BY CATE	ORY/SHARE		
PRELIM ENG:		\$686,000	COST OF	į	FEDERA	AL STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$2,000,000	APPROVED	CAT 2	\$5,824,00	\$1,456,000	\$0	\$0	\$7,280,000
CONST COST:		\$7,560,000	PHASES:	CAT 10	\$686,00	0 \$0	\$0	\$0	\$686,000
CONST ENG:		\$686,000	\$11,056,949	3LC				\$3,090,949	\$3,090,949
CONTING:		\$124,949		!		ο\ -II	9		
IND COSTS:		į		İ		Adm	in.		
POT CHG ORDER:		:							
BND FINANCING:		ļ		l i					
TOTAL PROJECT (OST:	\$11,056,949		TOTALS	\$6,510,00	00 \$1,456,000	\$0	\$3,090,949	\$11,056,949
Performan	e Measures								
PM 1: Safety									
PM 2: Pavement	Conditions								
PM 3: System Per	formance								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONS	OR YOE COST		OST
PHARR	CAMERON	0921-06-257	CS	C,CE	HARLINGEN	CAMERON COUN	ITY	\$10,845	,000
LIMITS FROM:	On S. Parallel Corri	dor, from FM 2520				REVISION DATE:	1	11/1/2022	
LIMITS TO:	FM 1577					MPO PROJ NUMBER:	ŀ	HSB-110	
PROJECT DESCRIPTION:	New Location - 2 la	ane rural roadway in	a proposed 120 f	t. ROW	PROJECT HISTORY:	FUNDING CAT(S):	(CAT 3 LC	
REMARKS P7:	Pending FC				"'(-				
	TOTAL PROJECT COST	INFORMATION	,	 	AUTHORIZED FU	INDING BY CATEGOR	Y/SHARE		
PRELIM ENG:		\$1,200,000	COST OF	! !	FEDERA	L STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$1,200,000	APPROVED	3LC				\$10,845,000	\$10,845,000
CONST COST:		\$10,080,000	PHASES:	! 					
CONST ENG:		\$765,000	\$10,845,000	i					
CONTING:		\$405,000		ļ					
IND COSTS:		i		i					
POT CHG ORDER:		 		! !					
BND FINANCING:		į		j					
TOTAL PROJECT	T COST:	\$13,650,000		TOTALS	\$	0 \$0	\$0	\$10,845,000	\$10,845,000
Perforn	nance Measures								
PM 1: Safety									
PM 2: Pavemer	nt Conditions								
PM 3: System P	Performance								
		<u> </u>							
PHARR	CAMERON	0220-04-050	US 281	С	HARLINGEN	TXDOT	į	\$13,440	,000
LIMITS FROM:	FM 732	.L		<u> </u>	<u>i</u>	REVISION DATE:	. L	11/1/2022	
LIMITS TO:	.5 Mi. W. of FM 15	77				MPO PROJ NUMBER:		HSB-081	
PROJECT						 FUNDING CAT(S):	2	2	
DESCRIPTION:	Widen from 2 to 4	Lane Rural			PROJECT HISTORY:	·——-			
					ç 				
REMARKS P7:					ļ				
	TOTAL PROJECT COST	INFORMATION		,	AUTHORIZED FU	INDING BY CATEGOR	Y/SHARE		
PRELIM ENG:		\$624,985		! !	FEDERA		LOCAL	LC	TOTAL
ROW PURCHASE:		į	COST OF APPROVED	CAT 2	\$10,752,000				\$13,440,000
CONST COST:		\$13,440,000	PHASES:	 	, ,, , ,,,,,	. , ,			, ,, ,,,,,,
CONST ENG:		\$757,635 <u></u>	\$13,440,000	l i					
CONTING:		\$754,800		! 					
IND COSTS:		\$1,111,889		1 1					
POT CHG ORDER:									
BND FINANCING:		i I		ī I					
TOTAL PROJECT		\$16,689,309		TOTALS	\$10,752,00	0 \$2,688,000	\$0	\$0	\$13,440,000
	nance Measures	,,			¥22,732,00			70	,,
PM 1: Safety									
PM 2: Pavemer	nt Conditions								
PM 3: System P									

DISTRICT	COUNTY	CSJ	HWY	PHASE	СІТУ	PROJECT SPOI	NSOR	YOE CO	OST
PHARR	CAMERON	0327-08-098	BU 77X	С	HARLINGEN	TXDOT	į	\$2,883,574	
LIMITS FROM:	SS 206					REVISION DATE:	11,	/1/2022	
LIMITS TO:	Commerce St.					MPO PROJ NUMBER:	HS	B-77	
PROJECT	Construct Daises	104-4:				FUNDING CAT(S):	2		
DESCRIPTION:	Construct Raised	i Median			PROJECT HISTORY:				
REMARKS					"[Revised Funding and Cost	as per UTP		
P7:					 	. 	·		
т	OTAL PROJECT CO	ST INFORMATION	l	i	AUTHORIZED FL	INDING BY CATEGO	RY/SHARE		
PRELIM ENG:		\$120,201	COST OF		FEDERA	L STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		Į	APPROVED	CAT 2	\$2,306,859	\$576,715			\$2,883,574
CONST COST:		\$2,883,574	PHASES:	! ! !					
CONST ENG:		\$110,879	\$2,883,574	!					
CONTING:		\$1,716		i		Adr	min.		
IND COSTS:		\$71,139		!		<i>18</i> 1	1 2 2 2 2 2 2		
POT CHG ORDER:		. !							
BND FINANCING:		i		1					
TOTAL PROJECT	COST:	\$3,187,509		TOTALS	\$2,306,85	9 \$576,715	\$0	\$0	\$2,883,574
Perform	ance Measures								
PM 1: Safety									
PM 2: Pavement	Conditions								
PM 3: System Pe	erformance	~							

Hidalgo Area - RGVMPO

FY 2023 - 2026 Transportation Improvement Program

Funding by Category

Adopted: Pending

		FY 2023		FY 2	024	FY 2025		FY 2026		Total FY 2023 - 2026	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation			\$1,574,621	\$1,574,621			\$3,281,601	\$3,281,601	\$4,856,222	\$4,856,222
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$16,149,113	\$16,149,113	\$111,854,875	\$111,854,875	\$32,194,559	\$32,194,559	\$29,869,560	\$29,869,560	\$190,068,107	\$190,068,107
3	Non-Traditionally Funded Transportation Project	\$17,036,301	\$17,036,301	\$154,601,178	\$155,269,859	\$9,784,403	\$9,784,403	\$152,814,374	\$152,814,374	\$334,236,256	\$334,236,256
3DB	Design Build (DB)										
4	Urban and Regional Connectivity					\$144,823,810	\$144,823,810			\$144,823,810	\$144,823,810
5	CMAQ										
6	Structures - Bridge										
7	Metro Mobility & Rehab	\$34,908,275	\$34,908,275	\$44,245,968	\$44,245,968	\$36,104,559	\$36,104,559	\$50,257,530	\$50,257,530	\$165,516,332	\$165,516,332
8	Safety										
9	TAP Set-Aside Program										
10	Supplemental Transportation	\$2,686,011	\$2,686,011			\$500,736	\$500,736			\$3,186,747	\$3,186,747
10 CBI	Corridor Border										
11	District Discretionary			\$3,894,456	\$3,894,456	\$0	\$0	\$53,164,640	\$53,164,640	\$57,059,096	\$57,059,096
Rider 11	Energy Sector			\$28,900,000	\$28,900,000					\$28,900,000	\$28,900,000
12	Texas Clear Lanes										
12	Strategic Priority	\$400,000	\$400,000			\$67,133,569	\$67,133,569	\$174,148,412	\$174,148,412	\$241,681,981	\$241,681,981
SW PE	Statewide Budget PE										
	Total	\$71,179,700	\$71,179,700	\$345,071,098	\$345,739,779	\$290,541,636	\$290,541,636	\$463,536,117	\$463,536,117	\$1,170,328,551	\$1,170,328,551

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal	\$30,395,428	\$153,758,652	\$224,671,219	\$80,781,682	\$489,606,982
State	\$16,149,113	\$30,244,790	\$48,930,535	\$219,888,555	\$315,212,993
Local Match	\$7,598,858	\$6,466,477	\$7,155,479	\$10,051,506	\$31,272,320
CAT 3 - Local Contributions (LC)	\$17,036,301	\$154,601,178	\$9,784,403	\$152,814,374	\$334,236,256
Tota	\$71,179,700	\$345,071,098	\$290,541,636	\$463,536,117	\$1,170,328,551

Hidalgo County Area - RGV MPO FY 2023-2026 Transportation Improvement Program Pharr District Projects FY 2023

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR		YOE COST	
PHARR	HIDALGO		0921-02-194	CS	E,R,C	PENITAS	HC 3		\$12,726,518	
LIMITS FROM:	On Libert	ty Blvd.,	from Mile 3				REVISION DATE:		11/1/2022	
LIMITS TO:	US 83						MPO PROJ NUMBER:	:	HC-284a	
PROJECT	Widening	g and ne	w location, from 2	2 to 4 lanes with	dedicated left turr		FUNDING CAT(S):		7, 12, 3LC, 10	
DESCRIPTION:	lane					PROJECT HISTORY:				
REMARKS						1	Revised Cos	t & Funding		
P7:					_	AUTHORIZED FUNDING BY CATEGORY/SHARE				
TOTAL PROJECT COS					I I			-		
PRELIM ENG:			\$1,291,874			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE	:		\$686,011		ICAT 7	\$8,428,382		\$2,107,095		\$10,535,477
CONST COST:			\$10,953,888	PHASES:	CAT 12	\$320,000		\$80,000		\$400,000
CONST ENG:			\$1,086,619	\$12,726,518	CAT 10 Earmark	\$548,809		\$137,202	4	\$686,011
CONTING:			ļ		CAT 3 LC		Admin		\$1,105,030	\$1,105,030
IND COSTS:			;		;		Admin.			
POT CHG ORD:			ćo							
TOTAL PROJECT			\$0 \$14,018,392		TOTALS	\$9,297,190	\$0	\$2,324,298	\$1,105,030	\$12,726,518
	nce Measure	es	+= 1,0=0,00=		1011111	ψ3,237,23C	40	+-, -,	¥2,200,000	+11,710,010
PM 1: Safety			~							
PM 2: Pavement Conditions										
PM 3: System Performance		-/								
r W 3. System	renormance									
PHARR	PHARR HIDALGO		0921-02-375	CS C,E,R		PHARR	PHARR		\$8,327,054	
LIMITS FROM:	ON HILLI	NF FΔST	FROM CAGE BLV	D	.4		REVISION DATE:		11/1/2022	i
LIMITS FROM: ON HI LINE EAST, FROM CAGE BLY LIMITS TO: VETERANS RD			D .			MPO PROJ NUMBER:		HC-336		
			IF WITH CONTINU	ONTINUOUS LEFT TURN LANE AND		FUNDING CAT(S):			7,3LC	
DESCRIPTION:	SHOULDI			000 22 0	2.1127.112	PROJECT HISTORY:				
REMARKS						nul				
P7:	E= Const	ruction	Engineering			i i	Admin - Cost & F	unding Reduce	ed	
TOTAL PROJECT COST INFORMAT				ON	AUTHORIZED FUNDING BY CATEGORY/SHARE				— — .	
PRELIM ENG:			\$376,399	COST OF	i	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	i					
CONTING:				!	Admiin.					
IND COSTS:		\$457,942		1		9 5500000	99			
POT CHG ORD:			\$196,068		!					
BND FINANCING	:		\$0		i					
TOTAL PROJEC	T COST:		\$9,837,563		TOTALS	\$5,332,218	\$0	\$1,333,055	\$1,661,781	\$8,327,054
Performa	nce Measure	es								
PM 1: Safety			V							
PM 2: Paveme	nt Condition	s								
PM 3: System	Performance	:	~							

ROW PURCHASE: \$2,030,000 S406,000 \$2,030,000 S2,030,000 S3,030,000 S406,000 S4	DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPON	ISOR	١	YOE CO	ST
MINIST MINISTEROM: MINIS	PHARR	HIDALGO	0921-02-322	CS	R	PENITAS	HC 3	į		\$2,030,0	000
PRODUCT Construct 2 Jan Code	!	On Liberty Blvd.	+				REVISION DATE:	<u>-</u> - 1	11/1/2022		
REMARKS Admini-Revised Cost	LIMITS TO:	Mile 3					MPO PROJ NUMBER:	H	HC-284br		
TOTAL PROJECT COST INFORMATION S347/398 COST OF BREWINDING BY CATEGORY/SHARE LOCAL LC TOTAL STATE LOCAL LC TOTAL STATE LOCAL LC TOTAL STATE LOCAL LC TOTAL STATE LOCAL LC TOTAL STATE LC LC TOTAL STATE LC LC TOTAL STATE LC LC TOTAL STATE LC LC LC LC LC LC LC L			roadway w/ shou	lders (on new lo	cation from Mile 4		FUNDING CAT(S):		7		
PRILIMENG: S2,479,98 COST OF S2,030,000 S406,000 S2,030,000 S3,030,000	DESCRIPTION:	to FM 2221)		***************************************		PROJECT HISTORY:					
TOTAL PROJECT COST INFORMATION PRELIM BING: \$342,938 COST OF \$10,600,773 PMASS: \$20,300,000 APPROVED CONST COST: \$10,600,773 PMASS: \$2,030,000 CONST ENG: \$1,576,755 \$2,030,000 CONST ENG: \$1,576,755 \$2,030,000 CONTING: INDICOSTS: BIND FINANCING: PT CHG ORD TOTAL PROJECT COST: \$14,561,025 TOTALS TOTAL S \$1,624,000 \$0 \$406,000 \$0 \$2,030,000 TOTAL PROJECT COST: \$14,561,025 TOTALS TOTAL PROJECT COST: \$14,561,025 TOTALS TOTAL PROJECT COST: \$14,561,025 TOTALS TOTAL PROJECT COST: REMARKS PT CONSTRUCT L L L DIVIDING BY CATEGORY/SHARE PROJECT PROJECT COST INFORMATION PRELIM RIN: \$1,576,755 S1,624,000 \$0 \$406,000 \$0 \$2,030,000 TOTAL PROJECT COST: \$14,561,025 TOTALS TOTAL PROJECT COST: \$14,561,025 TOTALS TOTAL PROJECT COST INFORMATION PRELIM RIN: \$1,700,22 PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 4: Safety TOTAL PROJECT COST INFORMATION PRELIM RIN: \$1,700,22 PM 4: Safety TOTAL PROJECT COST INFORMATION PRELIM RIN: \$1,700,22 PM 4: Safety TOTAL PROJECT COST INFORMATION PRELIM RIN: \$1,700,22 System Performance Measures PM 4: Safety PM 5: System Performance PM 6: System Performance Measures PM 1: Safety PM 2: Pavement Conditions TOTAL PROJECT COST: \$20,879,948 TOTAL PROJECT COST: \$20,879,948 TOTAL PROJECT COST: \$20,879,948 TOTAL PROJECT COST: \$20,879,948 TOTAL PROJECT COST: \$20,879,948 TOTAL PROJECT COST: \$20,879,948 TOTAL PROJECT COST: \$20,879,948 TOTAL PROJECT COST: \$20,879,948 TOTAL PROJECT COST: \$20,879,948 TOTAL PROJECT COST: \$20,879,948 TOTAL PROJECT COST: \$20,879,948 TOTAL PROJECT COST: \$20,879,948 TOTAL PROJECT COST: \$20,879,948 TOTAL PROJECT COST: \$20,879,948 TOTAL PROJECT COST: \$20,879,948 TOTAL PROJECT COST: \$20,879,948 TOTAL PROJECT COST: \$20,879,948 TOTAL PROJECT COST: \$20,879,948 TOTAL PROJECT COST: \$20,8							Admin - Revi	sed Cost			
PRELIMENG: S.147,978 COST OF FEDERAL STATE LOCAL LC TOTAL CONSTRUCTS: S.10,000, 272 S.10,000, 273 S.20,000 S.20,000, 274 S.20,000 S.20,000, 274 S.20,000 S.20,000, 275 S.20,000 S.20,000, 275 S.20,000 S.20,000, 275 S.20,000 S.20,000, 275 S.20,000 S.20,000, 275 S.20,00		AL PROJECT COS	T INFORMATI	ON		AUTHORIZED	FUNDING BY CATI	GORY/SH	IARE		
CONST COST: \$10,006,279	PRELIM ENG:		\$347,998	COST OF	, L	FEDERAL	. STATE	LOCAL		LC	TOTAL
CONST ROS: \$1,576,755 \$2,080,000	ROW PURCHASE	:			Cat 7	\$1,624,000		\$406,000			\$2,030,000
CONTING: IND COSTS: IN					<u> </u>						
NO COSTS: STACE			\$1,576,755	\$2,030,000	!						
### REVISION DATE: 11/1/2022 IMPO PROJECT COST: S14,561,036 TOTALS S1,624,000 S0 \$406,000 S0 \$2,030,000 Performance Measures PM 1: Safety			į		İ		Admi	im.			
## PTCHG ORD TOTAL PROJECT COST: \$14,561,026 TOTALS \$1,624,000 \$0 \$406,000 \$0 \$2,030,000					!		3 33333	,,,,,			
TOTAL PROJECT COST: \$14,561,026 TOTALS \$1,624,000 \$0 \$406,000 \$0 \$2,030,000 Performance Measures	BND FINANCING	•	Ī		ĺ						
PM 1: Safety	PT CHG ORD				i !						
PM 1: Safety PM 2: Pavement Conditions PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 4: Spital State St	TOTAL PROJEC	T COST:	\$14,561,026		TOTALS	\$1,624,000	\$0	\$406,000		\$0	\$2,030,000
PM 2: Pavement Conditions PM 3: System Performance PHARR	Performa	nce Measures									
PHARR	PM 1: Safety		~								
PHARR	PM 2: Paveme	nt Conditions									
LIMITS FROM:	PM 3: System	Performance	~								
LIMITS FROM:											
LIMITS TO: SH 364 (La Homa Rd)	PHARR	HIDALGO	0865-01-108	CS	R	Palmview	TXDOT			\$2,699,3	860
FUNDING CAT(S): 7 PROJECT HISTORY:	LIMITS FROM:	On Veterans (SH	495), From IH-2/L	JS 83			REVISION DATE:	1	11/1/2022		
DESCRIPTION: Construct 4 Lane Divided Urban section PROJECT HISTORY:	LIMITS TO:	SH 364 (La Homa	a Rd)				MPO PROJ NUMBER:	H	HC-50r		
DESCRIPTION: Construct 4 Lane Divided Urban section PROJECT HISTORY:	PROJECT			***************************************			FUNDING CAT(S):	7	7		
## TOTAL PROJECT COST INFORMATION AUTHORIZED FUNDING BY CATEGORY/SHARE PRELIM ENG: \$758,148 COST OF ROW PURCHASE: \$2,699,360 APPROVED PHASES: CONST COST: \$15,139,057 PHASES: CONST ENG: \$919,061 \$2,699,360 CONTING: \$915,622 IND COSTS: \$448,700 BND FINANCING: PT CHG ORD TOTAL PROJECT COST: \$20,879,948 TOTALS \$2,159,488 \$0 \$539,872 \$0 \$2,699,360 Performance Measures PM 1: Safety PM 2: Pavement Conditions		Construct 4 Lane	Divided Urban se	ction		PROJECT HISTORY:	- — ` ´ — -				
## TOTAL PROJECT COST INFORMATION AUTHORIZED FUNDING BY CATEGORY/SHARE PRELIM ENG: \$758,148 COST OF ROW PURCHASE: \$2,699,360 APPROVED PHASES: CONST COST: \$15,139,057 PHASES: CONST ENG: \$919,061 \$2,699,360 CONTING: \$915,622 IND COSTS: \$448,700 BND FINANCING: PT CHG ORD TOTAL PROJECT COST: \$20,879,948 TOTALS \$2,159,488 \$0 \$539,872 \$0 \$2,699,360 Performance Measures PM 1: Safety PM 2: Pavement Conditions	REMARKS										
PRELIM ENG: \$758,148 COST OF ROW PURCHASE: \$2,699,360 APPROVED CONST COST: \$15,139,057 PHASES: \$2,699,360 CONST ENG: \$919,061 \$2,699,360 CONTING: \$915,622 IND COSTS: \$448,700 BND FINANCING: PT CHG ORD TOTAL PROJECT COST: \$20,879,948 Performance Measures PM 1: Safety PM 2: Pavement Conditions						i !	Const. Cost Upda	ated per UTP			
ROW PURCHASE: \$2,699,360 APPROVED CONST COST: \$15,139,057 CONST ENG: \$919,061 CONTING: \$915,622 IND COSTS: \$448,700 BND FINANCING: PT CHG ORD TOTAL PROJECT COST: \$20,879,948 Performance Measures PM 1: Safety PM 2: Pavement Conditions Cat 7 \$2,159,488 \$539,872 \$2,699,360 Cat 7 \$2,159,488 \$539,872 \$2,699,360 APPROVED Cat 7 \$2,159,488 \$539,872 \$2,699,360 FOR TOTAL PROJECT COST: \$20,879,948 \$0 \$539,872 \$0 \$2,699,360	то	TAL PROJECT COS	T INFORMATI	ON	Ţ	AUTHORIZED	FUNDING BY CATI	EGORY/SH	ARE		
ROW PURCHASE: \$2,699,360 APPROVED CONST COST: \$15,139,057 CONST ENG: \$919,061 CONTING: \$915,622 IND COSTS: \$448,700 BND FINANCING: PT CHG ORD TOTAL PROJECT COST: \$20,879,948 Performance Measures PM 1: Safety PM 2: Pavement Conditions Cat 7 \$2,159,488 \$539,872 \$2,699,360 Cat 7 \$2,159,488 \$539,872 \$2,699,360 APPROVED Cat 7 \$2,159,488 \$539,872 \$2,699,360 FOR TOTAL PROJECT COST: \$20,879,948 \$0 \$539,872 \$0 \$2,699,360	PRELIM ENG:		\$758,148		i	FEDERAL	STATE	LOCAL		LC	TOTAL
CONST COST: \$15,139,057 PHASES: CONST ENG: \$919,061 \$2,699,360 CONTING: \$915,622 IND COSTS: \$448,700 BND FINANCING: PT CHG ORD TOTAL PROJECT COST: \$20,879,948 TOTALS \$2,159,488 \$0 \$539,872 \$0 \$2,699,360 Performance Measures PM 1: Safety PM 2: Pavement Conditions	ROW PURCHASE	:	\$2,699,360		Cat 7	\$2,159,488		\$539,872			\$2,699,360
CONST ENG: \$919,061 \$2,699,360 CONTING: \$915,622 IND COSTS: \$448,700 BND FINANCING: PT CHG ORD TOTAL PROJECT COST: \$20,879,948 TOTALS \$2,159,488 \$0 \$539,872 \$0 \$2,699,360 Performance Measures PM 1: Safety PM 2: Pavement Conditions			\$15 139 057 .] 	, , ,		, ,			
CONTING: \$915,622 Admin. IND COSTS: \$448,700 BND FINANCING: PT CHG ORD TOTAL PROJECT COST: \$20,879,948 TOTALS \$2,159,488 \$0 \$539,872 \$0 \$2,699,360 Performance Measures PM 1: Safety PM 2: Pavement Conditions			!	\$2,699,360	 						
BND FINANCING: PT CHG ORD TOTAL PROJECT COST: \$20,879,948 Performance Measures PM 1: Safety PM 2: Pavement Conditions	CONTING:		1				A) . II				
BND FINANCING: PT CHG ORD TOTAL PROJECT COST: \$20,879,948 Performance Measures PM 1: Safety PM 2: Pavement Conditions	IND COSTS:		\$448,700		1 1		Aamin.				
PT CHG ORD TOTAL PROJECT COST: \$20,879,948 Performance Measures PM 1: Safety PM 2: Pavement Conditions		:] 1						
TOTAL PROJECT COST: \$20,879,948 Performance Measures PM 1: Safety PM 2: Pavement Conditions			1		I I						
Performance Measures PM 1: Safety PM 2: Pavement Conditions		T COST:	\$20.879.948		TOTALS	\$2,159,488	\$ \$0	\$539.872		ŚO	\$2.699.360
PM 1: Safety PM 2: Pavement Conditions			, 1,2,2,2,0				**	T//-		7.	+ =, 333, 230
			✓								
PM 3: System Performance		nt Conditions									
	PM 3: System	Performance	~								

^{*} FUNDING NOT FIXED

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPON	SOR	YOE CO	OST
PHARR	HIDALGO	1064-01-032	FM 676	С	ALTON	TXDOT		\$16,149	,113
LIMITS FROM:	SH 364 E. (La Ho	oma Rd.)				REVISION DATE:	11/1/2022	·	;
LIMITS TO:	SH 107 (Conway	<i>'</i>)				MPO PROJ NUMBER:	HC-117b		
PROJECT DESCRIPTION:	Widen from 2 la	ne to 4 lane divide	ed		PROJECT HISTORY:	FUNDING CAT(S):	2		
REMARKS				***************************************	1				
P7:				_	: :				
	TAL PROJECT COS	-	_	 -		FUNDING BY CATE		LC	TOTAL
PRELIM ENG: ROW PURCHASE		\$841,080 \$3,783,390	COST OF	CAT 2	FEDERA		LOCAL		
		i	APPROVED PHASES:	I I		\$16,149,113			\$16,149,113
CONST COST:		\$16,149,113	£45.440.442						
CONST ENG:		\$1,019,595	\$16,149,113	! 					
CONTING:		\$1,015,779		I I					
IND COSTS:		\$497,782		İ					
BND FINANCING		\$0							
TOTAL PROJEC	T COST:	\$23,306,739		TOTALS	\$	0 \$16,149,113	\$0	\$0	\$16,149,113
	nce Measures								
PM 1: Safety		~							
PM 2: Paveme	nt Conditions								
PM 3: System	Performance								
211422	HIDALCO	0024 02 225			COUNTY	1 1164	:	¢4.20¢	242
PHARR	HIDALGO	0921-02-286	CS	R	COUNTY	HC 1	i	\$4,396,	313
LIMITS FROM: LIMITS TO:	On Mile 6 W., fr	om SH 107				REVISION DATE: MPO PROJ NUMBER:	11/1/2022 HC-148bb		
PROJECT DESCRIPTION:	ROW ACQUISITI LANES	ON FOR RECONST	RUCTION AND W	VIDEN FROM 2 TO 4	PROJECT HISTORY:	FUNDING CAT(S):	7		
REMARKS P7:					" - -				
	TAL PROJECT COS	T INFORMATI	ON	_ _	AUTHORIZE	FUNDING BY CATE	GORY/SHARE		
PRELIM ENG:		\$992,000			FEDERA		LOCAL	LC	TOTAL
ROW PURCHASE	:	\$4,396,313		CAT 7	\$3,517,050)	\$879,263		\$4,396,313
CONST COST:		\$31,202,489	PHASES:	1					
CONST ENG:		\$3,410,000	\$4,396,313						
CONTING:		\$1,316,000] 					
IND COSTS:		\$1,255,000							
POT CHG ORD:		\$1,260,436		i I					
BND FINANCING	:	\$0] 					
TOTAL PROJEC	T COST:	\$43,832,238		TOTALS	\$3,517,05	0 \$0	\$879,263	\$0	\$4,396,313
	nce Measures			1		•			•
PM 1: Safety		~							
PM 2: Paveme	nt Conditions								
PM 3: System		~							
3. 3yatem	. c. ioimalice								

^{*} FUNDING NOT FIXED

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPO	NSOR	Υ	OE CO	ST
PHARR	HIDALGO	0921-02-328	CS	R	Mission	HC 3		\$	2,011,8	352
LIMITS FROM:	On Taylor Rd @	Mile 2 N.				REVISION DATE:		11/1/2022		
LIMITS TO:	Business 83					MPO PROJ NUMBER:		HC-257r		
PROJECT DESCRIPTION:	Widen from 2 La	nes to 4 Lane Divi	ded Urban		PROJECT HISTORY:	FUNDING CAT(S):		7	- — -	
REMARKS	***************************************			***************************************		Admin - Rev	ised Cost			
P7:		. —			·	. — — — -			- — -	
_	AL PROJECT COS		_	İ		FUNDING BY CAT				
PRELIM ENG:		\$743,333 ₁	COST OF	Cot 7	FEDERAL	STATE	LOCAL		LC	†2.011.852
ROW PURCHASE:		\$2,011,852	APPROVED PHASES:	Cat 7	\$1,609,482		\$402,370			\$2,011,852
CONST COST:		\$13,709,138								
CONST ENG:		\$1,138,003	\$2,011,852	I I		A dimiin				
CONTING:		\$376,725				Admin	•			
IND COSTS:		\$292,316		! !						
BND FINANCING:		\$0		!						
PT CHG ORD				 						
TOTAL PROJEC	T COST:	\$18,271,367		TOTALS	\$1,609,482	\$0	\$402,370		\$0	\$2,011,852
Performa	nce Measures									
PM 1: Safety		V								
PM 2: Paveme	nt Conditions									
PM 3: System I	Performance	~								
PHARR	HIDALGO	0921-02-361	CS	R	MCALLEN	HC 2		\$	2,000,0	000
LIMITS FROM:	On Nolana Loop	(S1), from FM 142	26 (Raul Longoria	a)		REVISION DATE:		11/1/2022		
LIMITS TO:	FM 907					MPO PROJ NUMBER:		HC-152ar		
PROJECT	WIDEN FROM 2	TO 4 LANE DIVIDE	D			FUNDING CAT(S):		10		
DESCRIPTION	:			***************************************	PROJECT HISTORY:					
REMARKS P7:					! !	Admin - Rev	ised Cost			
	AL PROJECT COS	T INFORMATI	ION	Ļ	AUTHORIZED	FUNDING BY CAT	EGORY/S	HARE		
PRELIM ENG:		\$230,275	COST OF	! ! !	FEDERAL	STATE	LOCAL		LC	TOTAL
ROW PURCHASE:		\$2,000,000	COST OF APPROVED	CAT 10 Earmark	\$1,600,000		\$400,000			\$2,000,000
CONST COST:		\$17,287,844	PHASES:							
CONST ENG:		\$1,920,871	\$2,000,000	! !						
CONTING:		\$1,074,017				Admij	n.			
IND COSTS:		\$526,321		i I		5 5655555	333			
BND FINANCING:] 		 						
PT CHG ORD		j		j						
TOTAL PROJEC	T COST:	\$23,039,328		TOTALS	\$1,600,000	\$0	\$400,000		\$0	\$2,000,000
	nce Measures	, 1,111,110			Ţ-,555 ,666	**	÷ .50,000		7-	+-,,
PM 1: Safety										
PM 2: Paveme	nt Conditions									
PM 3: System I										
r ivi 3. System i	ciloiniance									

^{*} FUNDING NOT FIXED

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPON	ISOR	YOE CO	OST
PHARR	HIDALGO	0921-02-405	CS	PE, R	VARIOUS	HC 2		\$5,721,	217
LIMITS FROM:	On Cesar Chave	z, from Business 8	3			REVISION DATE:	1	1/1/2022	
LIMITS TO:	Nolana Loop					MPO PROJ NUMBER:	H	HC-326r	
PROJECT DESCRIPTION:	WIDEN FROM 2	! TO 4 LANES			PROJECT HISTORY:	FUNDING CAT(S):		7, 3LC	
REMARKS P7:				***************************************	 				
	TAL PROJECT CO	ST INFORMAT	ION		AUTHORIZED	FUNDING BY CAT	EGORY/SH	ARE	
PRELIM ENG:		\$1,151,217	COST OF	<u> </u>	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE	:	\$4,570,000		CAT 7	\$3,656,000		\$914,000		\$4,570,000
CONST COST:		\$20,232,066	PHASES:	CAT 3LC				\$1,151,217	\$1,151,217
CONST ENG:		\$2,567,723	\$5,721,217						
CONTING:			i I	i I					
IND COSTS:				!					
BND FINANCING	:			İ					
PT CHG ORD		ļ		I I					
TOTAL PROJEC	T COST:	\$28,521,006		TOTALS	\$3,656,000	\$0	\$914,000	\$1,151,217	\$5,721,217
Performa	nce Measures			•					
PM 1: Safety		~							
PM 2: Paveme	ent Conditions								
PM 3: System	Performance	~							
PHARR	HIDALGO	0921-02-399	CS	R	VARIOUS	HC 2] [\$1,000,	000
LIMITS FROM:	On Cesar Chave	z, from Business 8	3		-4	REVISION DATE:	<u>-</u> - 1	1/1/2022	
LIMITS TO:	Ridge Rd.					MPO PROJ NUMBER:	H	HC-344r	
PROJECT DESCRIPTION:	WIDEN FROM 2	! TO 4 LANES			PROJECT HISTORY:	FUNDING CAT(S):			
REMARKS		***************************************							
P7:									
	TAL PROJECT CO			! !		FUNDING BY CAT	•	LC LC	TOTAL
ROW PURCHASE		\$249,994 \$1,000,000	COSTOF	CAT 7	\$800,000	STATE	\$200,000		\$1,000,000
CONST COST:	•	\$6,936,384		I I	\$800,000		3200,000		\$1,000,000
CONST ENG:		\$655,000		!					
CONTING:		Ç033,000	1 71,000,000	j					
IND COSTS:		\$879,434		! !					
BND FINANCING	:	,, -	l I	 					
PT CHG ORD				İ					
TOTAL PROJEC	T COST:	\$9,720,812	Ī	TOTALS	\$800,000	\$0	\$200,000	\$0	\$1,000,000
	nce Measures	7-7.20,012			7553,566	70	Ţ_00,000	73	Ţ=,300,000
PM 1: Safety		~							
PM 2: Paveme	ent Conditions	*							
PM 3: System									

^{*} FUNDING NOT FIXED

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPO	NSOR	YOE CO	OST
PHARR	HIDALGO	0921-02-493	Mile 5 HID	R	MCALLEN	HC 4	į	\$1,000,	000
LIMITS FROM:	ON MILE 5, FRO	OM TAYLOR RD				REVISION DATE:	11/	1/2022	
LIMITS TO:	FM 2220 (WAR	E RD)				MPO PROJ NUMBER:	HC-	-144	
PROJECT DESCRIPTION:	ROW ACQUISIT	ION FOR DRAINAG	GE DITCH		PROJECT HISTORY:	FUNDING CAT(S):	7		
REMARKS P7:									
	AL PROJECT CO	ST INFORMAT	ION	_	AUTHORIZED	FUNDING BY CAT	EGORY/SHAI	- <u>— —</u> - RE	
PRELIM ENG:		\$1,839,870	COST OF	1	FEDERAI	L STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$1,000,000		CAT 7	\$800,000		\$200,000		\$1,000,000
CONST COST:		\$8,263,107	PHASES:	i i					
CONST ENG:			\$1,000,000	ļ					
CONTING:				i I					
IND COSTS:				 					
BND FINANCING:				İ					
PT CHG ORD		1		1					
TOTAL PROJECT	T COST:	\$11,102,977		TOTALS	\$800,000	\$0	\$200,000	\$0	\$1,000,000
Performar	nce Measures								
PM 1: Safety									
PM 2: Paveme	nt Conditions								
PM 3: System F	Performance								
PHARR	HIDALGO	0921-02-142	CS	PE	Hidalgo County	HCRMA		\$13,118	,273
LIMITS FROM:	On IBTC, from 3	365 Tollway at FM	493			REVISION DATE:	11/	1/2022	
LIMITS TO:	IH-2					MPO PROJ NUMBER:	RM	A-3	
PROJECT DESCRIPTION:	CONSTRUCT NO	ON-TOLLED 4 LANE	DIVIDED (AT GR	ADE) HIGHWAY	PROJECT HISTORY:	FUNDING CAT(S):	3LC	:	
REMARKS						Admin - Rev	visad Cast		
<u>P7:</u>		- — —			_!	Admin - Rev	- — — -		
тот	AL PROJECT CO				AUTHORIZED	FUNDING BY CAT	EGORY/SHAI		
PRELIM ENG:		\$13,118,273	COST OF	1	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$44,584,210 \$137,673,338	APPROVED PHASES:	CAT 3 LC				\$13,118,273	\$13,118,273
CONST COST: CONST ENG:		\$9,444,203	\$13,118,27 3	i					
CONTING:		\$16,223,533		1		A dlm	in.		
		\$3,906,761		1 1 1		Admi			
IND COSTS:		\$3,500,701		ļ					
BND FINANCING: PT CHG ORD			! !	: :					
TOTAL PROJECT	T COST.	¢224 0E0 219		ITOTALS	ė,		ćo	¢12 110 272	ć12 110 272
	nce Measures	\$224,950,318		TOTALS	\$0) \$0	\$0	\$13,118,273	\$13,118,273
PM 1: Safety	ice ivicasuies								
PM 2: Paveme	nt Conditions								
PM 3: System F	remormance	I							

^{*} FUNDING NOT FIXED

DISTRICT COUNTY CSJ HWY PHASE CITY PROJECT SPONSOR YOE COST

Hidalgo County Area - RGV MPO

FY 2023-2026 Transportation Improvement Program

Pharr District Projects

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONS	OR	YOE CO	OST
Pharr	Hidalgo	0921-02-424	Pharr Bridge	C, CE	Pharr	Pharr		\$12,362	,987
LIMITS FROM:	At Pharr/Rey	nosa Int'l Bridge				REVISION DATE:		/1/2022	
LIMITS TO:						MPO PROJ NUMBER:		C-372	
PROJECT DESCRIPTION:	Dock Expansi	on Phase I			IPROJECT HISTORY:	FUNDING CAT(S):		der 11 B, 3LC	
JESCRIF HOW.					I PROJECT HISTORY:				
REMARKS					! !	Admin - Cost & Fund	ding Reduced		
P7: TO1	AL PROJECT CO	OST INFORMATION		 -	ALITHORIZE	FUNDING BY CATE	SORV/SHA		
PRELIM ENG:	ALTROJECTE	\$330,000	COST OF	1 	FEDERAL		LOCAL	LC LC	TOTA
ROW PURCHASE:		, , ₁	APPROVED	Rider 11 B	\$2,400,000	\$600,000			\$3,000,000
CONST COST:		\$11,428,895	PHASES:	3LC	, ,,	, ,		\$9,362,987	\$9,362,98
CONST ENG:		\$934,092	\$12,362,987	1					
CONTING:		\$366,688		! 					
IND COSTS:		\$367,478		l I		Revisio	Ŋ		
POT CHG ORD:		i							
BND FINANCING:		, ! !							
TOTAL PROJECT	COST:	\$13,427,153		TOTALS	\$2,400,000	\$600,000	\$0	\$9,362,987	\$12,362,98
Performar	ice Measures								
PM 1: Safety									
PM 2: Pavemen	t Conditions								
PM 3: System P	erformance								
Pharr	Hidalgo	0921-02-425	Pharr Bridge	C,CE	Pharr	Pharr	<u> </u>	\$13,147	,185
LIMITS FROM:	At Pharr/Rev	nosa Int'l Bridge				REVISION DATE:	11	/1/2022	
LIMITS TO:	Act harry hey					MPO PROJ NUMBER:	НС	-373	
PROJECT DESCRIPTION:	Dock Expansi	on Phase II			PROJECT HISTORY:	FUNDING CAT(S):	Ric	der 11 B, 3LC	
					!				
REMARKS P7:						Admin - Cost & Fund	ding Reduced		
	AL PROJECT CO	OST INFORMATION		<u> </u>	AUTHORIZED	FUNDING BY CATE	GORY/SHA	 RE	
PRELIM ENG:		\$690,000	COST OF	İ	FEDERAL		LOCAL	LC LC	тота
ROW PURCHASE:			APPROVED	Rider 11 B	\$4,000,000	\$1,000,000			\$5,000,000
CONST COST:		\$12,153,842	PHASES:	3LC				\$8,147,185	\$8,147,185
CONST ENG:		\$993,343	\$13,147,185	i					
CONTING:		\$389,947		Ī		Revision	1		
IND COSTS:		į		!		ile Aisioii	l		
POT CHG ORD:		1							
BND FINANCING:		1 1		I I					
TOTAL PROJECT	COST:	\$14,227,132		TOTALS	\$4,000,000	\$1,000,000	\$0	\$8,147,185	\$13,147,18
Performar	ice Measures								
PM 1: Safety									
PM 2: Pavemen	t Conditions								
PM 3: System P	erformance								

FY 2024

PHASE

CITY

PROJECT SPONSOR

YOE COST

Pharr	Hidalgo	0921-02-423	Pharr Bridge	C,CE	Pharr	Pharr	!	\$6,680,	435
LIMITS FROM:		L		-L		REVISION DATE:	1	1/1/2022	
LIMITS TO:	At Pharr/ Reyno	sa Int'l Bridge				MPO PROJ NUMBER:		C-374	
PROJECT						FUNDING CAT(S):		ider 11 B, 3LC	
DESCRIPTION:	Pharr Bridge Co	mmercial Vehicle S	taging Site		PROJECT HISTORY:				
REMARKS				•••••	·······	Admin - Cost & Fund	ding Poducos		
P7:						Admin - Cost & Fund	unig Neduced		
TOTA	L PROJECT COS	T INFORMATION	ON	İ	AUTHORIZED	FUNDING BY CATE	GORY/SHA	ARE	
PRELIM ENG:		\$450,000	COST OF	1	FEDERAL	STATE	LOCAL	LC	TOTA
ROW PURCHASE:			APPROVED	Rider 11 B	\$3,200,000	\$800,000			\$4,000,000
CONST COST:		\$6,175,691	PHASES:	3LC				\$2,680,435	\$2,680,435
CONST ENG:		\$504,744	\$6,680,435	Ţ					
CONTING:				I I		Revisio	m		
IND COSTS:		•				166 9 1918	ני ני		
POT CHG ORD:				1					
BND FINANCING:									
TOTAL PROJECT C	OST:	\$7,130,435		TOTALS	\$3,200,000	\$800,000	\$0	\$2,680,435	\$6,680,43
Performance	Measures	ĺ							
PM 1: Safety									
PM 2: Pavement 0	Conditions								
PM 3: System Per	formance								
FIVI 3. System Fen	Tormance								
Pharr	Hidalgo	0921-02-433	Pharr Bridge AG.	C,CE	Pharr	Pharr	-	\$18,513	.305
L		1 0321 02 433	<u>Lab</u>	Ĺ		! 	<u>.</u>		
LIMITS FROM: LIMITS TO:	At Pharr/ Reyno	sa Int'l Bridge				REVISION DATE: MPO PROJ NUMBER:		1/1/2022 C-376	
PROJECT DESCRIPTION:	Agricultural Lab	& Training Center				FUNDING CAT(S):		ider 11 B, Cat 3	
DESCRIPTION.					PROJECT HISTORY:				
REMARKS						Admin - Cost & Fund	ding Reduced	I	
P7:	- BROJECT COS	- INCODA A TI		т - — —		ELINIDING BY CATE	CODY/CII		
	L PROJECT COS	\$843,545		1		FUNDING BY CATE			TOT 4
PRELIM ENG:			COST OF	0:1 44.0	FEDERAL		LOCAL	LC	TOTA
ROW PURCHASE:		\$0	APPROVED PHASES:	Rider 11 B 3LC	\$6,400,000	\$1,600,000		*	\$8,000,000
CONST COST:		\$17,385,710		3LC				\$10,513,305	\$10,513,30
CONST ENG:		\$1,127,595	\$18,513,305	Ī					
CONTING:		\$498,167		i I		Admin.			
		I				2-2811111111	•		
IND COSTS:				1					
IND COSTS: POT CHG ORD:		i							
		i							
POT CHG ORD: BND FINANCING: TOTAL PROJECT C		\$19,855,017		TOTALS	\$6,400,000	\$1,600,000	\$0	\$10,513,305	\$18,513,30
POT CHG ORD: BND FINANCING: TOTAL PROJECT CO Performance		\$19,855,017		TOTALS	\$6,400,000	\$1,600,000	\$0	\$10,513,305	\$18,513,30
POT CHG ORD: BND FINANCING: TOTAL PROJECT C	Measures	\$19,855,017		TOTALS	\$6,400,000	\$1,600,000	\$0	\$10,513,305	\$18,513,30

DISTRICT

COUNTY

CSJ

HWY

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONS	SOR	YOE CO	OST
Pharr	Hidalgo	2094-01-063	FM 2220 (Ware	C	Mcallen	TxDOT		\$21,300	,871
LIMITS FROM:	FM 1925 (Monte Cristo)	Rd)	_L		REVISION DATE:	11/1/2	022	[
LIMITS TO:	SH 107	,				MPO PROJ NUMBER:	HC-20		
PROJECT						FUNDING CAT(S):	2		
DESCRIPTION:	Widen fro	m 2 to 6 Lanes With Me	edian		PROJECT HISTORY:				
REMARKS P7:						Revised Funding and	Cost as per UTP		
	TAL PROJECT	COST INFORMATI		· -	AUTHORIZED	FUNDING BY CATE	GORY/SHARE		
PRELIM ENG:	TAL I NOSECT	\$1,066,725		ļ	FEDERAL		LOCAL	LC	TOTAL
ROW PURCHASE:		\$6,608,600	APPROVED						
CONST COST:		\$21,300,871		CAT 2	\$17,040,697	\$4,260,174			\$21,300,871
CONST ENG:		\$1,293,132		1	717,040,037	γ4,200,174			721,300,071
CONTING:		\$1,288,293	. , ,	1					
IND COSTS:		\$1,288,293 \$631,327		; 		Admin			
POT CHG ORD:				!		3 3333333			
BND FINANCING:				i					
TOTAL PROJECT		\$32,188,948		TOTALS	\$17,040,697	\$4,260,174	\$0	\$0	\$21,300,871
	nce Measures	1		1.0	+=-/	+ -/		7-	,==,000,00
PM 1: Safety		~							
PM 2: Paveme	nt Conditions								
PM 3: System I	Performance	~							
			ı						
Pharr	Hidalgo	1803-01-092	FM 1925	С	McAllen	TxDOT	i	\$10,088	,000
LIMITS FROM:	10th Stree	t				REVISION DATE:	11/1/2	.022	:
LIMITS TO:	McColl Rd					MPO PROJ NUMBER:	HC-290)	
PROJECT	Midan fra	m 2 to Clana with raise	d madian			FUNDING CAT(S):	2, 3LC		
DESCRIPTION:	widen iro	m 2 to 6 lane with raise	a median		PROJECT HISTORY:				
REMARKS						Revised Funding and (Costs as por LITP		
P7:					! !	-	·		
_	TAL PROJECT	COST INFORMATI	_	ī — —		FUNDING BY CATE			
PRELIM ENG:		\$505,196			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	:	\$4,190,706 \$10,088,000		CAT 2	¢0.041.600	ć2 040 420			Ć10.053.100
CONST COST: CONST ENG:			\$10,088,000	CAT 2 CAT 3LC	\$8,041,680	\$2,010,420		\$35,900	\$10,052,100 \$35,900
CONTING:		\$610,130		I				333,300	\$33,300
IND COSTS:		\$298,994		i I		Admin			
POT CHG ORD:		·		1		2-7811111111			
BND FINANCING:		!		!					
TOTAL PROJECT		\$16,305,448		TOTALS	\$8,041,680	\$2,010,420	\$0	\$35,900	\$10,088,000
	nce Measures	Ç10,303,440		10182	70,041,000	Y2,010,720	γo	433,300	710,000,000
PM 1: Safety		✓							
PM 2: Paveme	nt Conditions								
	Performance	~							
			I						

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONS	SOR	YOE C	OST
PHARR	HIDALGO	1803-02-035	FM 1925	С	COUNTY	TXDOT		\$6,991,	045
LIMITS FROM:	FM 907 (ALAM	IO RD)				REVISION DATE:	11	1/1/2022	
LIMITS TO:	SHARP RD					MPO PROJ NUMBER:	Н	C-12aa	
PROJECT	WIDEN FROM	2 TO 4 LANE DIVIDE	D			FUNDING CAT(S):	2		
DESCRIPTION:					PROJECT HISTORY:				
REMARKS					1 1	Revised Funding and	Cost as per UT	ГР	
P7:			_{=::} — —	 .	. J <u> </u>				
_	AL PROJECT CO	-	_	1 1	AU I HORIZEL FEDERAL	FUNDING BY CATE STATE	GORY/SHA LOCAL	ARE LC	TOTAI
PRELIM ENG: ROW PURCHASE:		\$350,104 \$1,154,700	COST OF APPROVED	CAT 2	\$5,592,836	\$1,398,209	LUCAL	IC.	\$6,991,045
CONST COST:		\$6,991,045	PHASES:	CATZ	\$3,392,630	\$1,596,209			\$0,991,043
CONST ENG:		\$424,412	\$6,991,045	Ī					
CONTING:		\$422,824	40,331,043	i					
IND COSTS:		\$207,205		i		Admin.			
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					b		
POT CHG ORD:		40-							
BND FINANCING: TOTAL PROJECT	COST	\$0 \$9,550,290		TOTALS	¢r roa 920	ć1 200 200	ćo	\$0	\$6,991,045
	ce Measures	\$9,550,290		IUIALS	\$5,592,836	\$1,398,209	\$0	ŞU	\$6,991,045
PM 1: Safety	ce ivieasures	✓							
PM 2: Pavemen	t Conditions	•							
rivi Z. raveilleli	t Conditions								
PM 3: System P		√							
PHARR	HIDALGO .	0921-02-479	Pharr Bridge	C, CE	PHARR	PHARR REVISION DATE:	7/	\$39,937 /1/2022	,500
-	HIDALGO .			C, CE	PHARR	J			,500
PHARR LIMITS FROM: LIMITS TO:	HIDALGO .	0921-02-479 osa International Bri		C, CE		REVISION DATE:	Н	/1/2022	,500
PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION:	HIDALGO At Pharr/Reyno	0921-02-479 osa International Bri		C, CE	PHARR PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S):	H(/1/2022 C-12bb 3LC	,500
PHARR LIMITS FROM: LIMITS TO: PROJECT	HIDALGO At Pharr/Reyno	0921-02-479 osa International Bri		C, CE		REVISION DATE: MPO PROJ NUMBER:	H(/1/2022 C-12bb 3LC	,500
PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7:	HIDALGO At Pharr/Reyno	0921-02-479 osa International Bri	dge	C, CE	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S):	H(/1/2022 C-12bb 3LC	,500
PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT	HIDALGO At Pharr/Reyno Construct Twin	0921-02-479 osa International Bri	dge	C, CE	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fun	H(/1/2022 C-12bb 3LC	
PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7:	HIDALGO At Pharr/Reyno Construct Twin	0921-02-479 osa International Bri Span Bridge ST INFORMATIO	ON COST OF APPROVED	I CAT 7	PROJECT HISTORY: AUTHORIZED	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fun	7, ding Reduced	/1/2022 C-12bb 3LC 	TOTA
PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG:	HIDALGO At Pharr/Reyno Construct Twin	0921-02-479 osa International Bri Span Bridge ST INFORMATIO	on Cost of	1	PROJECT HISTORY: AUTHORIZED FEDERAL	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fun	ding Reduced GORY/SHA LOCAL	/1/2022 C-12bb 3LC 	TOTA (\$2,000,000
PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE:	HIDALGO At Pharr/Reyno Construct Twin	0921-02-479 posa International Bri n Span Bridge ST INFORMATIO \$3,037,402	ON COST OF APPROVED	I CAT 7	PROJECT HISTORY: AUTHORIZED FEDERAL	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fun	ding Reduced GORY/SHA LOCAL	71/2022 C-12bb 3LC 3LC	TOTA I \$2,000,000
PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG:	HIDALGO At Pharr/Reyno Construct Twin	0921-02-479 psa International Bri n Span Bridge ST INFORMATIO \$3,037,402 \$36,920,000	ON COST OF APPROVED PHASES:	I CAT 7	PROJECT HISTORY: AUTHORIZED FEDERAL	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fun D FUNDING BY CATE STATE	ding Reduced GORY/SHA LOCAL \$400,000	71/2022 C-12bb 3LC 3LC	TOTA I \$2,000,000
PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST:	HIDALGO At Pharr/Reyno Construct Twin	0921-02-479 psa International Bri n Span Bridge ST INFORMATIO \$3,037,402 \$36,920,000	ON COST OF APPROVED PHASES:	I CAT 7	PROJECT HISTORY: AUTHORIZED FEDERAL	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fun	ding Reduced GORY/SHA LOCAL \$400,000	71/2022 C-12bb 3LC 3LC	
PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING:	HIDALGO At Pharr/Reyno Construct Twin	0921-02-479 psa International Bri n Span Bridge ST INFORMATIO \$3,037,402 \$36,920,000	ON COST OF APPROVED PHASES:	I CAT 7	PROJECT HISTORY: AUTHORIZED FEDERAL	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fun D FUNDING BY CATE STATE	ding Reduced GORY/SHA LOCAL \$400,000	71/2022 C-12bb 3LC 3LC	TOTAL \$2,000,000
PHARR LIMITS FROM: LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: POT CHG ORD:	HIDALGO At Pharr/Reyno Construct Twin	0921-02-479 psa International Bri n Span Bridge ST INFORMATIO \$3,037,402 \$36,920,000	ON COST OF APPROVED PHASES:	I CAT 7	PROJECT HISTORY: AUTHORIZED FEDERAL	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fun D FUNDING BY CATE STATE	ding Reduced GORY/SHA LOCAL \$400,000	71/2022 C-12bb 3LC 3LC	TOTAL \$2,000,000
PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: POT CHG ORD: BND FINANCING:	At PROJECT CO	0921-02-479 psa International Bri n Span Bridge ST INFORMATIC \$3,037,402 \$36,920,000 \$3,017,500	ON COST OF APPROVED PHASES:	CAT 7	PROJECT HISTORY: AUTHORIZED FEDERAL	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fun D FUNDING BY CATE STATE	ding Reduced GORY/SHA LOCAL \$400,000	71/2022 C-12bb 3LC 3LC	**TOTAL \$2,000,000 \$37,937,500
PHARR LIMITS FROM: LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: POT CHG ORD: BND FINANCING: TOTAL PROJECT	At PROJECT CO	0921-02-479 psa International Bri n Span Bridge ST INFORMATIO \$3,037,402 \$36,920,000 \$3,017,500	ON COST OF APPROVED PHASES:	CAT 7	AUTHORIZED FEDERAL \$1,600,000	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fun D FUNDING BY CATE STATE	ding Reduced GORY/SHA LOCAL \$400,000	71/2022 C-12bb 3LC 3LC LC \$37,937,500	**TOTAL \$2,000,000 \$37,937,500
PHARR LIMITS FROM: LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: POT CHG ORD: BND FINANCING: TOTAL PROJECT Performan	At Pharr/Reyno Construct Twin AL PROJECT CO	0921-02-479 psa International Bri n Span Bridge ST INFORMATIO \$3,037,402 \$36,920,000 \$3,017,500	ON COST OF APPROVED PHASES:	CAT 7	AUTHORIZED FEDERAL \$1,600,000	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fun D FUNDING BY CATE STATE	ding Reduced GORY/SHA LOCAL \$400,000	71/2022 C-12bb 3LC 3LC LC \$37,937,500	**TOTAL \$2,000,000 \$37,937,500
PHARR LIMITS FROM: LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: POT CHG ORD: BND FINANCING: TOTAL PROJECT	At PROJECT CO COST: ce Measures	0921-02-479 osa International Bri n Span Bridge ST INFORMATIO \$3,037,402 \$36,920,000 \$3,017,500 \$0 \$42,974,902	ON COST OF APPROVED PHASES:	CAT 7	AUTHORIZED FEDERAL \$1,600,000	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fun D FUNDING BY CATE STATE	ding Reduced GORY/SHA LOCAL \$400,000	71/2022 C-12bb 3LC 3LC LC \$37,937,500	TOTAL \$2,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPO	ONSOR	YOE CO	OST
PHARR	HIDALGO	0921-02-363	CS	C, CE	PHARR	PHARR	į	\$11,632	,926
LIMITS FROM:	On I Rd., from .	4 Mi. South of Rand	ho Blanco Rd.			REVISION DATE:		./1/2022	
LIMITS TO:	Dicker Rd.					MPO PROJ NUMBER:		C-12ac	
PROJECT		ne divided roadway	with continuou	is center turning		FUNDING CAT(S):	7,3	3LC, CRRSAA	
DESCRIPTION:	lane and should	ders			PROJECT HISTORY:				
REMARKS P7:	*CRRSAA - Corc	onavirus Response a	and Relief Suppl	emental App. Act	i İ	Added CAT 7 Fundi	ng and Revised Co)st	
тот	AL PROJECT CO	ST INFORMATION	ON O	Ţ	AUTHORIZED	FUNDING BY CA	TEGORY/SHA	RE	
PRELIM ENG:		\$308,700	COST OF		FEDERAL	STATE	LOCAL	LC	TOTA
ROW PURCHASE:		1 1	APPROVED	CAT 7	\$6,729,075		\$1,682,269		\$8,411,344
CONST COST:		\$10,908,000	PHASES:	CAT 7 (CRRSAA)	\$2,413,582				\$2,413,58
CONST ENG:		\$724,926	\$11,632,926	CAT 3 LC				\$808,000	\$808,000
CONTING:		\$760,408		1	Revi	sion			
IND COSTS:		\$725,312		1	33933	91911			
BND FINANCING:		\$0		<u> </u>					
TOTAL PROJECT	COST:	\$13,427,346		TOTALS	\$9,142,657.20	\$0	\$1,682,269	\$808,000	\$11,632,92
Performan	ce Measures								
PM 1: Safety		~							
PM 2: Pavement	Conditions								
PM 3: System Pe	erformance								
PHARR	HIDALGO	0921-02-435	CS	R	PHARR	PHARR		\$455,0	000
LIMITS FROM: LIMITS TO:	On Las Milpas, I Rd.	from Cage Blvd.				REVISION DATE: MPO PROJ NUMBER:		1/2022 C-378	
PROJECT		41 10 1				FUNDING CAT(S):	7		
DESCRIPTION:	Widen from 2 t	o 4 lane curb & gut	ter		PROJECT HISTORY:				
REMARKS									
P7:					<u>-</u>	·			
_	AL PROJECT CO	-		ļ		FUNDING BY CA	-		
PRELIM ENG:		\$330,482	COST OF	-	FEDERAL	STATE	LOCAL	LC	TOTA
ROW PURCHASE:		\$455,000	APPROVED PHASES:	CAT 7	\$364,000		\$91,000		\$455,000
CONST COST:		\$7,862,400		į					
CONST ENG:		\$597,125	\$455,000	ļ					
CONTING:		į		į					
ND COSTS:				1					
BND FINANCING:									
TOTAL PROJECT	COST:	\$9,245,007		TOTALS	\$364,000	\$0	\$91,000	\$0	\$455,000
Performan	ce Measures								
PM 1: Safety									
PM 2: Pavement	Conditions								
PM 3: System Pe	erformance								
		-							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPON	ISOR	YOE CO	ST
PHARR	HIDALGO	0921-02-434	CS	R	PHARR	PHARR		\$792,00	0
LIMITS FROM:	On Las Milpas	Rd., from Jackson Ro	d.			REVISION DATE:	7/1/2		
LIMITS TO:	Cage Blvd.					MPO PROJ NUMBER:	HC-3	77	
PROJECT DESCRIPTION:	Widen from 2	to 4 lane curb & gut	ter		PROJECT HISTORY:	FUNDING CAT(S):	7		
REMARKS					·····] I				
P7:									
тот	AL PROJECT CO	ST INFORMATION	ON	T	AUTHORIZE	D FUNDING BY CAT	EGORY/SHARE		
PRELIM ENG:		\$275,625	COST OF	I L	FEDERA	L STATE	LOCAL	LC	TOTA
ROW PURCHASE:		\$792,000	APPROVED	CAT 7	\$633,600		\$158,400		\$792,00
CONST COST:		\$6,300,000	PHASES:	į					
CONST ENG:		\$618,750	\$792,000	ļ					
CONTING:		i		i					
IND COSTS:									
BND FINANCING:		\$0		I I					
TOTAL PROJECT	COST:	\$7,986,375		TOTALS	\$633,60	0 \$0	\$158,400	\$0	\$792,00
Performan	ice Measures								
PM 1: Safety									
PM 2: Pavemen	t Conditions								
PM 3: System P	erformance								
-									
PHARR	HIDALGO	0921-02-436	CS	PE	PHARR	PHARR	i	\$335,28	6
	<u>-</u>			_L		<u> </u>	7.6.6		
LIMITS FROM:	On Moore Rd.	, from Jackson Rd.				REVISION DATE:	7/1/2		
LIMITS TO:	Cage Blvd.					MPO PROJ NUMBER:	HC-3	79	
PROJECT	Widen to a 2-l	ane divided roadway	with continuou	is center turning		FUNDING CAT(S):	3LC		
DESCRIPTION:	lane and shou	lders			PROJECT HISTORY:				
REMARKS									
P7:					. <u>.</u>				
TOT	TAL PROJECT CO	OST INFORMATION	ON	İ	AUTHORIZE	D FUNDING BY CAT	EGORY/SHARE	Ē	
PRELIM ENG:		\$335,286	COST OF	<u>i </u>	FEDERA	L STATE	LOCAL	LC	TOTA
ROW PURCHASE:		\$605,000	APPROVED	CAT 3 LC				\$335,286	\$335,286
CONST COST:		\$6,814,080	PHASES:	1					
CONST ENG:		\$486,720	\$335,286	1					
CONTING:		ļ		ļ					
IND COSTS:		:		1					
BND FINANCING:		\$0		ļ					
TOTAL PROJECT	COST:	\$8,241,086		TOTALS	\$	0 \$0	\$0	\$335,286	\$335,28
Performan	ice Measures	T							
PM 1: Safety		†							
PM 2: Pavemen	t Conditions	1							
PM 3: System P	erformance	+							
ivi 3. 3ysteiil P	CITOTITIANCE								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONS	OR	YOE CO	OST
PHARR	HIDALGO	0864-01-068	FM 494	С	McAllen	TXDOT		\$18,061	,421
LIMITS FROM:	SH 107	· 			-4	REVISION DATE:	11/	1/2022	
LIMITS TO:	FM 676 (Mile 5	5)				MPO PROJ NUMBER:	HC-	292a	
PROJECT DESCRIPTION:	Widen from 2 t	to 4 lanes			PROJECT HISTORY:	FUNDING CAT(S):	2		
REMARKS	•••••				<u>"</u>	Revised Funding and C	Cost as per UTP		
P7:	TAL PROJECT CO	ST INEOPMATI		ī	ALITHORIZED	FUNDING BY CATE	ODV/SHAR	—)E	
PRELIM ENG:	TALT NOSECT CO	\$904,497	_		FEDERAL	STATE	LOCAL	LC LC	TOTAL
ROW PURCHASE	:		APPROVED	CAT 2	\$14,449,137	\$3,612,284			\$18,061,421
CONST COST:		\$18,061,421	PHASES:	 					
CONST ENG:		\$1,096,472	\$18,061,421						
CONTING:		\$1,092,369		! 		Admin	•)		
IND COSTS:		\$535,314		1 1					
POT. CHG ORDER	R:	ļ		ļ					
TOTAL PROJEC	т cost:	\$21,690,073		TOTALS	\$14,449,137	\$3,612,284	\$0	\$0	\$18,061,421
Performa	nce Measures								
PM 1: Safety									
PM 2: Paveme	nt Conditions								
PM 3: System	Performance								
PHARR	HIDALGO	0921-02-437	CS	PE	PHARR	PHARR		\$330,4	82
LIMITS FROM:	On Moore Rd.,	from Cage Blvd.				REVISION DATE:	7/1	/2022	
LIMITS TO:	l Rd.					MPO PROJ NUMBER:	HC-	380	
PROJECT		ane divided roadwa	y with continuou	s center turning		FUNDING CAT(S):	3LC		
DESCRIPTION:	lane and shoul	ders			PROJECT HISTORY:				
REMARKS P7:					i I				
	TAL PROJECT CO	ST INFORMATI	ON		AUTHORIZED	FUNDING BY CATE	ORY/SHAP		
PRELIM ENG:		\$330,482	COST OF	<u> </u>	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE	:	\$605,000		CAT 3 LC				\$330,482	\$330,482
CONST COST:		\$8,777,781	PHASES:	l i					
CONST ENG:		\$597,125	\$330,482	ı İ					
CONTING:				I I					
IND COSTS:		İ		İ					
BND FINANCING	:	\$0		1					
TOTAL PROJEC	T COST:	\$10,310,388		TOTALS	\$0	\$0	\$0	\$330,482	\$330,482
Performa	nce Measures								
PM 1: Safety									
PM 2: Paveme	nt Conditions								
DM 2: Systom	Performance								

	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSO	OR	YOE CO	OST
PHARR	HIDALGO	0921-02-394	CS	С	DONNA	DONNA	!	\$41,860	063
LIMITS FROM:	@ DONNA INT'L	BRIDGE				REVISION DATE:	1	1/1/2020	/
LIMITS TO:						MPO PROJ NUMBER:	Н	C-361	
PROJECT		OF ROADWAY &				FUNDING CAT(S):	3	LC, 11 B	
DESCRIPTION:	NORTHBOUND I TRUCKS	LOADED / EMPTY /	AND SOUTHBOU	ND LOADED	PROJECT HISTORY:				
REMARKS					···	Admin - Cost & Fundi	na Poducod	ı	
P7:				,			· 		
	AL PROJECT COS		ON	! !		FUNDING BY CATEG			
PRELIM ENG:		\$2,017,023	COST OF	<u> </u>	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$0 ₁	APPROVED PHASES:	CAT 3 - LOCAL	+=	4		\$32,960,063	\$32,960,063
CONST COST:		\$41,860,063		Rider 11 B	\$7,120,000	\$1,780,000			\$8,900,000
CONST ENG:		\$1,811,204	\$41,860,063	i		s. II s.			
CONTING:		\$913,676		1		Admin.)		
IND COSTS:		\$1,193,748		İ					
BND FINANCING:		I I		i i					
PT CHG ORD									
TOTAL PROJECT	COST:	\$47,795,714		TOTALS	\$7,120,000	\$1,780,000	\$0	\$32,960,063	\$41,860,063
Performan	ce Measures								
PM 1: Safety									
PM 2: Pavemen	t Conditions								
PM 3: System Po	erformance								
PHARR	HIDALGO	0921-02-362		C,E,R	McAllen	PCT 4	ļ	\$3,221,	300
				0,2,					100
LIMITS FROM:	On Russell Rd., f	from FM 2220 (Wa	are Rd)	I		REVISION DATE:	1	1/1/2022	
	On Russell Rd., f	from FM 2220 (Wa	are Rd)		- -	REVISION DATE: MPO PROJ NUMBER:		1/1/2022 C-RU1	i
LIMITS TO:	Rooth Rd.						Н		i
LIMITS TO: PROJECT	Rooth Rd.	from FM 2220 (Wa			PROJECT HISTORY:	MPO PROJ NUMBER:	Н	C-RU1	
PROJECT DESCRIPTION:	Rooth Rd. Realignment - W				PROJECT HISTORY:	MPO PROJ NUMBER:	Н 3	C-RU1 LC	
LIMITS TO: PROJECT DESCRIPTION: REMARKS P7:	Rooth Rd. Realignment - W	Vdening from 2 to	4 lane urban roa		··· 	MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fundi	H 3 ng Reduced	C-RU1 LC	
LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT	Rooth Rd. Realignment - W	Videning from 2 to	4 lane urban roa			MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fundi	ng Reduced	C-RU1 LC	
PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG:	Rooth Rd. Realignment - W	Videning from 2 to onal Classification T INFORMATION \$58,800	4 lane urban roa ON COST OF	dway	··· 	MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fundi	H 3 ng Reduced	C-RU1 LC LC ARE LC	TOTAL
LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE:	Rooth Rd. Realignment - W	onal Classification T INFORMATI \$58,800 \$350,000	4 lane urban roa ON COST OF APPROVED			MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fundi	ng Reduced	C-RU1 LC	
PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST:	Rooth Rd. Realignment - W	videning from 2 to smal Classification ST INFORMATI \$58,800 \$350,000 \$2,600,000	4 lane urban roa ON COST OF APPROVED PHASES:	dway		MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fundi FUNDING BY CATEG STATE	ng Reduced ORY/SHA	C-RU1 LC LC ARE LC	TOTAL
PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG:	Rooth Rd. Realignment - W	videning from 2 to conal Classification TINFORMATI \$58,800 \$350,000 \$2,600,000 \$2,600,000 \$212,500	4 lane urban roa ON COST OF APPROVED PHASES:	dway		MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fundi	ng Reduced ORY/SHA	C-RU1 LC LC ARE LC	TOTAL
PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING:	Rooth Rd. Realignment - W	videning from 2 to conal Classification IT INFORMATI \$58,800 \$350,000 \$2,600,000 \$212,500 \$0	4 lane urban roa ON COST OF APPROVED PHASES:	dway		MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fundi FUNDING BY CATEG STATE	ng Reduced ORY/SHA	C-RU1 LC LC ARE LC	TOTAL
PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS:	Rooth Rd. Realignment - W	videning from 2 to onal Classification ST INFORMATI \$58,800 \$350,000 \$2,600,000 \$212,500 \$0 \$0	4 lane urban roa ON COST OF APPROVED PHASES: \$3,221,300	dway		MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fundi FUNDING BY CATEG STATE	ng Reduced ORY/SHA	C-RU1 LC LC ARE LC	TOTAL
PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: BND FINANCING:	Rooth Rd. Realignment - W	videning from 2 to conal Classification IT INFORMATI \$58,800 \$350,000 \$2,600,000 \$212,500 \$0	4 lane urban roa ON COST OF APPROVED PHASES: \$3,221,300	dway		MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fundi FUNDING BY CATEG STATE	ng Reduced ORY/SHA	C-RU1 LC LC ARE LC	TOTAL
LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: BND FINANCING: PT CHG ORD	Realignment - W Pending Functio	videning from 2 to onal Classification ST INFORMATI \$58,800 \$350,000 \$2,600,000 \$212,500 \$0 \$0 \$0	4 lane urban roa ON COST OF APPROVED PHASES: \$3,221,300	dway	AUTHORIZED	MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fundi FUNDING BY CATEG STATE Admin.	ng Reduced ORY/SHA LOCAL	C-RU1 LC ARE LC \$3,221,300	TOTAL \$3,221,300
PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: BND FINANCING: PT CHG ORD TOTAL PROJECT	Realignment - W Pending Functio AL PROJECT COS	videning from 2 to onal Classification ST INFORMATI \$58,800 \$350,000 \$2,600,000 \$212,500 \$0 \$0	4 lane urban roa ON COST OF APPROVED PHASES: \$3,221,300	dway		MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fundi FUNDING BY CATEG STATE Admin.	ng Reduced ORY/SHA	C-RU1 LC LC ARE LC	TOTAL
PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: IND COSTS: BND FINANCING: PT CHG ORD TOTAL PROJECT Performan	Realignment - W Pending Functio	videning from 2 to onal Classification ST INFORMATI \$58,800 \$350,000 \$2,600,000 \$212,500 \$0 \$0 \$0	4 lane urban roa ON COST OF APPROVED PHASES: \$3,221,300	dway	AUTHORIZED	MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fundi FUNDING BY CATEG STATE Admin.	ng Reduced ORY/SHA LOCAL	C-RU1 LC ARE LC \$3,221,300	TOTAL \$3,221,300
PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: BND FINANCING: PT CHG ORD TOTAL PROJECT Performan PM 1: Safety	Realignment - W Pending Functio AL PROJECT COS COST:	videning from 2 to onal Classification ST INFORMATI \$58,800 \$350,000 \$2,600,000 \$212,500 \$0 \$0 \$0	4 lane urban roa ON COST OF APPROVED PHASES: \$3,221,300	dway	AUTHORIZED	MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fundi FUNDING BY CATEG STATE Admin.	ng Reduced ORY/SHA LOCAL	C-RU1 LC ARE LC \$3,221,300	TOTAL \$3,221,300
PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: IND COSTS: BND FINANCING: PT CHG ORD TOTAL PROJECT Performan	Realignment - W Pending Functio AL PROJECT COS COST: ce Measures t Conditions	videning from 2 to onal Classification ST INFORMATI \$58,800 \$350,000 \$2,600,000 \$212,500 \$0 \$0 \$0	4 lane urban roa ON COST OF APPROVED PHASES: \$3,221,300	dway	AUTHORIZED	MPO PROJ NUMBER: FUNDING CAT(S): Admin - Cost & Fundi FUNDING BY CATEG STATE Admin.	ng Reduced ORY/SHA LOCAL	C-RU1 LC ARE LC \$3,221,300	TOTAL \$3,221,300

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPOI	NSOR	YOE CO	
Pharr	Hidalgo	0865-01-108	SH 495	С	Palmview	TxDOT		\$15,139	,057
LIMITS FROM:	Veterans Bl	vd, from IH-2				REVISION DATE:	11/	/1/2022	
LIMITS TO:	SH 364 (La I	Homa Rd)				MPO PROJ NUMBER:	HC-	-50	
PROJECT DESCRIPTION:	Construct 4	lane divided urban sec	tion		PROJECT HISTORY:	FUNDING CAT(S):	1, 2	2	
REMARKS				•••••		Revised Funding an	d Cost as per UTF	Þ	
P7:					.J <u></u>				
	TAL PROJECT (COST INFORMATION	ON	 		FUNDING BY CAT	•		TOT 4
PRELIM ENG:		\$758,148 ₁ \$2,699,360	COST OF	CAT 1	FEDERAL	STATE \$15,180	LOCAL	LC	COTA
ROW PURCHASE:			APPROVED PHASES:	CAT 2	\$60,719	\$15,180			\$75,899
CONST COST:		\$15,139,057		I CAT 2	\$12,050,526	\$3,012,632			\$15,063,15
CONST ENG:		\$919,061	\$15,139,057	! !					
CONTING:		\$915,622		1		مانحماله ۸			
IND COSTS:		\$448,700		! 		Admin	J.,		
POT CHG ORD:		į		i i					
BND FINANCING:		\$0							
TOTAL PROJECT	r COST:	\$20,879,948		TOTALS	\$12,111,246	\$3,027,811	\$0	\$0	\$15,139,05
Performar	nce Measures								
PM 1: Safety		~							
PM 2: Pavemer	nt Conditions								
PM 2: Pavemer PM 3: System P									
		0921-02-328	CS	C,CE	VARIOUS	HC 3	Ţ	\$14,847	.141
PM 3: System P	Performance HIDALGO	0921-02-328 RD @MILE 2 N.	CS	C,CE	VARIOUS	HC 3	11/	\$14,847,	.141
PM 3: System P PHARR LIMITS FROM:	Performance HIDALGO	RD @MILE 2 N.	CS	C,CE	VARIOUS	<u> </u>			.141
PM 3: System P PHARR LIMITS FROM: LIMITS TO: PROJECT	Performance HIDALGO ON TAYLOR BUSINESS 8	RD @MILE 2 N.		C,CE	VARIOUS	REVISION DATE:		/1/2022 -257	.141
PM 3: System P PHARR LIMITS FROM: LIMITS TO: PROJECT	Performance HIDALGO ON TAYLOR BUSINESS 8	RD @MILE 2 N.		C,CE	VARIOUS PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER:	HC-	/1/2022 -257	.141
PHARR PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS	Performance HIDALGO ON TAYLOR BUSINESS 8	RD @MILE 2 N.		C,CE		REVISION DATE: MPO PROJ NUMBER:	HC-	/1/2022 -257	.141
PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7:	Performance HIDALGO ON TAYLOR BUSINESS 8 WIDEN FRO	RD @MILE 2 N. 3 IM 2 TO 4 LANES DIVID	ED URBAN	C,CE	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Added CAT 7 and	HC- 7, 3 d Revised Cost	/1/2022 -257 3LC	.141
PHARR PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT	Performance HIDALGO ON TAYLOR BUSINESS 8 WIDEN FRO	RD @MILE 2 N.	ED URBAN	C,CE	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Added CAT 7 and	HC- 7, 3 d Revised Cost	/1/2022 -257 3LC	,141
PHARR PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG:	HIDALGO ON TAYLOR BUSINESS 8 WIDEN FRO	RD @MILE 2 N. 3 IM 2 TO 4 LANES DIVID	ED URBAN ON COST OF APPROVED	T	PROJECT HISTORY: AUTHORIZED	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Added CAT 7 and FUNDING BY CAT STATE	HC- 7, 3 d Revised Cost	/1/2022 -257 BLC	
PHARR IMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE:	HIDALGO ON TAYLOR BUSINESS 8 WIDEN FRO	RD @MILE 2 N. 3 MM 2 TO 4 LANES DIVID COST INFORMATIC \$743,333 \$2,011,852 \$13,709,138	ED URBAN ON COST OF APPROVED PHASES:	Ţ	PROJECT HISTORY: AUTHORIZED FEDERAL	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Added CAT 7 and FUNDING BY CAT STATE	HC- 7, 3 d Revised Cost TEGORY/SHAR LOCAL	/1/2022 -257 BLC	TOTA
PHARR PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST:	HIDALGO ON TAYLOR BUSINESS 8 WIDEN FRO	RD @MILE 2 N. 3 IM 2 TO 4 LANES DIVID COST INFORMATIO \$743,333 \$2,011,852	ED URBAN ON COST OF APPROVED PHASES:	T	PROJECT HISTORY: AUTHORIZED FEDERAL	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Added CAT 7 and FUNDING BY CAT STATE	HC- 7, 3 d Revised Cost TEGORY/SHAR LOCAL	/1/2022 -257 BLC RE LC	TOTA \$13,487,80
PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST:	HIDALGO ON TAYLOR BUSINESS 8 WIDEN FRO	RD @MILE 2 N. 3 IM 2 TO 4 LANES DIVID COST INFORMATION \$743,333 \$2,011,852 \$13,709,138 \$1,138,003 \$376,725	ED URBAN ON COST OF APPROVED PHASES:	T	PROJECT HISTORY: AUTHORIZED FEDERAL	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Added CAT 7 and FUNDING BY CAT STATE	HC- 7, 3 d Revised Cost EGORY/SHAF LOCAL \$2,697,560	/1/2022 -257 BLC RE LC	TOTA \$13,487,80
PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG:	HIDALGO ON TAYLOR BUSINESS 8 WIDEN FRO	RD @MILE 2 N. 3 M 2 TO 4 LANES DIVID COST INFORMATIO \$743,333 \$2,011,852 \$13,709,138 \$1,138,003	ED URBAN ON COST OF APPROVED PHASES:	T	PROJECT HISTORY: AUTHORIZED FEDERAL	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Added CAT 7 and FUNDING BY CAT STATE	HC- 7, 3 d Revised Cost EGORY/SHAF LOCAL \$2,697,560	/1/2022 -257 BLC RE LC	TOTA \$13,487,80
PHARR PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: LIMITS TO: PROJECT TOT OTHER PROJECT TOT OTHER IND COSTS:	HIDALGO ON TAYLOR BUSINESS 8 WIDEN FRO	RD @MILE 2 N. 3 IM 2 TO 4 LANES DIVID COST INFORMATION \$743,333 \$2,011,852 \$13,709,138 \$1,138,003 \$376,725	ED URBAN ON COST OF APPROVED PHASES:	T	PROJECT HISTORY: AUTHORIZED FEDERAL	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Added CAT 7 and FUNDING BY CAT STATE	HC- 7, 3 d Revised Cost EGORY/SHAF LOCAL \$2,697,560	/1/2022 -257 BLC RE LC	TOTA \$13,487,80
PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: POT CHG ORD:	HIDALGO ON TAYLOR BUSINESS 8 WIDEN FRO	RD @MILE 2 N. 3 IM 2 TO 4 LANES DIVID COST INFORMATION \$743,333 \$2,011,852 \$13,709,138 \$1,138,003 \$376,725	ED URBAN ON COST OF APPROVED PHASES:	T	PROJECT HISTORY: AUTHORIZED FEDERAL	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Added CAT 7 and FUNDING BY CAT STATE	HC- 7, 3 d Revised Cost EGORY/SHAF LOCAL \$2,697,560	/1/2022 -257 BLC RE LC	TOTA \$13,487,80
PHARR PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7:	Performance HIDALGO ON TAYLOR BUSINESS 8 WIDEN FRO	RD @MILE 2 N. 3 IM 2 TO 4 LANES DIVID COST INFORMATION \$743,333 \$2,011,852 \$13,709,138 \$1,138,003 \$376,725	ED URBAN ON COST OF APPROVED PHASES:	T	PROJECT HISTORY: AUTHORIZED FEDERAL	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Added CAT 7 and FUNDING BY CAT STATE	HC- 7, 3 d Revised Cost EGORY/SHAF LOCAL \$2,697,560	/1/2022 -257 BLC RE LC	TOTA \$13,487,80
PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: LIMITS TO: POT CHG ORD: BND FINANCING: TOTAL PROJECT	Performance HIDALGO ON TAYLOR BUSINESS 8 WIDEN FRO	COST INFORMATION \$743,333 \$2,011,852 \$13,709,138 \$1,138,003 \$376,725 \$292,316	ED URBAN ON COST OF APPROVED PHASES:	CAT 7	AUTHORIZED FEDERAL \$10,790,242	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Added CAT 7 and FUNDING BY CAT STATE	HC- 7, 3 d Revised Cost TEGORY/SHAF LOCAL \$2,697,560	/1/2022 -257 3LC RE LC \$1,359,339	TOTA \$13,487,80 \$1,359,33
PHARR PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: POT CHG ORD: BND FINANCING: TOTAL PROJECT	HIDALGO ON TAYLOR BUSINESS 8 WIDEN FRO	COST INFORMATION \$743,333 \$2,011,852 \$13,709,138 \$1,138,003 \$376,725 \$292,316	ED URBAN ON COST OF APPROVED PHASES:	CAT 7	AUTHORIZED FEDERAL \$10,790,242	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Added CAT 7 and FUNDING BY CAT STATE	HC- 7, 3 d Revised Cost TEGORY/SHAF LOCAL \$2,697,560	/1/2022 -257 3LC RE LC \$1,359,339	TOTA \$13,487,80 \$1,359,33
PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: LIMITS TO: POT CHG ORD: BND FINANCING: TOTAL PROJECT	HIDALGO ON TAYLOR BUSINESS 8 WIDEN FRO	COST INFORMATION \$743,333 \$2,011,852 \$13,709,138 \$1,138,003 \$376,725 \$292,316	ED URBAN ON COST OF APPROVED PHASES:	CAT 7	AUTHORIZED FEDERAL \$10,790,242	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Added CAT 7 and FUNDING BY CAT STATE	HC- 7, 3 d Revised Cost TEGORY/SHAF LOCAL \$2,697,560	/1/2022 -257 3LC RE LC \$1,359,339	TOTA \$13,487,80 \$1,359,33

FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONS	SOR	YOE CO	JS1
PHARR	HIDALGO	0921-02-327	CS	C, CE	MISSION	HC 3	į	\$5,174,	155
LIMITS FROM:	ON TAYLOR RD,	FROM BUSINESS 8	3			REVISION DATE:	7/1/2	2022	
LIMITS TO:	I-2 (US 83)					MPO PROJ NUMBER:	HC-25	56	
PROJECT	WIDEN EDOM 2	TO 4 I ANES/ I E	ET TUDNUANE	•••••••		FUNDING CAT(S):	7, 3L0	C, CRRSAA	
DESCRIPTION:	WIDEN FROIVI Z	TO 4 LANES w/ LEF	FI TORN LAINE		PROJECT HISTORY:				
REMARKS						Admin - Cost & Fun	nding Reduced		
P7:	AL PROJECT COS	T INFORMATIO		ī	ALITHORIZED	FUNDING BY CATE	GORV/SHARE		
PRELIM ENG:	ALT NOJECT COS	\$1,989,553		 	FEDERAL	STATE	LOCAL	LC	тота
ROW PURCHASE:		\$1,192,488	COST OF APPROVED	CAT 7	\$395,504		\$98,876		\$494,380
CONST COST:		\$4,674,155	PHASES:	CAT 7 (CRRSAA)	\$4,500,000				\$4,500,000
CONST ENG:		\$500,000	\$5,174,155	CAT 3 LC				\$179,775	\$179,775
CONTING:		j		i					
IND COSTS:		1		!		Admir)		
POT CHG ORD:									
BND FINANCING:		i		i I					
TOTAL PROJECT	COST:	\$8,356,196		TOTALS	\$4,895,504	\$0	\$98,876	\$179,775	\$5,174,15
Performar	ice Measures								
PM 1: Safety									
PM 2: Pavemen	t Conditions								
		0342-01-093	SH 107	С	Edinburg	TxDOT	1	\$20,498	,722
PM 3: System P	erformance	0342-01-093	SH 107	c	Edinburg	TxDOT REVISION DATE:	11/1/	\$20,498	,722
PM 3: System P Pharr LIMITS FROM:	erformance Hidalgo	0342-01-093	SH 107	c	Edinburg		11/1 <i>j</i> HC-3:	/2022	,722
PM 3: System P Pharr LIMITS FROM: LIMITS TO: PROJECT	Hidalgo Bus 281-W I-69C (US 281)	0342-01-093 orovements and Re		С		REVISION DATE:		/2022	,722
LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION:	Hidalgo Bus 281-W I-69C (US 281)	<u></u>		c	Edinburg PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER:	HC-3	/2022	,722
Pharr Pharr LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION:	Hidalgo Bus 281-W I-69C (US 281)	<u></u>		С		REVISION DATE: MPO PROJ NUMBER:	HC-33	/2022	,722
Pharr Pharr LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7:	Hidalgo Bus 281-W I-69C (US 281)	orovements and Re	habilitation	С	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S):	HC-3: 1, 2 Cost as per UTP	72022 37	,722
Pharr LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT	Hidalgo Bus 281-W I-69C (US 281) Operational Imp	orovements and Re	habilitation		PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Revised Funding and	HC-3: 1, 2 Cost as per UTP	72022 37	
Pharr Pharr IMITS FROM: IMITS TO: PROJECT DESCRIPTION: REMARKS P7: TO1 PRELIM ENG:	Hidalgo Bus 281-W I-69C (US 281) Operational Imp	orovements and Re	habilitation ON COST OF APPROVED	C C	PROJECT HISTORY: AUTHORIZED	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Revised Funding and FUNDING BY CATE	HC-3: 1, 2 Cost as per UTP	/2022	TOTA
Pharr LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TO1 PRELIM ENG: ROW PURCHASE:	Hidalgo Bus 281-W I-69C (US 281) Operational Imp	orovements and Re	habilitation ON COST OF	T	PROJECT HISTORY: AUTHORIZED FEDERAL	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Revised Funding and FUNDING BY CATE STATE	HC-3: 1, 2 Cost as per UTP	/2022	TOTA \$19,000,000
Pharr Pharr LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST:	Hidalgo Bus 281-W I-69C (US 281) Operational Imp	\$1,007,914 \$3,676,572 \$20,498,722	habilitation ON COST OF APPROVED	ICAT 2	AUTHORIZED FEDERAL \$15,200,000	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Revised Funding and FUNDING BY CATE STATE \$3,800,000	HC-3: 1, 2 Cost as per UTP	/2022	TOTA \$19,000,000
Pharr Pharr LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST:	Hidalgo Bus 281-W I-69C (US 281) Operational Imp	\$1,007,914 \$3,676,572 \$20,498,722	habilitation ON COST OF APPROVED PHASES:	ICAT 2	AUTHORIZED FEDERAL \$15,200,000	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Revised Funding and FUNDING BY CATE STATE \$3,800,000 \$299,744	HC-3: 1, 2 Cost as per UTP GORY/SHARE	/2022	TOTA \$19,000,000
Pharr LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING:	Hidalgo Bus 281-W I-69C (US 281) Operational Imp	\$1,007,914 \$3,676,5721 \$20,498,722 \$1,662,030	habilitation ON COST OF APPROVED PHASES:	ICAT 2	AUTHORIZED FEDERAL \$15,200,000	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Revised Funding and FUNDING BY CATE STATE \$3,800,000	HC-3: 1, 2 Cost as per UTP GORY/SHARE	/2022	TOTA \$19,000,000
Pharr Pharr LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOI PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: ND COSTS:	Hidalgo Bus 281-W I-69C (US 281) Operational Imp	\$1,007,914 \$3,676,572 \$20,498,722 \$1,662,030 \$859,370	habilitation ON COST OF APPROVED PHASES:	ICAT 2	AUTHORIZED FEDERAL \$15,200,000	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Revised Funding and FUNDING BY CATE STATE \$3,800,000 \$299,744	HC-3: 1, 2 Cost as per UTP GORY/SHARE	/2022	TOTA \$19,000,000
Pharr Pharr IMITS FROM: IMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: ND COSTS: POT CHG ORD:	Hidalgo Bus 281-W I-69C (US 281) Operational Imp	\$1,007,914 \$3,676,572 \$20,498,722 \$1,662,030 \$859,370	habilitation ON COST OF APPROVED PHASES:	ICAT 2	AUTHORIZED FEDERAL \$15,200,000	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Revised Funding and FUNDING BY CATE STATE \$3,800,000 \$299,744	HC-3: 1, 2 Cost as per UTP GORY/SHARE	/2022	TOTA:
Pharr Pharr LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST COST: CONTING: IND COSTS: POT CHG ORD: BND FINANCING:	Hidalgo Bus 281-W I-69C (US 281) Operational Imp	\$1,007,914 \$3,676,572 \$20,498,722 \$1,662,030 \$859,370	habilitation ON COST OF APPROVED PHASES:	ICAT 2	AUTHORIZED FEDERAL \$15,200,000	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Revised Funding and FUNDING BY CATE STATE \$3,800,000 \$299,744	HC-3: 1, 2 Cost as per UTP GORY/SHARE	/2022	TOTA \$19,000,000 \$1,498,722
Pharr Pharr LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: POT CHG ORD: BND FINANCING:	Hidalgo Bus 281-W I-69C (US 281) Operational Imp	\$1,007,914 \$3,676,572 \$20,498,722 \$1,662,030 \$859,370 \$596,521	habilitation ON COST OF APPROVED PHASES:	ICAT 2	AUTHORIZED FEDERAL \$15,200,000 \$1,198,978	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Revised Funding and FUNDING BY CATE STATE \$3,800,000 \$299,744 Admin	HC-3: 1, 2 Cost as per UTP GORY/SHARE LOCAL	/2022 37 	TOTA \$19,000,000 \$1,498,722
Pharr Pharr LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: CONST COST: CONST COST: CONST ENG: CONST ENG: CONTING: IND COSTS: POT CHG ORD: BND FINANCING: TOTAL PROJECT Performar	Hidalgo Bus 281-W I-69C (US 281) Operational Imp	\$1,007,914 \$3,676,572 \$20,498,722 \$1,662,030 \$859,370 \$596,521	habilitation ON COST OF APPROVED PHASES:	ICAT 2	AUTHORIZED FEDERAL \$15,200,000 \$1,198,978	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Revised Funding and FUNDING BY CATE STATE \$3,800,000 \$299,744 Admin	HC-3: 1, 2 Cost as per UTP GORY/SHARE LOCAL	/2022 37 	TOTA \$19,000,000 \$1,498,722
Pharr Pharr LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TOT PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: LIMITS TO: CONTING: LIMITS TO	Hidalgo Bus 281-W I-69C (US 281) Operational Imp	\$1,007,914 \$3,676,572 \$20,498,722 \$1,662,030 \$859,370 \$596,521	habilitation ON COST OF APPROVED PHASES:	ICAT 2	AUTHORIZED FEDERAL \$15,200,000 \$1,198,978	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Revised Funding and FUNDING BY CATE STATE \$3,800,000 \$299,744 Admin	HC-3: 1, 2 Cost as per UTP GORY/SHARE LOCAL	/2022 37 	TOTAL \$19,000,000 \$1,498,722

FY 2024

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Pharr	Hidalgo	0921-02-376	CS	C,R,E	Pharr	Pharr	<u> </u>	\$8,277,2	2/1
LIMITS FROM:		t, From Jackson Rd				REVISION DATE:		1/2022	
LIMITS TO:	Cage Blvd					MPO PROJ NUMBER:		C-339	
PROJECT DESCRIPTION:		e with continuous le	eft turn lane		PROJECT HISTORY:	FUNDING CAT(S):		3LC	
REMARKS	E=Construction				""i 	Admin Cost & Fur	nding Reduced		
P7: 	TAL PROJECT COS	ST INICODMATI		<u> </u>		D FUNDING BY CATE	COBY/SHA		
PRELIM ENG:	TAL PROJECT CO.	\$254,800	ON	İ	FEDERA		LOCAL	LC	TOTA
ROW PURCHASE	:	\$100,000	COST OF APPROVED	Cat 7	\$4,905,488		51,226,372		\$6,131,860
CONST COST:		\$7,559,432 •	PHASES:	CAT 3 LC	, ,,,,,,,,		, -,-	\$2,145,411	\$2,145,411
CONST ENG:		\$617,839	\$8,277,271					+=/= :=/ :==	¥=/= .5/ .=.
CONTING:		I I	40,211,21 2	!		Admir	.		
ND COSTS:		ļ		!		Aujjijiji	IJ		
POT CHG ORD:		i		i I					
BND FINANCING	ā:	 		 					
TOTAL PROJEC		\$8,532,071		TOTALS	\$4,905,488	3 \$0	\$1,226,372	\$2,145,411	\$8,277,27
	ance Measures	, ,,,,,,,,,		1.0	¥ 1,500, 100	, ,,	¥ =) = = 0,0 ; =	+= ,= .0, .==	+3,211,21
PM 1: Safety	ance measures								
•	ent Conditions								
PM 3: System									
rivi 3. 3yatem	renormance								
Pharr	Hidalgo	1064-01-043	FM 676	С	McAllen	TXDOT/HC 4		\$8,894,4	156
IMITS FROM:	Taylor Rd	<u></u>		- <u>L</u>		REVISION DATE:	7/	1/2022	
LIMITS TO:	FM 2220					MPO PROJ NUMBER:	Н	C-144	
PROJECT	• • • • • • • • • • • • • • • • • • • •					••			
						FUNDING CAT(S):	7,	11	
DESCRIPTION:	Wide	n From 2 to 4 Lane	Divided		IPROJECT HISTORY:		7,	11	·
DESCRIPTION:	Wider	n From 2 to 4 Lane	Divided		PROJECT HISTORY:		7,	11	
DESCRIPTION:	Wide	n From 2 to 4 Lane	Divided		PROJECT HISTORY:		7,	11	
DESCRIPTION: REMARKS	Wider			<u> </u>	 				
DESCRIPTION: REMARKS P7: TC			 ON	Ţ	 	FUNDING CAT(S): D FUNDING BY CATE			TOTA
DESCRIPTION: REMARKS P7: TC PRELIM ENG:	OTAL PROJECT COS	ST INFORMATI	ON COST OF APPROVED	CAT 7	AUTHORIZEI	FUNDING CAT(S): D FUNDING BY CATE L STATE	GORY/SHA	 RE	
DESCRIPTION: REMARKS P7: TC PRELIM ENG: ROW PURCHASE	OTAL PROJECT COS	ST INFORMATI(\$1,839,870	ON COST OF	ICAT 7	AUTHORIZEI	FUNDING CAT(S): D FUNDING BY CATE STATE \$1,000,000	GORY/SHA	 RE	\$5,000,00
DESCRIPTION: REMARKS P7: TC PRELIM ENG: ROW PURCHASE	OTAL PROJECT COS	\$1,839,870 \$1,000,000	ON COST OF APPROVED	1	AUTHORIZEI FEDERAI \$4,000,000	FUNDING CAT(S): D FUNDING BY CATE STATE \$1,000,000	GORY/SHA	 RE	\$5,000,00
PRELIM ENG: CONST ENG:	OTAL PROJECT COS	\$1,839,870 \$1,000,000	COST OF APPROVED PHASES:	1	AUTHORIZEI FEDERAI \$4,000,000	FUNDING CAT(S): D FUNDING BY CATE STATE \$1,000,000	GORY/SHA	 RE	\$5,000,00
PRELIM ENG: ROWST COST: CONST ENG:	OTAL PROJECT COS	\$1,839,870 \$1,000,000	COST OF APPROVED PHASES:	1	AUTHORIZEI FEDERAI \$4,000,000	FUNDING CAT(S): D FUNDING BY CATE STATE \$1,000,000	GORY/SHA	 RE	\$5,000,00
REMARKS P7: TC PRELIM ENG: ROW PURCHASE CONST COST: CONST ENG: CONTING: ND COSTS:	OTAL PROJECT COS	\$1,839,870 \$1,000,000	COST OF APPROVED PHASES:	1	AUTHORIZEI FEDERAI \$4,000,000	FUNDING CAT(S): D FUNDING BY CATE STATE \$1,000,000	GORY/SHA	 RE	\$5,000,00
TC PRELIM ENG: CONST COST: CONST ENG: CONTING: ND COSTS: POT CHG ORD:	OTAL PROJECT COS	\$1,839,870 \$1,000,000	COST OF APPROVED PHASES:	1	AUTHORIZEI FEDERAI \$4,000,000	FUNDING CAT(S): D FUNDING BY CATE STATE \$1,000,000	GORY/SHA	 RE	\$5,000,00
PERCEIPTION: TO PRELIM ENG: ROW PURCHASE CONST COST: CONST ENG: CONTING: ND COSTS: POT CHG ORD: BND FINANCING	DTAL PROJECT COS	\$1,839,870 \$1,000,000	COST OF APPROVED PHASES:	1	AUTHORIZEI FEDERAI \$4,000,000	FUNDING CAT(S): D FUNDING BY CATE STATE \$1,000,000 \$778,891	GORY/SHA	 RE	\$5,000,00 \$3,894,45
REMARKS P7: TC PRELIM ENG: ROW PURCHASE CONST COST: CONST ENG: CONTING: IND COSTS: POT CHG ORD: BND FINANCING	DTAL PROJECT COS	\$1,839,870 \$1,000,000 \$8,894,456	COST OF APPROVED PHASES:	CAT 11	AUTHORIZEI FEDERAI \$4,000,000 \$3,115,569	FUNDING CAT(S): D FUNDING BY CATE STATE \$1,000,000 \$778,891	GORY/SHA LOCAL	RE LC	\$5,000,00 \$3,894,45
REMARKS P7: TC PRELIM ENG: ROW PURCHASE CONST COST: CONST ENG: CONTING: IND COSTS: POT CHG ORD: BND FINANCING TOTAL PROJEC	ET COST:	\$1,839,870 \$1,000,000 \$8,894,456	COST OF APPROVED PHASES:	CAT 11	AUTHORIZEI FEDERAI \$4,000,000 \$3,115,569	FUNDING CAT(S): D FUNDING BY CATE STATE \$1,000,000 \$778,891	GORY/SHA LOCAL	RE LC	TOTA \$5,000,00 \$3,894,45 \$8,894,45
REMARKS P7: TC PRELIM ENG: ROW PURCHASE CONST COST: CONST ENG: CONTING: IND COSTS: POT CHG ORD: BND FINANCING TOTAL PROJEC Performa PM 1: Safety	ET COST:	\$1,839,870 \$1,000,000 \$8,894,456 \$11,734,326	COST OF APPROVED PHASES:	CAT 11	AUTHORIZEI FEDERAI \$4,000,000 \$3,115,569	FUNDING CAT(S): D FUNDING BY CATE STATE \$1,000,000 \$778,891	GORY/SHA LOCAL	RE LC	\$5,000,00 \$3,894,45

^{*} FUNDING NOT FIXED

FY 2024 DISTRICT COUNTY CITY PROJECT SPONSOR YOE COST CSJ HWY **PHASE** 0528-01-118 SH 107 (Conway) Palmhurst \$21,386,280 Hidalgo С TxDOT Pharr LIMITS FROM: 11/1/2022 FM 1924 (Mile 3 N) **REVISION DATE:** LIMITS TO: SH 495 MPO PROJ NUMBER: HC-383 FUNDING CAT(S): PROJECT Widen from 4 to 6 Lanes w/Raised Median DESCRIPTION: PROJECT HISTORY: REMARKS Revised funding as per UTP TOTAL PROJECT COST INFORMATION **AUTHORIZED FUNDING BY CATEGORY/SHARE** \$1,071,002 FEDERAL STATE LOCAL TOTAL PRELIM ENG: LC COST OF **ROW PURCHASE:** \$0 APPROVED PHASES: CONST COST: \$21,386,280 CAT 2 \$17,109,024 \$4,277,256 \$21,386,280 \$1,298,317 CONST ENG: \$21,386,280 \$1,293,459 CONTING: Admin. IND COSTS: \$633,859 POT CHG ORD: BND FINANCING: \$25,682,917 TOTALS TOTAL PROJECT COST: \$17,109,024 \$0 \$0 \$21,386,280 \$4,277,256 **Performance Measures** PM 1: Safety PM 2: Pavement Conditions PM 3: System Performance

PHARR	HIDALGO	0921-02-142	CS	R	Hidalgo County	HCRMA	į	\$44,584	210
LIMITS FROM:	On IBTC, fr	om 365 Tollway at FM 4	93			REVISION DATE:	7,	/1/2022	
LIMITS TO:	IH-2					MPO PROJ NUMBER:	R	MA-3	
PROJECT DESCRIPTION:	CONSTRUC	CT NON-TOLLED 4 LANE	DIVIDED (AT GRA	ADE) HIGHWAY	PROJECT HISTORY:	FUNDING CAT(S):	3	LC	
REMARKS P7:					······ 	Admin - Revise	ed Cost		
TOTA	L PROJECT	COST INFORMATION	ON] 1	AUTHORIZE	D FUNDING BY CATE	GORY/SHA	ARE	
PRELIM ENG:		\$13,118,273	COST OF	I [FEDERA	L STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$44,584,210		CAT 3 LC				\$44,584,210	\$44,584,210
CONST COST:		\$137,673,338	PHASES:	j					
CONST ENG:		\$9,444,203	\$44,584,210	! !					
CONTING:		\$16,223,533		 		Admin.	•		
IND COSTS:		\$3,906,761		! 					
BND FINANCING:		į		i i					
PT CHG ORD		ļ.							
TOTAL PROJECT C	OST:	\$224,950,318		TOTALS	\$	0 \$0	\$0	\$44,584,210	\$44,584,210
Performance	Measures								

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

PM 2: Pavement Conditions
PM 3: System Performance

PM 1: Safety

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPO	NSOR	YOE COS	БТ
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPO	NSOR	YOE COS	ST
PHARR	HIDALGO	0921-02-440	CS	R	Edinburg	Edinburg		\$560,000	0
LIMITS FROM:	On Freddy G	ionzalez Dr., from SH 3	36 (10th St.)			REVISION DATE:	11,	/1/2022	
LIMITS TO:	FM 2061 (M	cColl Rd)				MPO PROJ NUMBER:	НС	-120	
PROJECT DESCRIPTION:		RECONSTRUCT TO 4 L			PROJECT HISTORY:	FUNDING CAT(S):	7		
REMARKS P7:						Moved from	m FY 2026		
тот	AL PROJECT C	OST INFORMATION	ON	I I	AUTHORIZE	D FUNDING BY CAT	regory/shai	RE	
PRELIM ENG:		\$270,663	COST OF		FEDER/	AL STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$560,000	APPROVED	CAT 7	\$448,00	0	\$112,000		\$560,000
CONST COST:		\$5,820,468	PHASES:	!					
CONST ENG:		\$328,109	\$560,000						
CONTING:		\$326,882		!		Admir	Ŋ.		
IND COSTS:		\$160,188		ļ					
BND FINANCING:		Î		i I					
PT CHG ORD				! !					
TOTAL PROJECT	COST:	\$7,466,310		TOTALS	\$448,00	00 \$0	\$112,000	\$0	\$560,000
Performan	ce Measures								
PM 1: Safety	_	✓							
PM 2: Pavemen	t Conditions								
PM 3: System P	erformance								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPO	NSOR	YOE CO	OST
PHARR	HIDALGO	0921-02-254	CS	C,E,R		HC 1	İ	\$7,860,	000
LIMITS FROM:	On Mile 1 East, from	BUS 83	<u></u>	. L		REVISION DATE:		1/1/2022	
LIMITS TO:	Mile 8 North					MPO PROJ NUMBER:	H	HC-269	
PROJECT				•••••		FUNDING CAT(S):	3	BLC, 7, CRRSAA	
DESCRIPTION:	Reconstruct & widen	to urban 2 lanes &	shoulders		PROJECT HISTORY:				
DESASDIC	E Construction France				{ 	Advis Con 9 Foods			
REMARKS P7:	E=Construction Engin	eering			į	Admin -Cost & Fundi	ng keaucea		
	TOTAL PROJECT COST IN	ORMATION		,	AUTHORIZED FL	JNDING BY CATE	ORY/SHAR	E	
PRELIM ENG:		\$778,050		!	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$502,000	COST OF APPROVED PHASES:	CAT 7	\$5,642,269		\$1,410,567		\$7,052,836
CONST COST:		\$6,480,000	1	CAT 3 LC				\$480,000	\$480,000
CONST ENG:		\$878,000	\$7,860,000	CRRSAA	\$327,164				\$327,164
CONTING:		\$588,485	i İ						
IND COSTS:		\$561,324	i I	i i		مائمماله ۸			
BND FINANCING:				<u> </u>		Admin.	•		
PT CHG ORD			i I	i I					
TOTAL PROJECT	COST:	\$9,787,859	1	TOTALS	\$5,969,433	\$0	\$1,410,567	\$480,000	\$7,860,000
Per	rformance Measures								
PM 1: Safety		~	1						
PM 2: Pavement	t Conditions		1						
PM 3: System Pe	erformance		1						
-		•	•						
PHARR	HIDALGO	0921-02-361	CS	C,CE	MCALLEN	HC 2	i	\$19,208	,715
LIMITS FROM:	On Nolana Loop, fron	n FM 1426	<u> </u>			REVISION DATE:	1	11/1/2022	
LIMITS TO:	FM 907					MPO PROJ NUMBER:	H	HC-152a	
DROJECT DECERIOR	TION: WIDEN FROM 2 TO 4	LANE DIVIDED	•••••			FUNDING CAT(S):	7	7, 3LC	
PROJECT DESCRIPT	TION: WIDEN FROM 2 TO 4	LANE DIVIDED			PROJECT HISTORY:				
REMARKS	Nolana Loop (S1)				'''i !	Revised Funding a	and Cost		
P7:	Notatia Loop (31)				 !	Nevised Fullding a			
	TOTAL PROJECT COST INF	ORMATION			AUTHORIZED FL	JNDING BY CATE	ORY/SHAR	E	
PRELIM ENG:		\$230,275	i I	i i	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$2,000,000	COST OF APPROVED PHASES:	CAT 7	\$13,978,975		\$3,494,744		\$17,473,719
CONST COST:								\$1,734,996	\$1,734,996
CONST ENG:		\$17,287,844	1 	CAT 3 LC					
		\$17,287,844 \$1,920,871	\$19,208,715	CAT 3 LC					
CONTING:			!	CAT 3 LC		Admin			
		\$1,920,871		CAT 3 LC		Admin.			
CONTING:		\$1,920,871 \$1,074,017		CAT 3 LC		Admin.			
CONTING: IND COSTS:		\$1,920,871 \$1,074,017		CAT 3 LC		Admin.			
CONTING: IND COSTS: BND FINANCING:	COST:	\$1,920,871 \$1,074,017		TOTALS	\$13,978,975	Admin.	\$3,494,744	\$1,734,996	\$19,208,715
CONTING: IND COSTS: BND FINANCING: PT CHG ORD TOTAL PROJECT	COST: rformance Measures	\$1,920,871 \$1,074,017 \$526,321			\$13,978,975		\$3,494,744		\$19,208,715
CONTING: IND COSTS: BND FINANCING: PT CHG ORD TOTAL PROJECT		\$1,920,871 \$1,074,017 \$526,321 \$23,039,328			\$13,978,975		\$3,494,744		\$19,208,715
CONTING: IND COSTS: BND FINANCING: PT CHG ORD TOTAL PROJECT Per	rformance Measures	\$1,920,871 \$1,074,017 \$526,321 \$23,039,328			\$13,978,975		\$3,494,744		\$19,208,715

DISTRICT CO	UNTY	CSJ	HWY	PHASE	CITY	PROJECT SPO	DNOOK	YOE C	J31
PHARR HID	ALGO	0921-02-332	CS	R,E,C		HC 3	ļ	\$8,555	927
LIMITS FROM:	On Mile 3 N. (Phase	II), from FM 2221				REVISION DATE:	1	1/1/2022	
LIMITS TO:	Tom Gill Rd.					MPO PROJ NUMBER	t: H	IC-286b	
PROJECT DESCRIPTION:	New Location - 2 Lar	ne Rural Roadway			,	FUNDING CAT(S):	7	, 3LC	
	20001011 2 201	ic natar noddingy			PROJECT HISTORY:				
REMARKS P7:						Admin - Cost & Fund	ding Reduced		
	TAL PROJECT COST IN	FORMATION		7	AUTHORIZED F	UNDING BY CATE	GORY/SHAR	E	
PRELIM ENG:		\$368,672			FEDERA	L STATE	LOCAL	LC	тота
ROW PURCHASE:		\$375,520	COST OF APPROVED PHASES:	CAT 7	\$5,752,000		\$1,438,000		\$7,190,000
CONST COST:		\$7,689,095	THAJEJ.	CAT 3 LC				\$1,365,927	\$1,365,927
CONST ENG:		\$491,312	\$8,555,927	ļ.					
CONTING:		\$404,389		i I					
IND COSTS:		\$218,194		 		Λ -0 2			
BND FINANCING:		İ		İ		Admin)•		
PT CHG ORD		 		 					
TOTAL PROJECT COST:		\$9,547,182		TOTALS	\$5,752,000	0 \$0	\$1,438,000	\$1,365,927	\$8,555,92
Performan	ce Measures			•					
PM 1: Safety									
PM 3: System Performan		0921-02-512	CS	с	MCALLEN	MCALLE	:N	\$10,264	,320
PM 3: System Performan PHARR HID	ce	ـنــــــنـــــــــــــــــــــــــــــ	CS.	c	MCALLEN	MCALLE REVISION DATE:		\$10,264	,320
PM 3: System Performan PHARR HID LIMITS FROM:	ALGO	ـنــــــنـــــــــــــــــــــــــــــ	cs	С	MCALLEN	┴	i_ 1		,320
PM 3: System Performan PHARR HID LIMITS FROM: LIMITS TO:	ALGO On Bentsen Rd., fron FM 1924 (Mile 3)	n FM 676 (Mile 5)			MCALLEN	REVISION DATE:	i 1 : H	1/1/2022	,320
PM 3: System Performan PHARR HID LIMITS FROM: LIMITS TO:	ALGO On Bentsen Rd., from	n FM 676 (Mile 5)			MCALLEN PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER	i 1 : H	1/1/2022 IC-900	,320
PM 3: System Performan PHARR HID LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION:	ALGO On Bentsen Rd., fron FM 1924 (Mile 3)	n FM 676 (Mile 5)				REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S):	1 : H	1/1/2022 IC-900	,320
PHARR HID LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS	ALGO On Bentsen Rd., fron FM 1924 (Mile 3)	n FM 676 (Mile 5)				REVISION DATE: MPO PROJ NUMBER	1 : H	1/1/2022 IC-900	,320
PM 3: System Performan PHARR HID LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7:	ALGO On Bentsen Rd., fron FM 1924 (Mile 3)	n FM 676 (Mile 5)			PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S):	1: H	.1/1/2022 IC-900 , 3LC	,320
PHARR HID LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TO	ALGO On Bentsen Rd., fron FM 1924 (Mile 3) Widen from 2 to 4 la	n FM 676 (Mile 5) nes and continuous FORMATION \$275,000	turn lane w/ curb an	d gutter	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added CAT 7 I	1: H	.1/1/2022 IC-900 , 3LC	
PM 3: System Performan PHARR HID LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TO PRELIM ENG:	ALGO On Bentsen Rd., fron FM 1924 (Mile 3) Widen from 2 to 4 la	n FM 676 (Mile 5) nes and continuous FORMATION \$275,000		d gutter	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added CAT 7 I	1 1 Funding	1/1/2022 ic-900 , 3LC	TOTA
PM 3: System Performan PHARR HID LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TO PRELIM ENG: ROW PURCHASE:	ALGO On Bentsen Rd., fron FM 1924 (Mile 3) Widen from 2 to 4 la	nes and continuous FORMATION \$275,000	turn lane w/ curb and	d gutter	PROJECT HISTORY: AUTHORIZED F FEDERA	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added CAT 7 I	: 1 :: H 7 Funding GORY/SHAR LOCAL	1/1/2022 ic-900 , 3LC	TOTA \$4,060,840
PHARR HID PHARR HID LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: TO PRELIM ENG: ROW PURCHASE: CONST COST:	ALGO On Bentsen Rd., fron FM 1924 (Mile 3) Widen from 2 to 4 la	n FM 676 (Mile 5) nes and continuous FORMATION \$275,000 \$1,100,000	turn lane w/ curb and	d gutter	PROJECT HISTORY: AUTHORIZED F FEDERA	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added CAT 7 I	: 1 :: H 7 Funding GORY/SHAR LOCAL	1/1/2022 1C-900 , 3LC	TOTA \$4,060,840
PHARR HID PHARR HID LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TO PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG:	ALGO On Bentsen Rd., fron FM 1924 (Mile 3) Widen from 2 to 4 la	n FM 676 (Mile 5) nes and continuous FORMATION \$275,000 \$1,100,000 \$10,264,320	turn lane w/ curb and the curb	d gutter	PROJECT HISTORY: AUTHORIZED F FEDERAI \$3,248,672	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added CAT 7 I UNDING BY CATE L STATE	: 1 :: H 7 Funding GORY/SHAR LOCAL	1/1/2022 1C-900 , 3LC	TOTA \$4,060,840
PHARR HID LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: TO PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING:	ALGO On Bentsen Rd., fron FM 1924 (Mile 3) Widen from 2 to 4 la	n FM 676 (Mile 5) nes and continuous FORMATION \$275,000 \$1,100,000 \$10,264,320	turn lane w/ curb and the curb	d gutter	PROJECT HISTORY: AUTHORIZED F FEDERA	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added CAT 7 I UNDING BY CATE L STATE	: 1 :: H 7 Funding GORY/SHAR LOCAL	1/1/2022 1C-900 , 3LC	TOTA \$4,060,840
PHARR HID LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: TO PRELIM ENG: ROW PURCHASE: CONST COST: CONTING: IND COSTS:	ALGO On Bentsen Rd., fron FM 1924 (Mile 3) Widen from 2 to 4 la	n FM 676 (Mile 5) nes and continuous FORMATION \$275,000 \$1,100,000 \$10,264,320	turn lane w/ curb and the curb	d gutter	PROJECT HISTORY: AUTHORIZED F FEDERAI \$3,248,672	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added CAT 7 I UNDING BY CATE L STATE	: 1 :: H 7 Funding GORY/SHAR LOCAL	1/1/2022 1C-900 , 3LC	TOTAI \$4,060,840
PHARR HID PHARR HID LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: TO PRELIM ENG: ROW PURCHASE: CONST ENG: CONST ENG: CONTING: ND COSTS: BIND FINANCING:	ALGO On Bentsen Rd., fron FM 1924 (Mile 3) Widen from 2 to 4 la	n FM 676 (Mile 5) nes and continuous FORMATION \$275,000 \$1,100,000 \$10,264,320	turn lane w/ curb and the curb	d gutter	PROJECT HISTORY: AUTHORIZED F FEDERAI \$3,248,672	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Added CAT 7 I UNDING BY CATE L STATE	: 1 :: H 7 Funding GORY/SHAR LOCAL	1/1/2022 1C-900 , 3LC	TOTAI \$4,060,840
PHARR HID PHARR HID LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: TO PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: ND COSTS: BND FINANCING: PT CHG ORD	ALGO On Bentsen Rd., fron FM 1924 (Mile 3) Widen from 2 to 4 la	n FM 676 (Mile 5) nes and continuous FORMATION \$275,000 \$1,100,000 \$10,264,320	turn lane w/ curb and the curb	d gutter	PROJECT HISTORY: AUTHORIZED F FEDERAI \$3,248,672	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Added CAT 7 I UNDING BY CATE L STATE	: 1 :: H 7 Funding GORY/SHAR LOCAL	1/1/2022 1C-900 , 3LC	TOTA I \$4,060,840 \$6,203,480
PHARR HID LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TO PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: BND FINANCING: PT CHG ORD TOTAL PROJECT COST:	ALGO On Bentsen Rd., fron FM 1924 (Mile 3) Widen from 2 to 4 la	n FM 676 (Mile 5) nes and continuous FORMATION \$275,000 \$1,100,000 \$10,264,320 \$825,000	turn lane w/ curb and the curb	d gutter CAT 7 CAT 3 LC	AUTHORIZED F FEDERAL \$3,248,672	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Added CAT 7 I UNDING BY CATE L STATE	Funding GORY/SHAR LOCAL \$812,168	1/1/2022 1C-900 , 3LC E LC \$6,203,480	TOTA I \$4,060,840 \$6,203,480
LIMITS FROM: LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TO PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: LONGING: IND COSTS: BND FINANCING: PT CHG ORD TOTAL PROJECT COST:	On Bentsen Rd., fron FM 1924 (Mile 3) Widen from 2 to 4 la	n FM 676 (Mile 5) nes and continuous FORMATION \$275,000 \$1,100,000 \$10,264,320 \$825,000	turn lane w/ curb and the curb	d gutter CAT 7 CAT 3 LC	AUTHORIZED F FEDERAL \$3,248,672	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Added CAT 7 I UNDING BY CATE L STATE	Funding GORY/SHAR LOCAL \$812,168	1/1/2022 1C-900 , 3LC E LC \$6,203,480	,320 TOTAI \$4,060,840 \$6,203,480 \$10,264,320
PHARR HID LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: TO PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: BND FINANCING: PT CHG ORD TOTAL PROJECT COST: Performane	On Bentsen Rd., fron FM 1924 (Mile 3) Widen from 2 to 4 la	n FM 676 (Mile 5) nes and continuous FORMATION \$275,000 \$1,100,000 \$10,264,320 \$825,000	turn lane w/ curb and the curb	d gutter CAT 7 CAT 3 LC	AUTHORIZED F FEDERAL \$3,248,672	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): Added CAT 7 I UNDING BY CATE L STATE	Funding GORY/SHAR LOCAL \$812,168	1/1/2022 1C-900 , 3LC E LC \$6,203,480	TOTAI \$4,060,840 \$6,203,480

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONS	OR	YOE C	OST
PHARR	HIDALGO		1064-01-027	FM 676	С	MISSION	TXDOT		\$32,695	5,295
LIMITS FROM:	SH 10	7 (Conway)			.4	-	REVISION DATE:	11/1/2	022	
LIMITS TO:	Taylo	r Rd.					MPO PROJ NUMBER:	HC-117	'c	
PROJECT DESCRIP	TION: Wide	n from 2 to 4 Lan	nes w/ Left Turn La	ne		I PROJECT HISTORY:	FUNDING CAT(S):	2,10		
REMARKS P7:] ! !	Revised Cost & Funding a	s per UTP		
	TOTAL PROJE	CT COST INF	ORMATION		 -	AUTHORIZED FL	JNDING BY CATEGO	RY/SHARE		
PRELIM ENG:			\$1,576,703	i .		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:			\$4,465,587	COST OF APPROVED PHASES:	CAT 2	\$25,755,647	\$6,438,912			\$32,194,559
CONST COST:			\$32,695,295		CAT 10 Earmark	\$400,589	\$100,147			\$500,736
CONST ENG:			\$1,911,351	\$32,695,295	ļ					
CONTING:			\$1,904,198	i I	i I		Admin.			
IND COSTS:			\$933,151	! ! !	! ! !		5 663333333			
BND FINANCING:				!						
PT CHG ORD				: 	! !					
TOTAL PROJECT	COST:		\$43,486,285	 	TOTALS	\$26,156,236	\$6,539,059	\$0	\$0	\$32,695,295
Pe	rformance Measure	s								
PM 1: Safety										
PM 2: Pavemen	t Conditions									
PM 3: System Pe	erformance		✓							
PHARR	HIDALGO		0255-07-140	US 281	С	į	TXDOT	j	\$146,07	7,379
LIMITS FROM:	0.273	mi S. SH 186	<u> </u>	·	·L	.4	REVISION DATE:	11/1/2	022	
LIMITS TO:	0.023	mi N. FM 490					MPO PROJ NUMBER:	HC-384	ı	
PROJECT DESCRIP	Rural TION: roads		nstruct 4 lanes wit	th overpasses & two -	2 lane frontage	PROJECT HISTORY:	FUNDING CAT(S):	4,12		
REMARKS P7:						ተ ! !	Revised Cost and Funding	as per UTP		
	TOTAL PROJE	ECT COST INF	ORMATION		<u></u>	AUTHORIZED FL	JNDING BY CATEGO	RY/SHARE		
PRELIM ENG:			\$7,239,311	 	 !	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:			\$5,265,959	COST OF APPROVED PHASES:	CAT 4	\$115,859,048	\$28,964,762			\$144,823,810
CONST COST:			\$146,077,379	1	CAT 12	\$1,002,855	\$250,714			\$1,253,569
CONST ENG:			\$11,272,641	\$146,077,379	 					
CONTING:			\$12,484,206	 	<u> </u>		Admin.			
IND COSTS:			\$4,284,490	I I	I I		2-28000000			
BND FINANCING:				 	 					
PT CHG ORD				 	I 					
TOTAL PROJECT	COST:		\$186,623,986	<u> </u>	TOTALS	\$116,861,903	\$29,215,476	\$0	\$0	\$146,077,379
Pe	rformance Measure	s								
PM 1: Safety			~							
PM 2: Pavemen	t Conditions									
PM 3: System Pe	erformance									

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY		PROJECT SPONS	OR	YOE C	OST
PHARR	HIDALGO		0255-06-069	US 281	С			TXDOT	į	\$65,880	,000
LIMITS FROM:	3.9 N	1i. N. of SH 186	·	<u> </u>				REVISION DATE:	11/1/2	022	
LIMITS TO:	0.315	Mi. N. of SH 186						MPO PROJ NUMBER:	HC-281		
DDG IFCT DFCCDID	TION	4 1		21				FUNDING CAT(S):	12		
PROJECT DESCRIP	TION: Cont	ruct 4 Lanes with	overpasses and tv	vo-2 lane frontage roa	aas	PROJECT HISTORY:					
REMARKS P7:						 		Revised Funding and Cost	as per UTP		
	TOTAL PROJ	ECT COST INF	ORMATION		1 - — — - !	AUTI	ORIZED F	JNDING BY CATEGO	RY/SHARE		
PRELIM ENG:			\$3,285,210		İ		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:			\$5,265,959	COST OF APPROVED PHASES:	1						
CONST COST:			\$65,880,000	 -	CAT 12		\$52,704,000	\$13,176,000			\$65,880,000
CONST ENG:			\$3,613,731	\$65,880,000	ļ						
CONTING:			\$6,045,100	I !	!			- •			
IND COSTS:			\$1,944,308	 				Admin	9		
BND FINANCING:				ı 	!						
PT CHG ORD				 							
TOTAL PROJECT	COST:		\$86,034,308		TOTALS		\$52,704,000	\$13,176,000	\$0	\$0	\$65,880,000
Pe	erformance Measure	s									
PM 1: Safety	•	•	~								

PM 2: Pavement Conditions PM 3: System Performance

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPO	NSOR	YOE CO	OST
PHARR	HIDALGO	0921-02-395	CS	R	MISSION	HIDALGO COL	JNTY	\$3,500,0	000
LIMITS FROM:	ON INSPIRATI	ON RD/MILITARY PAR	RKWAY LOOP, FRO	M IH-2		REVISION DATE:	1	11/1/2022	
LIMITS TO:	FM 1016					MPO PROJ NUMBER:	H	HC-341r	
PROJECT DESCRIPT	TION.	270 41 445 05 405				FUNDING CAT(S):	7	7	
PROJECT DESCRIPT	HON: WIDEN FROM	2 TO 4 LANE DIVIDED)		PROJECT HISTORY:				
DEMARKS					Ţ	Add CAT 7 and \$4a	4 f EV 2022	2	
REMARKS P7:					 	Added CAT 7 and Move	a from FY 2023	3	
	TOTAL PROJECT COST	INFORMATION			AUTHORIZED I	FUNDING BY CATE	GORY/SHAR	RE	
PRELIM ENG:		\$1,276,483	COST OF	İ	FEDERA	L STATE	LOCAL	LC	тота
ROW PURCHASE:		\$3,500,000	APPROVED	CAT 7	\$2,800,000)	\$700,000		\$3,500,000
CONST COST:		\$20,047,928	PHASES:						
CONST ENG:		\$2,205,272	\$3,500,000	!					
CONTING:		; ;				A 11 9			
IND COSTS:		į.		ļ		Admin	•		
BND FINANCING:		į		į					
PT CHG ORD		!							
TOTAL PROJECT	COST:	\$27,029,683		TOTALS	\$2,800,00	0 \$0	\$700,000	\$0	\$3,500,000
Perfor	rmance Measures			*					
PM 1: Safety		✓							
•	t Conditions								
PM 2: Pavement		✓							
PM 2: Pavement		✓							
PM 2: Pavement		0921-02-442	CS	PE,R	Edinburg	HC 4	į	\$1,700,:	162
PM 2: Pavement PM 3: System Pe	erformance	0921-02-442	CS	PE,R	Edinburg	HC 4 REVISION DATE:		\$1,700, . 11/1/2022	162
PM 2: Pavement PM 3: System Pe PHARR LIMITS FROM:	erformance HIDALGO	0921-02-442	CS	PE,R	Edinburg	. 			162
PM 2: Pavement PM 3: System Pe PHARR LIMITS FROM: LIMITS TO:	HIDALGO On Trenton R FM 907	0921-02-442 d., from I-69C		- L	Edinburg	REVISION DATE:	H	11/1/2022	162
PM 2: Pavement PM 3: System Pe PHARR LIMITS FROM:	HIDALGO On Trenton R FM 907	0921-02-442		- L	Edinburg	REVISION DATE: MPO PROJ NUMBER:	H	11/1/2022 HC-177a	162
PM 2: Pavement PM 3: System Pe PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION:	HIDALGO On Trenton R FM 907	0921-02-442 d., from I-69C		- L		REVISION DATE: MPO PROJ NUMBER:	H	11/1/2022 HC-177a	162
PM 2: Pavement PM 3: System Pe PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS	HIDALGO On Trenton R FM 907	0921-02-442 d., from I-69C		- L		REVISION DATE: MPO PROJ NUMBER:	H	11/1/2022 HC-177a	162
PM 2: Pavement PM 3: System Pe PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS	HIDALGO On Trenton R FM 907	0921-02-442 d., from I-69C econstruct Roadway fr		- L	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER:	F 7	11/1/2022 HC-177a 7, 3LC	162
PM 2: Pavement PM 3: System Pe PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7:	HIDALGO On Trenton R FM 907 Widen and Re	0921-02-442 d., from I-69C econstruct Roadway fr	rom 2 to 4 lanes o	- L	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): FUNDING BY CATE	F 7	11/1/2022 HC-177a 7, 3LC	
PM 2: Pavement PM 3: System Pe PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG:	HIDALGO On Trenton R FM 907 Widen and Re	0921-02-442 d., from I-69C econstruct Roadway fr		- L	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): FUNDING BY CATE(GORY/SHAR	11/1/2022 HC-177a 7, 3LC	TOTA
PM 2: Pavement PM 3: System Pe PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE:	HIDALGO On Trenton R FM 907 Widen and Re	0921-02-442 d., from I-69C econstruct Roadway fr	rom 2 to 4 lanes o	livided urban	PROJECT HISTORY: AUTHORIZED I	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): FUNDING BY CATE(GORY/SHAR	11/1/2022 HC-177a 7, 3LC	TOTAI \$715,000
PM 2: Pavement PM 3: System Pe PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST:	HIDALGO On Trenton R FM 907 Widen and Re	0921-02-442 d., from I-69C econstruct Roadway fr INFORMATION \$985,162 \$715,000	rom 2 to 4 lanes o	livided urban	PROJECT HISTORY: AUTHORIZED I	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): FUNDING BY CATE(GORY/SHAR	11/1/2022 HC-177a 7, 3LC	TOTAI \$715,000
PM 2: Pavement PM 3: System Pe PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG:	HIDALGO On Trenton R FM 907 Widen and Re	0921-02-442 d., from I-69C econstruct Roadway fr INFORMATION \$985,162 \$715,000 \$22,517,985	COST OF APPROVED PHASES:	livided urban	PROJECT HISTORY: AUTHORIZED I	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): FUNDING BY CATE(GORY/SHAR	11/1/2022 HC-177a 7, 3LC	TOTAI \$715,000
PM 2: Pavement PM 3: System Pe PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING:	HIDALGO On Trenton R FM 907 Widen and Re	0921-02-442 d., from I-69C econstruct Roadway fr INFORMATION \$985,162 \$715,000 \$22,517,985	COST OF APPROVED PHASES:	livided urban	PROJECT HISTORY: AUTHORIZED I	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): FUNDING BY CATE(GORY/SHAR	11/1/2022 HC-177a 7, 3LC	TOTAI \$715,000
PM 2: Pavement PM 3: System Pe PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS:	HIDALGO On Trenton R FM 907 Widen and Re	0921-02-442 d., from I-69C econstruct Roadway fr INFORMATION \$985,162 \$715,000 \$22,517,985	COST OF APPROVED PHASES:	livided urban	PROJECT HISTORY: AUTHORIZED I	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): FUNDING BY CATE(GORY/SHAR	11/1/2022 HC-177a 7, 3LC	TOTAI \$715,000
PM 2: Pavement PM 3: System Pe PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: BND FINANCING:	HIDALGO On Trenton R FM 907 Widen and Re	0921-02-442 d., from I-69C econstruct Roadway fr INFORMATION \$985,162 \$715,000 \$22,517,985	COST OF APPROVED PHASES:	livided urban	PROJECT HISTORY: AUTHORIZED I	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): FUNDING BY CATE(GORY/SHAR	11/1/2022 HC-177a 7, 3LC	TOTAI \$715,000
PM 2: Pavement PM 3: System Pe PHARR LIMITS FROM: LIMITS TO: PROJECT	HIDALGO On Trenton R FM 907 Widen and Re TOTAL PROJECT COST	0921-02-442 d., from I-69C econstruct Roadway fr INFORMATION \$985,162 \$715,000 \$22,517,985	COST OF APPROVED PHASES:	livided urban	PROJECT HISTORY: AUTHORIZED I	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): FUNDING BY CATE(L STATE	GORY/SHAR	11/1/2022 HC-177a 7, 3LC RE LC \$985,162	TOTAI \$715,000 \$985,162
PM 2: Pavement PM 3: System Pe PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: BND FINANCING: PT CHG ORD	HIDALGO On Trenton R FM 907 Widen and Re TOTAL PROJECT COST	0921-02-442 d., from I-69C econstruct Roadway from S985,162 \$715,000 \$22,517,985 \$1,708,954	COST OF APPROVED PHASES:	CAT 7	PROJECT HISTORY: AUTHORIZED I FEDERA \$572,000	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): FUNDING BY CATE(L STATE	GORY/SHAR LOCAL \$143,000	11/1/2022 HC-177a 7, 3LC	TOTAI \$715,000 \$985,162
PM 2: Pavement PM 3: System Pe PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: BND FINANCING: PT CHG ORD TOTAL PROJECT	HIDALGO On Trenton R FM 907 Widen and Re TOTAL PROJECT COST	0921-02-442 d., from I-69C econstruct Roadway from Systems (1985)	COST OF APPROVED PHASES:	CAT 7	PROJECT HISTORY: AUTHORIZED I FEDERA \$572,000	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): FUNDING BY CATE(L STATE	GORY/SHAR LOCAL \$143,000	11/1/2022 HC-177a 7, 3LC RE LC \$985,162	TOTAL \$715,000 \$985,162
PM 2: Pavement PM 3: System Pe PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: BND FINANCING: PT CHG ORD	HIDALGO On Trenton R FM 907 Widen and Re TOTAL PROJECT COST COST: rmance Measures	0921-02-442 d., from I-69C econstruct Roadway from S985,162 \$715,000 \$22,517,985 \$1,708,954	COST OF APPROVED PHASES:	CAT 7	PROJECT HISTORY: AUTHORIZED I FEDERA \$572,000	REVISION DATE: MPO PROJ NUMBER: FUNDING CAT(S): FUNDING BY CATE(L STATE	GORY/SHAR LOCAL \$143,000	11/1/2022 HC-177a 7, 3LC RE LC \$985,162	TOTAL \$715,000 \$985,162

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY		PROJECT SP	ONSOR	YOE CO	OST
PHARR	HIDALGO	0921-02-499	CS	C,CE	Pharr	İ	Pharr	·	\$9,594,	500
LIMITS FROM:	On I Rd.,	from FM 3072 (Dicker Rd.)				RE	VISION DATE:	11,	/1/2022	
LIMITS TO:		Military HWY)				MF	O PROJ NUMBER	t: HC	-499	
PROJECT DESCRIPTION:	Widen to	a 2-lane divided roadway shoulders	with continuous	center turning	IPROJECT HISTORY:	FU	NDING CAT(S):	7,	3LC	
REMARKS P7:					 	Revi	sed Cost and Add	ed CAT 7 funding		
T	OTAL PROJECT CO	ST INFORMATION			AUT	HORIZED FUN	DING BY CAT	EGORY/SHARE		
PRELIM ENG:		\$349,033	COST OF	į		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		1	APPROVED	CAT 7		\$6,896,869		\$1,724,217		\$8,621,086
CONST COST:		\$9,016,000	PHASES:	CAT 3 LC					\$973,414	\$973,414
CONST ENG:		\$578,500	\$9,594,500	İ						
CONTING:		\$280,546		i I			Admi	n.		
IND COSTS:		\$206,571		ļ			9 5633333	229		
BND FINANCING:		Ì		İ						
PT CHG ORD		; ;		 						
TOTAL PROJECT COS	ST:	\$10,430,650		TOTALS		\$6,896,869	\$0	\$1,724,217	\$973,414	\$9,594,500
Performa	ince Measures									
PM 1: Safety		✓								
PM 2: Pavement Co	nditions									
PM 3: System Perfo	rmance									

PHARR	HIDALGO		0921-02-142	CS	C, CE	Hidalgo County	у	HCRMA	ŀ	\$147,11	7,541
LIMITS FROM:	On I	BTC, from 36	55 Tollway at FM 4	93		+	RI	EVISION DATE:	1	1/1/2022	
LIMITS TO:	IH-2	!					M	IPO PROJ NUMBER:	R	RMA-3	
PROJECT DESCRIPTION:		ISTRUCT NOI ERIM)	N-TOLLED 4 LANE I	DIVIDED (AT GRAD	DE) HIGHWAY	PROJECT HISTORY:	FL	JNDING CAT(S):	3	BLC, 12	
REMARKS P7:	Pend	ding TPB Apr	oved CAT 7 Increa	se - FC			Re	vised Funding and Cos	st as per UTP		
	TOTAL PROJEC	T COST IN	FORMATION			AUTHO	RIZED FU	NDING BY CATEGO	ORY/SHAR	E E	
PRELIM ENG:			\$13,118,273	COST OF	!		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:			\$44,584,210	APPROVED	CAT 3 LC					\$129,549,129	\$129,549,129
CONST COST:			\$137,673,338	PHASES:	CAT 12	\$1	4,054,730	\$3,513,682			\$17,568,412
CONST ENG:			\$9,444,203	\$147,117,541	1						
CONTING:			\$16,223,533		İ			Dovisio			
IND COSTS:			\$3,906,761		!			Revisio			
BND FINANCING:											
PT CHG ORD			! 								
TOTAL PROJECT	COST:		\$224,950,318		TOTALS	\$1	4,054,730	\$3,513,682	\$0	\$129,549,129	\$147,117,541
Perfo	rmance Measures										
PM 1: Safety											

PM 2: Pavement Conditions PM 3: System Performance

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPO	ONSOR	YOE CO	OST
PHARR	HIDALGO	0921-02-447	CS	C, CE	Weslaco	HC 1		\$25,060	,788
LIMITS FROM:	On Mile 6	W., from Mile 14 1/2				REVISION DATE:		11/1/2022	
LIMITS TO:	Mile 11 N					MPO PROJ NUMBER	:	HC-148bbb	
PROJECT	Widon fro	m 3 to 4 lanes				FUNDING CAT(S):		7, 3LC	
DESCRIPTION:	widen iro	m 2 to 4 lanes			PROJECT HISTORY:				
REMARKS P7:									
	TOTAL PROJECT CO	ST INFORMATION		-r - — — ·	AUTHORIZED FL	JNDING BY CATE	GORY/SHA	RE	
PRELIM ENG:		\$631,273	COST OF	<u> </u>	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$2,797,654	APPROVED	CAT 7	\$18,089,991		\$4,522,498		\$22,612,489
CONST COST:		\$22,850,788	PHASES:	CAT 3 LC				\$2,448,299	\$2,448,299
CONST ENG:		\$2,210,000	\$25,060,788	i I					
CONTING:		\$837,455		! !					
IND COSTS:		\$798,636		Ì					
BND FINANCING:		}		! !					
PT CHG ORD		ļ		!					
TOTAL PROJECT	COST:	\$30,125,806		TOTALS	\$18,089,991	\$0	\$4,522,498	\$2,448,299	\$25,060,788
Perfo	ormance Measures			1					
PM 1: Safety		~							
•	t Conditions	✓							
PM 1: Safety PM 2: Pavemen PM 3: System Po		√							
•									
PM 2: Pavemen		✓	FM 1925	l c	McAllen	TXDOT	· į	\$33,151	,161
PM 2: Pavemen PM 3: System Po	erformance	1803-01-094	FM 1925	c		TXDOT			,161
PM 2: Pavemen PM 3: System Po PHARR LIMITS FROM:	erformance HIDALGO	1803-01-094	FM 1925	c	_1			\$33,151 11/1/2022 HC-338	,161
PM 2: Pavemen PM 3: System Po PHARR LIMITS FROM: LIMITS TO:	HIDALGO Wallace R	1803-01-094	FM 1925	c		REVISION DATE:	<u>-</u>	11/1/2022	,161
PM 2: Pavemen PM 3: System Po PHARR LIMITS FROM: LIMITS TO: PROJECT	HIDALGO Wallace R	1803-01-094		C		REVISION DATE: MPO PROJ NUMBER	<u>-</u>	11/1/2022 HC-338	,161
PM 2: Pavemen PM 3: System Po PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION:	HIDALGO Wallace R	1803-01-094		<u> </u>	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S):	:	11/1/2022 HC-338 1, 2	,161
PM 2: Pavemen PM 3: System Pi PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS	HIDALGO Wallace R	1803-01-094		<u> </u>	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER	:	11/1/2022 HC-338 1, 2	,161
PM 2: Pavemen PM 3: System Pi PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION:	HIDALGO Wallace R	1803-01-094 d		c	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S):	: Cost as per UTF	11/1/2022 HC-338 1, 2	,161
PM 2: Pavemen PM 3: System Pi PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS	HIDALGO Wallace R 10th St Widen fro	1803-01-094 d	ed median	c	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Revised Funding and	: Cost as per UTF	11/1/2022 HC-338 1, 2	
PM 2: Pavemen PM 3: System Po PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG:	HIDALGO Wallace R 10th St Widen fro	1803-01-094 d		CAT 1	PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Revised Funding and	: Cost as per UTF	11/1/2022 HC-338 1, 2	TOTAL
PM 2: Pavemen PM 3: System Pi PHARR LIMITS FROM: LIMITS TO: DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE:	HIDALGO Wallace R 10th St Widen fro	1803-01-094 d m 2 to 6 lanes with raise ST INFORMATION \$1,401,009	ed median		PROJECT HISTORY:	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Revised Funding and JNDING BY CATE STATE	: Cost as per UTF	11/1/2022 HC-338 1, 2	TOTAL \$3,281,601
PM 2: Pavemen PM 3: System Pi PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST:	HIDALGO Wallace R 10th St Widen fro	1803-01-094 1 1 m 2 to 6 lanes with raise ST INFORMATION \$1,401,009 \$480,375	cost of Approved	CAT 1	PROJECT HISTORY: AUTHORIZED FU FEDERAL \$2,625,281	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Revised Funding and JNDING BY CATE STATE \$656,320	: Cost as per UTF	11/1/2022 HC-338 1, 2	TOTAL \$3,281,601
PM 2: Pavemen PM 3: System Pi PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG:	HIDALGO Wallace R 10th St Widen fro	1803-01-094 d m 2 to 6 lanes with raise ST INFORMATION \$1,401,009 \$480,375 \$33,151,161	cost of APPROVED PHASES:	CAT 1	PROJECT HISTORY: AUTHORIZED FU FEDERAL \$2,625,281	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Revised Funding and JNDING BY CATE STATE \$656,320 \$5,973,912	Cost as per UTF	11/1/2022 HC-338 1, 2	TOTAL \$3,281,601
PM 2: Pavemen PM 3: System Pi PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING:	HIDALGO Wallace R 10th St Widen fro	1803-01-094 d m 2 to 6 lanes with raise ST INFORMATION \$1,401,009 \$480,375 \$33,151,161 \$1,698,365	cost of APPROVED PHASES:	CAT 1	PROJECT HISTORY: AUTHORIZED FU FEDERAL \$2,625,281	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Revised Funding and JNDING BY CATE STATE \$656,320 \$5,973,912	: Cost as per UTF	11/1/2022 HC-338 1, 2	TOTAL \$3,281,601
PM 2: Pavemen PM 3: System Po PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7:	HIDALGO Wallace R 10th St Widen fro	1803-01-094 d m 2 to 6 lanes with raise ST INFORMATION \$1,401,009 \$480,375 \$33,151,161 \$1,698,365 \$1,692,010	cost of APPROVED PHASES:	CAT 1	PROJECT HISTORY: AUTHORIZED FU FEDERAL \$2,625,281	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Revised Funding and JNDING BY CATE STATE \$656,320 \$5,973,912	Cost as per UTF	11/1/2022 HC-338 1, 2	TOTAL
PM 2: Pavemen PM 3: System Pi PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: BND FINANCING:	HIDALGO Wallace R 10th St Widen fro	1803-01-094 d m 2 to 6 lanes with raise ST INFORMATION \$1,401,009 \$480,375 \$33,151,161 \$1,698,365 \$1,692,010	cost of APPROVED PHASES:	CAT 1	PROJECT HISTORY: AUTHORIZED FU FEDERAL \$2,625,281	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Revised Funding and JNDING BY CATE STATE \$656,320 \$5,973,912	Cost as per UTF	11/1/2022 HC-338 1, 2	TOTAL \$3,281,601
PM 2: Pavemen PM 3: System Pi PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONST ENG: LIMITS TO	HIDALGO Wallace R 10th St Widen fro	1803-01-094 d m 2 to 6 lanes with raise ST INFORMATION \$1,401,009 \$480,375 \$33,151,161 \$1,698,365 \$1,692,010	cost of APPROVED PHASES:	CAT 1	PROJECT HISTORY: AUTHORIZED FU FEDERAL \$2,625,281	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Revised Funding and JNDING BY CATE STATE \$656,320 \$5,973,912	Cost as per UTF	11/1/2022 HC-338 1, 2	TOTAL \$3,281,601 \$29,869,560
PM 2: Pavemen PM 3: System Pi PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST ENG: CONTING: IND COSTS: BND FINANCING: PT CHG ORD TOTAL PROJECT	HIDALGO Wallace R 10th St Widen fro	1803-01-094 d m 2 to 6 lanes with raise ST INFORMATION \$1,401,009 \$480,375 \$33,151,161 \$1,698,365 \$1,692,010 \$829,168	cost of APPROVED PHASES:	CAT 1	AUTHORIZED FU FEDERAL \$2,625,281 \$23,895,648	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Revised Funding and JNDING BY CATE STATE \$656,320 \$5,973,912 ACI	Cost as per UTF GORY/SHAI LOCAL	11/1/2022 HC-338 1, 2	TOTAL \$3,281,601 \$29,869,560
PM 2: Pavemen PM 3: System Pi PHARR LIMITS FROM: LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: BND FINANCING: PT CHG ORD TOTAL PROJECT Perfo	HIDALGO Wallace R 10th St Widen fro	1803-01-094 d m 2 to 6 lanes with raise ST INFORMATION \$1,401,009 \$480,375 \$33,151,161 \$1,698,365 \$1,692,010 \$829,168	cost of APPROVED PHASES:	CAT 1	AUTHORIZED FU FEDERAL \$2,625,281 \$23,895,648	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Revised Funding and JNDING BY CATE STATE \$656,320 \$5,973,912 ACI	Cost as per UTF GORY/SHAI LOCAL	11/1/2022 HC-338 1, 2	TOTAL \$3,281,601 \$29,869,560
PM 2: Pavemen PM 3: System Pi PHARR LIMITS FROM: LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST ENG: CONTING: IND COSTS: BND FINANCING: PT CHG ORD TOTAL PROJECT	HIDALGO Wallace R 10th St Widen fro TOTAL PROJECT CO	1803-01-094 d m 2 to 6 lanes with raise ST INFORMATION \$1,401,009 \$480,375 \$33,151,161 \$1,698,365 \$1,692,010 \$829,168 \$39,252,088	cost of APPROVED PHASES:	CAT 1	AUTHORIZED FU FEDERAL \$2,625,281 \$23,895,648	REVISION DATE: MPO PROJ NUMBER FUNDING CAT(S): Revised Funding and JNDING BY CATE STATE \$656,320 \$5,973,912 ACI	Cost as per UTF GORY/SHAI LOCAL	11/1/2022 HC-338 1, 2	TOTAL \$3,281,601

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY		PROJECT SPO	INSUR	101	COST
PHARR	HIDALGO	3629-01-001	SH 68	С	Mission		TXDOT		\$209	744,640
IMITS FROM:	US 83					REVIS	ION DATE:		11/1/2022	
LIMITS TO:	FM 1925					MPO	PROJ NUMBER:		HC-295C	
PROJECT	Construc	new 4 lane divided rural	l highway facility			FUND	ING CAT(S):		12, 11	
DESCRIPTION:	Construc	new 4 lane divided fural	i iligilway lacility		PROJECT HISTORY:					
REMARKS					 ! 					
P7:					 					
	TOTAL PROJECT CO	ST INFORMATION		ĺ	AUTHORIZ	ED FUNDI	NG BY CATE	GORY/SHA	RE	
PRELIM ENG:		\$9,763,613	COST OF	1	FE	DERAL	STATE	LOCAL	L	тота
ROW PURCHASE:		\$21,996,250	APPROVED	CAT 11		\$!	53,164,640			\$53,164,64
CONST COST:		\$209,744,640	PHASES:	CAT 12		\$15	56,580,000			\$156,580,00
CONST ENG:		\$7,751,113	\$209,744,640	į į						
CONTING:		\$11,985,408								
IND COSTS:		\$5,778,465		i						
BND FINANCING:				!						
PT CHG ORD		j		j						
TOTAL PROJECT	COST:	\$267,019,489		TOTALS		\$0 \$20	09,744,640	\$0	\$0	\$209,744,640
Perfo	rmance Measures									
PM 1: Safety										
PM 1: Safety PM 2: Pavemen	t Conditions									
PM 2: Pavemen										
PM 2: Pavemen	erformance	2024 02 426		1	DIADD	•	DLIADD	·	ė 7 (NOT 900
PM 2: Pavemen PM 3: System P	erformance HIDALGO	0921-02-436	CS	E,R,C	PHARR	PEWG	PHARR	i		05,800
PM 2: Pavemen PM 3: System P PHARR LIMITS FROM:	erformance HIDALGO On Moor	Rd. from Jackson Rd.	CS	E,R,C	PHARR		ION DATE:	i	11/1/2022	105,800
PM 2: Pavemen PM 3: System P	erformance HIDALGO	Rd. from Jackson Rd.	CS	E,R,C	PHARR	МРО	ION DATE: PROJ NUMBER:	i	11/1/2022 HC-379	05,800
PM 2: Pavemen PM 3: System P PHARR LIMITS FROM: LIMITS TO: PROJECT	HIDALGO On Moor Cage Blvc	e Rd. from Jackson Rd. a 2-lane divided roadwa				МРО	ION DATE:	i	11/1/2022	05,800
PM 2: Pavemen PM 3: System P PHARR LIMITS FROM:	HIDALGO On Moor Cage Blvc Widen to lane and	e Rd. from Jackson Rd. a 2-lane divided roadwa			PHARR PROJECT HISTORY:	МРО	ION DATE: PROJ NUMBER:	i	11/1/2022 HC-379	05,800
PM 2: Pavemen PM 3: System P PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION:	HIDALGO On Moor Cage Blvc Widen to lane and	e Rd. from Jackson Rd. a 2-lane divided roadwa shoulders				МРО	ION DATE: PROJ NUMBER:	i	11/1/2022 HC-379	05,800
PM 2: Pavemen PM 3: System P PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS	HIDALGO On Moor Cage Blvc Widen to lane and	e Rd. from Jackson Rd a 2-lane divided roadwashoulders			PROJECT HISTORY:	FUND	ION DATE: PROJ NUMBER: ING CAT(S):	i	11/1/2022 HC-379 3LC, 7	05,800
PM 2: Pavemen PM 3: System P PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7:	HIDALGO On Moor Cage Blvc Widen to lane and	e Rd. from Jackson Rd. a 2-lane divided roadwashoulders uction Engineering			PROJECT HISTORY:	FUND	ION DATE: PROJ NUMBER: ING CAT(S): NG BY CATE	GORY/SHA	11/1/2022 HC-379 3LC, 7	
PM 2: Pavemen PM 3: System P PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG:	HIDALGO On Moor Cage Blvc Widen to lane and	e Rd. from Jackson Rd. a 2-lane divided roadwardshoulders ST INFORMATION \$335,286	y with continuous	center turning	PROJECT HISTORY:	FUND FUND FUND ED FUNDI	ION DATE: PROJ NUMBER: ING CAT(S):	i	11/1/2022 HC-379 3LC, 7	: тота
PM 2: Pavemen PM 3: System P PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG:	HIDALGO On Moor Cage Blvc Widen to lane and	e Rd. from Jackson Rd. a 2-lane divided roadwarshoulders ST INFORMATION \$335,286 \$605,000	y with continuous COST OF APPROVED		PROJECT HISTORY:	FUND FUND FUND ED FUNDI	ION DATE: PROJ NUMBER: ING CAT(S): NG BY CATE	GORY/SHA	11/1/2022 HC-379 3LC, 7	: тота
PM 2: Pavemen PM 3: System P PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE:	HIDALGO On Moor Cage Blvc Widen to lane and	e Rd. from Jackson Rd. a 2-lane divided roadwardshoulders ST INFORMATION \$335,286	y with continuous	center turning	PROJECT HISTORY:	FUND FUND FUND ED FUNDI	ION DATE: PROJ NUMBER: ING CAT(S): NG BY CATE	GORY/SHAI	11/1/2022 HC-379 3LC, 7	: TOTAI \$6,084,000
PM 2: Pavemen PM 3: System P PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST:	HIDALGO On Moor Cage Blvc Widen to lane and	e Rd. from Jackson Rd. a 2-lane divided roadwarshoulders ST INFORMATION \$335,286 \$605,000	y with continuous COST OF APPROVED	center turning	PROJECT HISTORY:	FUND FUND FUND ED FUNDI	ION DATE: PROJ NUMBER: ING CAT(S): NG BY CATE	GORY/SHAI	11/1/2022 HC-379 3LC, 7	: TOTAI \$6,084,000
PM 2: Pavemen PM 3: System P PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION:	HIDALGO On Moor Cage Blvc Widen to lane and	e Rd. from Jackson Rd. a 2-lane divided roadwarshoulders ST INFORMATION \$335,286 \$605,000 \$6,814,080	y with continuous COST OF APPROVED PHASES:	center turning	PROJECT HISTORY:	FUND FUND FUND ED FUNDI	ION DATE: PROJ NUMBER: ING CAT(S): NG BY CATE	GORY/SHAI	11/1/2022 HC-379 3LC, 7	: TOTAI \$6,084,000
PM 2: Pavemen PM 3: System P PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING:	HIDALGO On Moor Cage Blvc Widen to lane and	e Rd. from Jackson Rd. a 2-lane divided roadwarshoulders ST INFORMATION \$335,286 \$605,000 \$6,814,080	y with continuous COST OF APPROVED PHASES:	center turning	PROJECT HISTORY:	FUND FUND FUND ED FUNDI	ION DATE: PROJ NUMBER: ING CAT(S): NG BY CATE	GORY/SHAI	11/1/2022 HC-379 3LC, 7	: TOTAI \$6,084,000
PM 2: Pavemen PM 3: System P PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONST ENG: CONST ENG: CONST ENG: CONST ENG: CONST ENG: CONST ENG: CONST ENG: CONST ENG: CONST ENG: CONST ENG: CONST ENG: CONST ENG: CONST ENG:	HIDALGO On Moor Cage Blvc Widen to lane and	e Rd. from Jackson Rd. a 2-lane divided roadwarshoulders ST INFORMATION \$335,286 \$605,000 \$6,814,080	y with continuous COST OF APPROVED PHASES:	center turning	PROJECT HISTORY:	FUND FUND FUND ED FUNDI	ION DATE: PROJ NUMBER: ING CAT(S): NG BY CATE	GORY/SHAI	11/1/2022 HC-379 3LC, 7	: TOTAI \$6,084,000
PM 2: Pavemen PM 3: System P PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: BND FINANCING:	HIDALGO On Moor Cage Blvc Widen to lane and E= Constr	e Rd. from Jackson Rd. a 2-lane divided roadwarshoulders ST INFORMATION \$335,286 \$605,000 \$6,814,080	y with continuous COST OF APPROVED PHASES:	center turning	PROJECT HISTORY: AUTHORIZ FE \$4,86	FUND FUND FUND ED FUNDI	ION DATE: PROJ NUMBER: ING CAT(S): NG BY CATE	GORY/SHAI	11/1/2022 HC-379 3LC, 7	: TOTAI \$6,084,000 \$1,821,800
PM 2: Pavemen PM 3: System P PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: BND FINANCING:	HIDALGO On Moor Cage Blvc Widen to lane and E= Constr	e Rd. from Jackson Rd. a 2-lane divided roadwardshoulders ST INFORMATION \$335,286 \$605,000 \$6,814,080 \$486,720	y with continuous COST OF APPROVED PHASES:	center turning	PROJECT HISTORY: AUTHORIZ FE \$4,86	FUND FUND FUND FUNDI FUNDI FUNDI FUNDI FUNDI FUNDI FUNDI	ION DATE: PROJ NUMBER: ING CAT(S): NG BY CATE STATE	GORY/SHAI LOCAL \$1,216,800	11/1/2022 HC-379 3LC, 7 RE	: TOTAI \$6,084,000 \$1,821,800
PM 2: Pavemen PM 3: System P PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST COST: CONST ENG: CONTING: IND COSTS: BND FINANCING:	HIDALGO On Moor Cage Blvc Widen to lane and E= Constr	e Rd. from Jackson Rd. a 2-lane divided roadwardshoulders ST INFORMATION \$335,286 \$605,000 \$6,814,080 \$486,720	y with continuous COST OF APPROVED PHASES:	center turning	PROJECT HISTORY: AUTHORIZ FE \$4,86	FUND FUND FUND FUNDI FUNDI FUNDI FUNDI FUNDI FUNDI FUNDI	ION DATE: PROJ NUMBER: ING CAT(S): NG BY CATE STATE	GORY/SHAI LOCAL \$1,216,800	11/1/2022 HC-379 3LC, 7 RE	: TOTAI \$6,084,000 \$1,821,800
PM 2: Pavemen PM 3: System P PHARR LIMITS FROM: LIMITS TO: PROJECT DESCRIPTION: REMARKS P7: PRELIM ENG: ROW PURCHASE: CONST ENG: CONTING: IND COSTS: BND FINANCING: TOTAL PROJECT Perfc	HIDALGO On Moor Cage Blvc Widen to lane and E= Constr TOTAL PROJECT CC	e Rd. from Jackson Rd. a 2-lane divided roadwardshoulders ST INFORMATION \$335,286 \$605,000 \$6,814,080 \$486,720	y with continuous COST OF APPROVED PHASES:	center turning	PROJECT HISTORY: AUTHORIZ FE \$4,86	FUND FUND FUND FUNDI FUNDI FUNDI FUNDI FUNDI FUNDI FUNDI	ION DATE: PROJ NUMBER: ING CAT(S): NG BY CATE STATE	GORY/SHAI LOCAL \$1,216,800	11/1/2022 HC-379 3LC, 7 RE	: TOTAI \$6,084,000 \$1,821,800

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SP	ONSOR	YOE CO	OST
PHARR	HIDALGO	0921-02-360	CS	R	WESLACO	HC 1		\$3,200,	000
LIMITS FROM:	ON MILE 10	N., FROM MILE 6 (WES	TGATE)			REVISION DATE:	11	/1/2022	
LIMITS TO:	FM 1015					MPO PROJ NUMBER	₹: HC	C-264r	
PROJECT DESCRI	DTION: WIDEN EDO	M 2 TO 4 LANES				FUNDING CAT(S):	7		
PROJECT DESCRI	PIION. WIDEN FRO	IVI 2 TO 4 LAINES			PROJECT HISTORY:				
REMARKS P7:					Mc	ved from FY 2023 - Rev	ised Funding and (Cost	
	TOTAL PROJECT COST	TINFORMATION		-r - — — !	AUTHORIZED	FUNDING BY CAT	EGORY/SHARE	 :	
PRELIM ENG:		\$1,240,022	COST OF	<u>į</u>	FEDER	AL STATE	LOCAL	LC	TOTAL
ROW PURCHASE	:	\$3,200,000	APPROVED	CAT 7	\$2,560,00	0	\$640,000		\$3,200,000
CONST COST:		\$20,875,865	PHASES:	l i					
CONST ENG:		\$2,300,000	\$3,200,000	j					
CONTING:				1		Adm	ilm.		
IND COSTS:		ļ		ļ		3 33333			
BND FINANCING	:	i		İ					
PT CHG ORD		; ;		! !					
TOTAL PROJEC	T COST:	\$27,615,887		TOTALS	\$2,560,0	00 \$0	\$640,000	\$0	\$3,200,000
Perf	ormance Measures								
PM 1: Safety		✓							
PM 2: Paveme	nt Conditions								
PM 3: System F	Performance	~							
PHARR	HIDALGO	0921-02-440	CS	C, CE	Edinburg	Edinbu	rg	\$6,148,	577
LIMITS FROM:	On Freddy G	Gonzalez Dr., from SH 33	36 (10th St.)			REVISION DATE:	11	/1/2022	
LIMITS TO:	FM 2061 (M	IcColl Rd)				MPO PROJ NUMBER	₹ : HC	C-120	
PROJECT	WIDEN AND	RECONSTRUCT TO 4 LA	WES DIVIDED HE	DAN		FUNDING CAT(S):	7,	3LC	
DESCRIPTION:	WIDEN AND	RECONSTRUCT TO 4 LA	AINES DIVIDED ON	DAN	PROJECT HISTORY:				
REMARKS					1	Added to	STIP		
P7:					_L				
	TOTAL PROJECT COST	TINFORMATION		!	AUTHORIZED	FUNDING BY CAT	EGORY/SHARE		
PRELIM ENG:		\$270,663	COST OF		FEDER	AL STATE	LOCAL	LC	TOTAL
ROW PURCHASE	:	\$560,000	APPROVED	CAT 7	\$4,419,96	4	\$1,104,991		\$5,524,955
CONST COST:		\$5,820,468	PHASES:	CAT 3LC				\$623,622	\$623,622
CONST ENG:		\$328,109	\$6,148,577	ļ					
CONTING:		\$326,882		Ì		Revisi	on		
IND COSTS:		\$160,188		!					
BND FINANCING	:	j		į					
PT CHG ORD				!					
TOTAL PROJEC	T COST:	\$7,466,310		TOTALS	\$4,419,9	64 \$0	\$1,104,991	\$623,622	\$6,148,577
Perf	ormance Measures								
PM 1: Safety		~							
PM 2: Paveme	nt Conditions								
DNA 2. Cuete	Porformanco								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY		PROJECT SPON	SOR	YOE CO	OST
PHARR	HIDALGO	PENDING	CS	С	Mission		Mission		\$16,412	.948
LIMITS FROM:	On Los Et	oanos Rd., from I-2				REV	ISION DATE:	1	1/1/2022	
LIMITS TO:	FM 1016					MP	O PROJ NUMBER:	н	ICLEb-1	
PROJECT DESCRIPTION:		: 4-lane urban roadway			PROJECT HISTORY:	FUN	IDING CAT(S):	3	LC	
REMARKS P7:			ling FC		···· 		Added to STII	Р		
	TOTAL PROJECT CO	ST INFORMATION			AUTH	ORIZED FUNI	DING BY CATEGO	ORY/SHAR	E	
PRELIM ENG:		į	COST OF	İ		FEDERAL	STATE	LOCAL	LC	TOTA
ROW PURCHASE:		\$1,255,000	APPROVED							
CONST COST:		\$16,412,948	PHASES:	CAT 3LC					\$16,412,948	\$16,412,948
CONST ENG:		\$1,611,986	\$16,412,948							
CONTING:		1 1		i			Revisio	n		
IND COSTS:		ļ								
BND FINANCING:		i I		i						
PT CHG ORD		! !								
TOTAL PROJECT (COST:	\$19,279,934		TOTALS		\$0	\$0	\$0	\$16,412,948	\$16,412,948
Perfor	mance Measures									
PM 1: Safety		✓								
PM 2: Pavement	Conditions									

PM 3: System Performance

Starr County Area - RGVMPO

FY 2023 - 2026 Transportation Improvement Program

Funding by Category

Adopted: Pending

		FY 2	023	FY 2	024	FY 2	025	FY 2	2026	Total FY	2023 - 2026
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation			\$1,007,788	\$1,007,788					\$1,007,788	\$1,007,788
2M or 2U	Urban Area (Non- TMA) Corridor Projects			\$13,101,240	\$13,101,240					\$13,101,240	\$13,101,240
3	Non-Traditionally Funded Transportation Project			\$4,160,000	\$4,160,000					\$4,160,000	\$4,160,000
3DB	Design Build (DB)										
4	Urban and Regional Connectivity			\$13,101,240	\$13,101,240					\$13,101,240	\$13,101,240
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			\$31,370,268	\$31,370,268					\$31,370,268	\$31,370,268

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal		\$21,768,214			\$21,768,214
State		\$5,442,054			\$5,442,054
Local Match					
CAT 3 - Local Contributions (LC)		\$4,160,000			\$4,160,000
Total		\$31,370,268			\$31,370,268

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

MON PROLIUMITS (C. STAPE Construct 2 lainer roadway)	DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONS	OR	YOE COS	ST
MINIST Stare-Camago Bridge POE @ Bridge Road MoP PADI NUMBER: ST-01	PHARR	STARR		0921-26-113	CS	С	Rio Grande City	Rio Grande City	į	\$4,160,00	00
New tocation - Construct 2 Jane roadways	LIMITS FROM:	On Interr	nationa	l Dr., from Intersed	tion of US 83/FN	л 755, South		REVISION DATE:	11/1,	/2022	
New Horation - Construct 2 laine roadway PROJECT HISTORY: Admin - Cost & Funding Reduced	LIMITS TO:	Starr-Car	nargo E	Bridge POE @ Bridg	ge Road			MPO PROJ NUMBER:	ST-01	l	
TOTAL PROJECT COST INFORMATION PRELIMENS: \$208,328 COST OF SAL50,000 APPROVED CONST COST: \$4,150,000 S4,160,000 S4	PROJECT DESCRIPTION:	New Loca	ation - (Construct 2 lane ro	adway			FUNDING CAT(S):	3LC		. —
TOTAL PROJECT COST INFORMATION PRELIM RNG: \$208,328 COST OF NOW PURCHASE: \$4,160,000 PHASES: \$4,160,000 PHASES: \$123,286 APPROVED PHASES: \$123,286 APPROVED PHASES: \$123,286 APPROVED PHASES: \$123,286 APPROVED PHASES: \$123,286 APPROVED PHASES: \$123,286 APPROVED PHASES: \$123,286 APPROVED PHASES: \$123,286 APPROVED PHASES: \$123,286 APPROVED PHASES: \$123,286 APPROVED PHASES: \$123,286 APPROVED PHASES: \$123,286 APPROVED PHASES: \$123,286 APPROVED PHASES: \$123,286 APPROVED PHASES: \$123,286 APPROVED PHASES: \$13,222 APPROVED PHASES: \$13,222 APPROVED PHASES: \$13,222 APPROVED PHASES: \$13,223 APPROVED PHASES: \$13,233 APPROVED PHASES: \$13,233 APPROVED PHASES: \$13,233 APPROVED PHASES: \$13,233 APPROVED PHASES: \$13,233 APPROVED PHASES: \$13,234 APPROVED PHASES: \$13,236 APPROVED PHASES:	REMARKS						······································	Admin - Cost & Fun	ding Reduced		
PRELIM ENG: \$208,328 COST OF APPROVED CAT 3-LOCAL STATE LOCAL LC TOTAL NOW PURCHASE: \$4,160,000 S4,	P7:						 				
ROW PURCHASE: \$4,160,000 S4,1	тот	AL PROJEC	T COS	T INFORMATI	ON	İ	AUTHORIZE	D FUNDING BY CATE	GORY/SHAR	RE .	
CONST COST: \$4,160,000 PHASES: S25,160	PRELIM ENG:			\$208,328	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
Admin Admi	ROW PURCHASE:			į		CAT 3-LOCAL				\$4,160,000	\$4,160,000
Admin., Adm	CONST COST:			\$4,160,000	PHASES:	į					
NO COSTS: \$123,296 POPT CHG 08D: BND FINANCING: TOTAL PROJECT COST: \$4,995,769 TOTALS \$0 \$0 \$0 \$4,160,000 \$4,160,000 Performance Measures PM 3: Safety	CONST ENG:			\$252,545	\$4,160,000	Î		- I •			
POT CHG ORD: NO FINANCING: TOTAL PROJECT COST: \$4,995,769 TOTALS \$0 \$0 \$0 \$4,160,000 \$4,160,000 Performance Measures PM 1: Safety PM 2: Pavement Conditions PM 3: System Performance PM 3: System Performance PHARR STARR 0038-06-047 US 83 C Roma TXDOT \$27,210,268 LIMITS FROM: 31 Mi. S. of Placido Rd. REVISION DATE: 11/1/2022 LIMITS FROM: 09 Mi. N. of Loma Blanca Rd. MPO PROJ NUMBER: ST-02 PROJECT WIDEN FROM Z LANE RURAL TO 4 LANE DIVIDED SECRETION: PROJECT HISTORY: REMARKS PRESIDENCE STATE STATE LOCAL REPORT TOTAL PROJECT COST INFORMATION PRELIMENG: \$1,312,193 APROVED STATE STATE LOCAL LC TOTAL ROW PURCHASE: \$1,843,821 APROVED PHASE: CAT1 \$806,230 \$2,200,248 \$131,01,240 CONST COST: \$72,710,268 \$27,210,26	CONTING:			\$251,600		į		Admin.)		
TOTAL PROJECT COST S4,995,769 TOTALS S0 S0 S4,160,000 S4	IND COSTS:			\$123,296		i					
TOTAL PROJECT COST: \$4,995,769 TOTALS \$0 \$0 \$0 \$0 \$4,160,000	POT CHG ORD:			;		;					
PM 1: Safety	BND FINANCING:			<u>'</u>		<u> </u>					
PM 1: Safety PM 2: Pavement Conditions PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance PM 3: System Performance Measures PM 1: Safety PM 2: Pavement Conditions PM 3: System Performance PM 3: S	TOTAL PROJECT	COST:		\$4,995,769		TOTALS	\$0	\$0	\$0	\$4,160,000	\$4,160,000
PM 2: Pavement Conditions PM 3: System Performance PHARR STARR 0038-06-047 US 83 C Roma TXDOT \$27,210,268 PHARR STARR 0038-06-047 US 83 C Revision DATE: 11/1/2022 LIMITS FROM: .31 Mi. S. of Placido Rd. MPO POR J NUMBER: 5T-02 PROJECT WIDEN FROM 2 LANE RURAL TO 4 LANE DIVIDED FROME TOTAL PROJECT COST INFORMATION REMARKS PRELIM ENG: \$1,342,191 COST OF PROJECT COST INFORMATION AUTHORIZED FUNDING BY CATEGORY/SHARE PRELIM ENG: \$1,343,821 APPROVED PHASES: CAT 1 S806,220 S201,558 S1,007,788 CONTING: \$1,596,099 PHASES: CAT 2 S10,480,992 \$2,620,248 S13,101,240 CONTING: \$1,596,099 S1,596,099 S1,596,099 S1,584,746 NID COSTS: \$776,604 PHASES: CAT 2 S10,480,992 \$2,620,248 S13,101,240 CONTING: \$1,584,746 NID COSTS: \$776,604 PHASES: CAT 2 S10,480,992 \$2,620,248 S13,101,240 CONTING: \$1,596,099 S1,	Performan	nce Measures	5								
PHARR STARR 0038-06-047 US 83 C Roma TXDOT \$27,210,268 LIMITS FROM: .31 Mi. S. of Placido Rd. REVISION DATE: 11/1/2022 LIMITS TO: .09 Mi. N. of Loma Blanca Rd. MPO PROJ NUMBER: ST-02 PROJECT WIDEN FROM 2 LANE RURAL TO 4 LANE DIVIDED FROM 2 LANE RURAL TO 4 LANE RURAL TO 4 LANE RURAL TO 4 LANE RURAL TO 4 LANE RURAL TO 4 LANE RURAL TO 4 LANE RURAL	PM 1: Safety										
PHARR STARR 0038-06-047 US 83 C Roma TXDOT 527,210,268 LIMITS FROM: .31 Mi. S. of Placido Rd. REVISION DATE: 11/1/2022 LIMITS TO: .09 Mi. N. of Loma Blanca Rd. MPO PROJ NUMBER: ST-02 PROJECT WIDEN FROM 2 LANE RURAL TO 4 LANE DIVIDED FROM 2 LANE RURAL TO 4 LANE RURAL TO 4 LANE RURAL TO 4 LANE RURAL TO 4 LANE RURAL TO 4 LANE RURAL TO 4 LANE RURAL TO 4	PM 2: Pavemen	nt Conditions									
PHARR STARR 0038-06-047 US 83 C Roma TXDOT 527,210,268 LIMITS FROM: .31 Mi. S. of Placido Rd. REVISION DATE: 11/1/2022 LIMITS TO: .09 Mi. N. of Loma Blanca Rd. MPO PROJ NUMBER: ST-02 PROJECT WIDEN FROM 2 LANE RURAL TO 4 LANE DIVIDED FROM 2 LANE RURAL TO 4 LANE RURAL TO 4 LANE RURAL TO 4 LANE RURAL TO 4 LANE RURAL TO 4 LANE RURAL TO 4 LANE RURAL TO 4	PM 3: System P	erformance									
LIMITS FROM: 31 Mi. S. of Placido Rd. LIMITS TO: .09 Mi. N. of Loma Blanca Rd. PROJECT WIDEN FROM 2 LANE RURAL TO 4 LANE DIVIDED DESCRIPTION: REMARKS PT: TOTAL PROJECT COST INFORMATION PROJECT S1,843,821 CONST COST: \$27,210,268 CONST ENG: \$1,590,699 CONST ENG: \$1,590,699 CONST ENG: \$776,604 POT CHG ORD: ROW PURCHASE: \$776,604 PROJECT HISTORY: CAT 2 \$10,480,992 \$2,620,248 \$13,101,240 CAT 2 \$10,480,992 \$2,620,248 \$13,101,240 CAT 2 \$10,480,992 \$2,620,248 \$13,101,240 CAT 3 \$806,230 \$201,558 \$1,007,788 CAT 2 \$10,480,992 \$2,620,248 \$13,101,240 CAT 3 \$20,020,248 CAT 4 \$10,480,992 \$2,620,248 \$13,101,240 CAT 5 \$20,020,248 CAT 1 \$20,020,248 CAT 2 \$10,480,992 \$2,620,248 \$13,101,240 CAT 1 \$20,020,248 CAT 2 \$10,480,992 \$2,620,248 \$13,101,240 CAT 2 \$10,480,992 \$2,620,248 \$13,101,240 CAT 3 \$20,020,248 CAT 2 \$10,480,992 \$2,620,248 \$13,101,240 CAT 4 \$10,480,992 \$2,620,248 \$13,101,240 CAT 5 \$21,768,214 \$5,442,054 \$0 \$0 \$27,210,268 CAT 6 CAT 2 \$10,480,992 \$2,620,248 CAT 7 \$10,480,992 \$2,620,248 CAT 1 \$20,007,788 CAT 2 \$10,480,992 \$2,620,248 CAT 2 \$10,480,992 \$2,620,248 CAT 3 \$20,007,788 CAT 2 \$10,480,992 \$2,620,248 CAT 3 \$20,007,788 CAT 2 \$10,480,992 \$2,620,248 CAT 3 \$20,007,788 CAT 2 \$10,480,992 \$2,620,248 CAT 3 \$20,007,788 CAT 2 \$10,480,992 \$2,620,248 CAT 3 \$20,007,788 CAT 2 \$10,480,992 \$2,620,248 CAT 3 \$20,007,788 CAT 2 \$10,480,992 \$2,620,248 CAT 3 \$20,007,788 CAT 2 \$10,480,992 \$2,620,248 CAT 3 \$20,007,788 CAT 2 \$10,480,992 \$2,620,248 CAT 3 \$20,007,788 CAT 4 \$20,007,788 CAT 4 \$20,007,788 CAT 4 \$20,007,788 CAT 4 \$20,007,788 CAT 4 \$20,007,788 CAT 5 \$20,007,788 CAT 5 \$20,007,788 CAT	•			<u> </u>							
MPO PROJ NUMBER: ST-02 FUNDING CAT(S): 1, 4, 2	PHARR	STARR	1	0038-06-047	US 83	С	Roma	TXDOT	:	\$27,210,2	68
MPO PROJ NUMBER: ST-02 FUNDING CAT(S): 1, 4, 2	LIMITS FROM:	31 Mi S	of Plac	rido Rd		4	<u> </u>	REVISION DATE:	11/1	/2022	
FUNDING CAT(S): 1,4,2 PROJECT HISTORY: Revised Funding and Cost as per UTP											
PROJECT HISTORY:					LANE DIVIDED			•			
TOTAL PROJECT COST INFORMATION TOTAL PROJECT COST INFORMATION AUTHORIZED FUNDING BY CATEGORY/SHARE FEDERAL STATE LOCAL LC TOTAL APPROVED PHASES: \$13,101,240 CONST COST: \$27,210,268 \$1,590,699 \$27,210,268 \$	DESCRIPTION:						PROJECT HISTORY:		- —		. —
TOTAL PROJECT COST INFORMATION PRELIM ENG: \$1,312,193 COST OF ROW PURCHASE: \$1,843,821 APPROVED CONST COST: \$27,210,268 CONST COST: \$27,210,268 CONST ENG: \$1,590,699 CONST ENG: \$1,584,746 IND COSTS: \$776,604 POT CHG ORD: BIND FINANCING: TOTAL PROJECT COST: \$34,318,331 TOTALS \$21,768,214 \$5,442,054 \$0 \$0 \$27,210,268 PM 1: Safety PM 1: Safety PM 2: Pavement Conditions AUTHORIZED FUNDING BY CATEGORY/SHARE FEDERAL STATE LOCAL LC TOTAL **STATE** LOCAL LC TOTAL **S13,101,240** **CONTAL** \$10,480,992 \$2,620,248 \$13,101,240 **STATE** \$10,480,992 \$10,	REMARKS							Revised Funding and	Cost as per UTP		
PRELIM ENG: \$1,312,193 COST OF ROW PURCHASE: \$1,843,821 APPROVED PHASES: \$27,210,268 CONST COST: \$27,210,268 CONST COST: \$27,210,268 CONST ENG: \$1,590,699 S27,210,268 CONTING: \$1,584,746 IND COSTS: \$776,604 POT CHG ORD: BND FINANCING: TOTAL PROJECT COST: \$34,318,331 Performance Measures PM 1: Safety PM 2: Pavement Conditions COST OF APROVED PHASES: \$1,048,992 \$2,620,248 \$10,007,788 \$13,101,240 CONTING: \$10,480,992 \$2,620,248 \$10,480,992 \$2,620,248 \$13,101,240 CONTING: \$10,480,992 \$2,620,248 \$10,480,992 \$13,101,240 CONTING: \$10,480,992 \$2,620,248 \$10,480,992 \$13,101,240 CONTING: \$10,480,992 \$2,620,248 \$10,480,992 \$13,101,240 CONTING: \$10,480,992 \$10,480,	P7:						 		- — — -		. —
ROW PURCHASE: \$1,843,821	тот	AL PROJEC	T COS	T INFORMATI	ON	i	AUTHORIZE	D FUNDING BY CATE	GORY/SHAR	ι Ε	
CONST COST: \$27,210,268 PHASES: CAT 1 \$806,230 \$201,558 \$1,007,788 CONST ENG: \$1,590,699 \$27,210,268 CONTING: \$1,584,746 POT CHG ORD: BND FINANCING: TOTAL PROJECT COST: \$34,318,331 TOTALS \$21,768,214 \$5,442,054 \$0 \$0 \$27,210,268 PHASES: CAT 1 \$806,230 \$201,558 \$1,007,788 \$1,	PRELIM ENG:			\$1,312,193	COST OF	1	FEDERAL	STATE	LOCAL	LC	TOTAL
CONST ENG: \$1,590,699 \$27,210,268 CAT 2 \$10,480,992 \$2,620,248 \$13,101,240 CAT 2 \$10,480,992 \$1	ROW PURCHASE:			\$1,843,821	APPROVED	CAT 4	\$10,480,992	\$2,620,248			\$13,101,240
CONTING: \$1,584,746	CONST COST:			\$27,210,268	PHASES:	CAT 1	\$806,230	\$201,558			\$1,007,788
STATE STAT	CONST ENG:			\$1,590,699	\$27,210,268	CAT 2	\$10,480,992	\$2,620,248			\$13,101,240
POT CHG ORD: BND FINANCING: TOTAL PROJECT COST: \$34,318,331 Performance Measures PM 1: Safety PM 2: Pavement Conditions	CONTING:			\$1,584,746		1		a) II e)			
POT CHG ORD: BND FINANCING: TOTAL PROJECT COST: \$34,318,331 Performance Measures PM 1: Safety PM 2: Pavement Conditions	IND COSTS:			\$776,604				Admin.			
TOTAL PROJECT COST: \$34,318,331 Performance Measures PM 1: Safety PM 2: Pavement Conditions	POT CHG ORD:			l i		 					
Performance Measures PM 1: Safety PM 2: Pavement Conditions	BND FINANCING:			<u>'</u>							
PM 1: Safety PM 2: Pavement Conditions	TOTAL PROJECT	COST:		\$34,318,331		TOTALS	\$21,768,214	\$5,442,054	\$0	\$0	\$27,210,268
PM 2: Pavement Conditions	Performan	nce Measures	5								
	PM 1: Safety										
PM 3: System Performance	PM 2: Pavemen	nt Conditions									
- - - - - - -	PM 3: Svstem P	erformance									

Project Phase	Year	Hghway	From	T.	MTP#	"SO"	oj cet Permit (mi) Project Description	Project Sponsor	Current onstruction Cost Estimate	Letting Year mstruction dollars ROW cost 12% 2011 const cost	Preliminary Engineering 4.9% 2011 const	CE Cost (<\$2 M 5%, \$2-\$10 M 5%, >\$10 M 4.5%, of 2011 const cost)	Contingencies S.M. 7%, S2-S25 6.5%, S25-S50 M 7%, of 2010 const cost)	otal Project Cost	Year of penditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMF	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	AT 10 Earmark Cat 11	Rider 11	Cat 12	Other Funds Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
						FY 2020	FY 2020 FY 2020	0 FY 2020	FY 2020	FY 2020 FY 2020	FY 2020	77	FY 2020			2020 1	FY 2020 F	Y 2020 FY 202	0 FY 2020	FY 2020 FY	2020 FY 202	0 FY 2020	FY 2020			<u> </u>		
_			On South Port Connector,				Construct a direct connect	tor						BROWNS														
		South Fort Connector	From Ostos Road B Metro Eastside Transfer	S.H. 4		0921-06-288	at Port of Brownsville	BND City 6	\$ 18,840,283 \$		700 \$ 923,174			20,363,457				\$ 1.53	S 1	1.20		\$ 5.30						18.03
С	:019	CS FM 802	Station F.M. 1847	Mitchell Old Port Isabel Rd.	TE14 BMPO-	0921-06-304 1140-02-038	Construct Bus Facility Proposed 6 lanes with rais	Brownsville	\$ 812,862 \$ \$ 7,500,000 \$	812,862 \$ 7,500,000 \$	- \$ 39,830 - \$ 256,487			915,039 6,050,478			\$ 14.00				\$ 0.51				S	0.50	S .	1.01
F		Veterans International	Port o		BMPO-	0921-06-313	center median. Expansion of primary land	es CCBMA	\$ 13,134,449 \$	13,134,449 \$	- \$ 230,487 - \$ 500,000			15,977,190			3 14.00									0.50		0.50
	1	Bridge at Los Tomates			CCR2		for passenger vehicles.	Colum	13,131,110	13,131,119	300,000	1,111,000	0,0,0,0	13,277,120	s 25,897,367				S 11,198	,000						0.50		
													H	ARLINGEN/ S.	AN BENITO				s									
														HIDAL														
E	2020	Mile 10 North Donna Int'l Bridge	Westgate (Mile 6 W)	FM 1015 Future IBTC / FM 49	02	0921-02-360	Widen to 4 lanes - Urbar Construct 4 lane controlle	rd.			000 \$ 1,240,022	\$ 2,300,000	s - s	27,615,887											S	1.24	s	1.24
R	•	Commercial Approach	Donna BSIF	intersection	95 HC-275r	0921-02-382	3.02 access tolled facility	Donna	\$ 51,821,636 \$	51,821,636 \$ 3,300	000 S -	s -	s - s	55,121,636	\$ 3,300,000										S	3.30	s	3.30
С		Signal Improvements Pharr Comprehensive	Within Hid	algo County	HC-363	0921-02-155	Traffic signal hardware improvements Planning study for new	various	\$ 1,000,000 \$	1,000,000 \$	- \$ 49,000	\$ 75,000	\$ 70,000 \$	1,256,000	\$ 1,000,000				s	1.00							s	1.00
TAP	2020	Pedestrian Safety Wellness Plan	City limits	City limits	HC-357	0921-02-389	12 construction pedestrian safety improvements	Pharr	s - s	- S	- \$ 254,000	s -	s - s	254,000	\$ 254,000						\$ 0.17				s	0.09	s	0.25
R		SH 68	US 83	FM 1925	HC-295b	3629-01-001	Construct new 4 lane divid rural highway facility	TxDOT	\$ 187,272,000 \$	187,272,000 \$ 21,996	250 \$ 9,763,613	\$ 7,751,113	\$ 11,985,408 \$	244,546,849	\$ 21,996,250											22.00	s	22.00
						FY 2021	FY 2021 FY 202	1 FY 2021	FY 2021	FY 2021 FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	s 27,790,272 FY 2021 FY	2021 I	FY 2021 FY	Y 2021 FY 202	s 1,000 1 FY 2021		2021 FY 202	1 FY 2021	FY 2021					
														BROWNSV	/ILLE													
													ш	ARLINGEN/ S	AN DENITO													
													112						s									
			On 365 Tollway, FM 396				Construct 4-lane controlle	ed						HIDAL														
С		CS	(Anzalduas Highway) Phase II	US 281 Military Highv	way RMA-1aa	0921-02-368	12.5 acess 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	s	258.62
R	2018	CS	On Taylor Rd, from IH-2	BUS 83	HC-256r	0921-02-327	Widen from 2 to 4 lanes Roadway	HC 3	\$ 4,494,380 \$	4,494,380 \$ 1,192	488 \$ 1,989,553	\$ 500,000	s	8,176,421	\$ 1,192,488				s	1.19							s	1.19
E	s	SH 495 Ext. (Section 1)	FM 1423	FM 493		0921-02-470	Proposed construction of lane divided urban section		\$ 18,534,600 \$	18,534,600 \$ 8,753	600 \$ 4,494,851	\$ 2,038,806	s - s	33,821,857	\$ 2,244,851										s	2.24	s	2.24
							within 100ft of ROW Proposed construction of	4																				
E	S	SH 495 Ext. (Section 2)	FM 493	Mile 6 Rd		0921-02-471	lane divided urban section within 100ft of ROW.	n PCT 1	\$ 11,756,400 \$	11,756,400 \$ 4,413,	440 \$ 3,121,285	\$ 1,293,204	s - s	20,584,329	\$ 1,560,643										s	1.56	s	1.56
E		FM 1925 (Section 1)	FM 2221	3.1 Miles N		0921-02-472	Proposed 2-lane rural highway with 10 ft.	PCT 3	\$ 9,511,200 \$	9,511,200 \$ 772	727 \$ 2,620,315	\$ 1,046,232	s - s	13,950,474	\$ 1,320,315										s	1.32	s	1.32
							shoulders in 120 ft. of RO Proposed 2-lane rural	W																				
E		FM 1925 (Section 2)	Jarachina Rd	8.6 Miles East (New Location)	W	0921-02-473	highway with 10 ft. shoulders in 120 ft. of RO	PCt 3	\$ 26,222,400 \$	26,222,400 \$ 4,371	939 \$ 5,764,113	\$ 2,884,464	s - s	39,242,916	\$ 2,764,113										s	2.76	s	2.76
E	1019	CS	On Cesar Chavez from Business 83	Ridge	HC-344	0921-02-399	1 Widen from 2 to 4 lanes	San Juan / Alamo / HC 1-2	\$ 6,193,200 \$	6,440,928 \$ 1,000	000 \$ 249,994	s 655,000	s - s	9,225,356	\$ 249,994										s	0.25	s	0.25
R	:019	Eldora Rd	FM 3362 (Jackson Rd)	Veterans Blvd (I Rd	HC-322r	0921-02-403	2.3 Widen from 2 to 4 Lane Divided		\$ 12,204,142 \$	13,180,473 \$ 1,200	000 \$ 893,159	\$ 1,518,417	s - s	16,672,565	\$ 1,200,000				s	1.20							s	1.20
Е		FM 676	Taylor Rd	FM 2220	HC-144	1064-01-043	1 Widen from 2 to 4 Lane Divided	TXDOT / HC 4	\$ 8,263,107 \$	8,263,107 \$ 1,000	000 \$1,839,870		s	11,102,977	\$ 1,839,870										s	1.83	s	1.83
С	F	M 1926 (23rd st)	SH 1926 (23rd st)	& Kendlewood Ave	HC-311	1804-01-069	Addition of North and Sour bound center turn lanes	McAllen McAllen	\$ 94,785 \$	94,785 \$ 16	,000 \$ 4,361	\$ 4,450	s - s	125,114	\$ 94,785				s	0.09							s	0.09
						FY 2022	FY 2022 FY 2022	2 FY 2022	FY 2022	FY 2022 FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	\$ 271,085,422 FY 2022 FY	2022 1	FY 2022 FY	Y 2022 FY 202	s 2,487		2022 FY 202	2 FY 2022	FY 2022					
														BROWNS				1 202			1 1 202				1			
C, E	2020		Ph. II, from Manzano St	La Posada Dr.	BMPO- ST1	0921-06-280	0.8 Construct 10' concrete tra	nil City of Brownsville	\$ 356,250 \$	356,250 \$	- s -	S 18,750	\$ 26,250 \$	401,250	\$ 375,000				s	0.36					s	0.02	s	0.38
Е	2020	CS	On West Rail Trail, From Palm Blvd @ Former Rail Line	I-69E SB Frontage Ros W. of Old Alice Rose	oad, ad BMPO-E7	0921-06-293	6.5 Construct Multimodal Facility	CCRMA	\$ 6,000,000 \$	6,000,000 \$ 90	000 \$ 1,000,000	\$ 660,000	\$ 200,672 \$	7,950,672	\$ 1,000,000				s	1.00							s	1.00
C, E	2020	West Rail Trail, Ph. I	West Rail Trail on Palm Blvd @ Former Rail Line	I-69E SB Frontage Ros W. of Old Alice Rose	oad, ad BMPO-E7	0921-06-293	6.5 Construct Multimodal Facility	Brownsville	s 6,000,000 s	6,000,000 \$ 90,	000 S 1,000,000	\$ 660,000	\$ 200,672 \$	7,950,672	\$ 6,660,000										s	6.60	s	6.60
C, E		Veterans International Bridge at Los Tomates	CBP Primary I	nspection Lanes	BMPO- AA1	0921-06-313	Expansion of primary land for passenger vehicles.		\$ 13,134,449 \$	13,134,449 \$	- \$ 500,000	\$ 1,444,396	\$ 898,345 \$	15,977,190	\$ 14,578,845				\$ 1·	4.60							s	14.60
														ARLINGEN/ S	\$ 22,613,845				\$ 15,956	,250								
С		SH 107	Louisiana St.	Hooks E. Hodges Rd	d. HSB-118	0342-03-037	Reconstruct to 4 lanes C&		\$ 10,185,300 \$	10,185,300 \$	- \$ 499,080	\$ 649,822		12,115,414			\$ 8.80						s	1.39			s	10.19
C,E	2019	CS	On Stuart PL Rd, 0.18 MI			0921-06-311	and add ADA sidewalk Construction of 1.2mi of ADA-accessible 5 to 6 for	ıf		482,010 \$	- \$ 21,690			578,412							\$ 0.58						s	0.58
	2017	CS	N of Primera Rd S.Parallel Corridor, FM	FM 2520		0921-06-252	wide sidewalk 2.4 Construct 2 lane rural			7,500,000 \$	- s -	s 825,000		8,749,496							3.30	\$ 1.68	2	1.33 \$ 4.50			s	7.50
	2018	Loop 499	509 Rio Hondo Road	FM 106 (Harrison Av			Construction of 1.48 mi of 1.48 ADA accessible 6 ft wide	of			946 \$ 9,732			571,490							\$ 0.52	130			s	0.026	- S	0.54
-,-		-tr		, contraon Av	, 121		sidewalks	,	,102	···, ···· · · · · · · · · · · · · · · ·	. 2,132	33,200			S 18,808,424				S	-	. 0.32					3.020		all hand. I
							Rehabilitation of deteriorat	ted						HIDAL														
TAP	019	VA	Donna Sidewalk Project	S. International Blvd	d. HC-360	0921-02-393	4.9 sidewalks and construction of new sidewalks	on Donna	\$ 340,741 \$	340,741 \$	- s -	S -	\$ 51,112 \$	410,014	\$ 410,014						\$ 0.34				s	0.07	s	0.41
							-					-				- '												

Project Phase AFA Execution Vear	Highway	From	T ₀	MTP#	CSI #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	(4.9% 2011 const cost)	CE COST (<52 M 7.5%, \$2.510 M 5%, >510 M 4.5%, of 2011 const cost) Contingencies (<52M 7%, \$2.525 M 6.5%, \$2.535 M 6.5%, \$2.535 M 6.5%, \$2.535 M 6.5%, \$2.535	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMF	Cat 4/5/6	Cat7 Funding	Car 8	Cat 9	CAT 10 CBI	CAT 10 Earmark	Cat 11	Rider 11 Cat 12	Other Funds	TRENDS - Innovative Financing	TOTAL
C 2018	TL2	Anzalduas Land Po	rt 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	s - s	3,496,000	\$ 4,370,000 \$	\$ 53,308,091	\$ 43,700,000								\$ 12.10				s	31.60	\$ 43.70
TAP 2019	VA	Cano St.	Freddy Gonzalez	HC-359	0921-02-392	1	Installation of solar powered lighting along the Cano walking trail	Edinburg	\$ 534,400	\$ 534,400	s - s	-	s - S 34,736	\$ 600,879	\$ 600,879							\$ 0.53					s	0.07	\$ 0.60
TAP 2020	Vision Zero Plannin Study	g City limits	City limits	HC-356	0921-02-390		Vision Zero Planning Study	McAllen	s	- s -	s - s	150,000	s - s 30,000	\$ 187,995	\$ 187,995							\$ 0.15					s	0.04	\$ 0.19
С	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	\$ 86,26	s 86,265	S 16,000 S	3,969	\$ 4,050 \$	\$ 121,586	\$ 86,265					\$ 0.09									\$ 0.09
С	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 Addition of east, north and	McAllen	\$ 77,958	\$ 77,958	\$ 31,000 \$	3,587	\$ 3,660 \$	\$ 123,986	\$ 77,958					\$ 0.08									\$ 0.08
С	FM 1926 (23rd st)	At FM 1926 (23	rd st) & Ebony Ave	HC-313	1804-01-071	2	south bound center turn lanes	McAllen	\$ 141,219	\$ 141,219	\$ 21,000 \$	6,497	\$ 6,630 \$	\$ 188,521	\$ 141,219					\$ 0.14									\$ 0.14
PE,CE	Bentsen Rd.	FM 924 (3 Mile)	FM 676 (Mile 5)	HC-900			Widen to 4 lanes and continuous turn lane w/ curb and gutter	McAllen	\$ 9,504,000	\$ 11,024,640	\$ 1,100,000 \$	275,000	\$ 825,000	\$ 13,224,640	\$ 1,100,000												s	1.10	\$ 1.10
С	SS 115	At FM 1926 (23s	rd st) & Jackson Ave	HC-314	1804-01-072	1	Addition of North and South bound center turn lanes	McAllen	\$ 116,618	s 116,618	S 31,000 S	5,366	\$ 5,475 \$	\$ 169,519	\$ 116,618					\$ 0.12									\$ 0.12
C 2018	VA	Anzalduas Int Bridge Por of Entry	t South Bound	HC-277	0921-02-303		Construction of Southbound Inspection Station	McAllen	\$ 10,000,000	\$ 10,000,000	s - s	800,000	\$ 1,281,660 \$	\$ 12,506,367						\$ 0.51			\$ 5.49		s	4.00			\$ 10.00
					FY 2023	FY	2023 FY 2023	FY 2023	FY 2023	FY 2023	FY 2023 FY	Y 2023	FY 2023 FY 2023			7 2023 F	FY 2023 FY 2	2023 FY	7 2023	s 933,733 FY 2023 FY 202	23 FY 202	23 FY 2023	3 FY 2023	3 FY 20:	123				
C & E	cs	On Mesquite St., from Interior Roads at Olmito Townsite	FM 1732	BMPO- CTY1	0921-06-326		Construct 5' concrete sidewalks	Cameron County	\$ 400,85	8 S 400,858	s - s	19,642	\$ 59,806 \$ 31,586	\$ 535,357								0.40					s	0.14	s 0.54
E 2020	CS	On East Loop, from I-69I	SH 4	BMPO-E4	0921-06-315	9.9	Construction of 4 to 6 lane roadway partially on new location	CCRMA	\$ 96,636,662	\$ 113,405,678	\$ 5,600,000 \$	3,875,000	\$ 4,831,833 \$ 4,900,000	\$ 132,612,511	\$ 3,875,000												s	3.88	\$ 3.88
E 2020	cs	On Morrison Rd, from FN 1847	FM 511	BMPO-E3	0921-06-291		Construct 4 lane Urban Roadway.	CCRMA	\$ 23,506,66	7 \$ 23,506,667	s	500,000	\$ 1,998,067 \$ 1,057,800	\$ 27,062,534	\$ 500,000												s	0.50	\$ 0.50
E 2021	cs	On Old Alice Road, Sport Park Blvd	SH 100		0921-06-290	4.9	Widen from 2 lane to 4 lane Urban Roadway	CCRMA	\$ 18,662,522	\$ 20,902,028	s - s	1,100,000	\$ 1,650,000 \$ 839,814	\$ 24,491,842	\$ 1,100,000												s	1.10	\$ 1.10
C,E 2020	SH 550 CS	0.203mi S of FM 1847 On Dana Ave., from FM	Overpass @ FM 3248	BMPO-	0684-01-068 0921-06-330	3.9	Construct Contolled Access Tolled Facility Widen roadway and add	CCRMA CCRMA	\$ 20,474,60° \$ 15,378,700			1,000,000 517,540								\$22.93 (\$2.16 CRRSAA)							e e	0.52	\$ 22.93
E 2000		3248 On Whipple Rd, from FM		DR1			sidewalks Widening of Existing																				3	0.32	3 0.32
E 2020	CS	1575 On W side of FM 1847,	11/11/04/	BMPO-E3	0921-06-292		Roadway to include Continuous Left Turn Lane Construct sidewalk on west	CCRMA City of Los	\$ 5,713,970			380,300								\$ 0.38								0.08	5 0.38
C 2020	VA VA	from Resaca Retreat Dr. 2 Mi North of FM 511/FM		BL3 8 BMPO-	0921-06-322		side of FM 1847 Construct 10' Hike and Bike Trail between Brownsville	Fresnos City of	\$ 412,608 \$ 999,080			13,240 48,954										\$ 0.39 \$ 0.64						0.50	5 0.47
		Phase I terminus 1 Mile	mi N, 0.3 mi W 0.38 miles west, 0.1 mile	BL1			and Los Fresnos Construct 10' Hike and Bike	Brownsville City of																			3		3 1.14
C 2020	VA	North	north	BL2	0921-06-324	1.4	Trail between Brownsville and Los Fresnos	Brownsville	\$ 999,080	999,080	s - s	44,954	\$ - \$ 38,463	\$ 1,138,144	\$ 1,138,144 \$ 32,581,233					\$ 23,310,000		\$ 0.64					S	0.50	S 1.14
							New Location - 2 lane rural							HARLINGEN/ S						25,510,000									
E,R	CS	On S. Parallel Corridor, from FM 2520	FM 1577	HSB-110	0921-06-257	2.2	roadway in a proposed 120 Foot ROW		\$ 9,000,000	s 10,080,000	S 1,200,000 S	1,200,000	\$ 765,000 \$ 405,000	\$ 13,650,000	\$ 2,400,000												s	2.40	\$ 2.40
С	VA	GSA Facility	Los Indios Free Trade Int Bridge	HSB-LII	0921-06-359		Construction of Border Safety Inspection Facility (BSIF)	TXDOT	\$ 3,465,955	s 3,465,955	s	173,687	\$ 155,964 \$ 78,677	\$ 3,977,077	\$ 3,465,955								\$ 3.47						\$ 3.47
С	IH-69E	Industrial Blvd	Loop 499/ Primera Rd	HSB-115	0039-07-257		NB and SB Ramps Reversal	TxDOT	\$ 2,521,66	\$ 2,813,724	s - s	134,966	\$ 210,162 \$ 232,745	\$ 3,391,601	\$ 2,813,724 \$ 8,997,517	s	\$ 2.81			s -									\$ 2.81
		0.13					Widening and new location,							HIDAL															
E,R,C 2018	CS	On Liberty Blvd from Mil	US 83	HC-284a	0921-02-194	2.4	from 2 to 4 lanes with dedicated left turn lane	HC 3	\$ 10,934,210	s 10,953,888	\$ 686,011 \$	1,291,874	\$ 1,086,619 \$	\$ 14,018,392	\$ 12,726,518					\$ 10.54				\$ 0.69		\$ 0.	40 S	1.10	\$ 12.73
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 divided urban section Construct 2 lane roadway	TXDOT	\$ 14,556,786	s 15,139,057	\$ 2,699,360 \$	758,148	\$ 919,061 \$ 915,622	\$ 20,879,948	\$ 2,699,360					\$ 2.70									\$ 2.70
R 2020	CS	On Liberty Blvd. (Ph. II) from Mile 3 Rd	FM 2221	HC-284br	0921-02-322	3.8	with shoulders (on New Location from Mile 4 to FM 2221)	HC 3	\$ 9,469,88	7 \$ 10,606,273	\$ 2,030,000 \$	347,998	\$ 1,576,755 \$	\$ 14,561,026	\$ 2,030,000					\$ 2.03									\$ 2.03
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	\$ 7,386,16	\$ 7,386,161	\$ 350,000 \$	361,922	\$ 590,893 \$ 480,100	\$ 9,837,563	\$ 8,327,054					\$ 6.67							s	1.66	\$ 8.33
PE	FM 396/I-2 Ph. 1	FM 396	I-2	Ne	ew Project		Construct 2 access controlled direct connectors at intersection	McAllen	\$ 35,000,000	\$ 39,200,000	S 5,000,000 S	721,875	\$ 2,533,475	\$ 47,455,350	\$ 721,875												s	0.72	\$ 0.72
E,R	CS	On Auburn Ave., from 33rd St	2310 31		ew Project		Construct 4 lane roadway w/ curb & gutter Widen from 2 to 4 Lane	McAllen	\$ 3,075,000			123,000		\$ 4,182,000													s	1.11	\$ 1.11
C R 2020	FM 676 (Mile 5 N)	On Mile 6 W from SH 10			1064-01-032 0921-02-286		Divided ROW Acquisition for RECONST. &Widen from 2	TXDOT HC 1	\$ 16,149,113 \$ 31,202,489		\$ 3,783,390 \$ \$ 4,396,313 \$	841,080 992,000	\$ 1,019,595 \$ 1,015,779 \$ 3,410,000 \$ 1,316,000			s	S 16.15			\$ 4.40									\$ 16.15 \$ 4.40
R 2020		On Taylor Rd @Mile 2 N			0921-02-328		to 4 Lanes Widen from 2 lanes to 4 lane		\$ 12,693,646		\$ 2,011,852 \$	743,333								\$ 2.01									\$ 2.01
		On International Bridge			0921-02-142		Construct non-tolled 4 lane													-								13 19	
PE	CS	Trade Corridor, from 365 Tollway at FM 493	IH-2	KMA-5	0921-02-142		divided (at grade) highway (interim)	HCRMA	\$ 128,071,89	\$ 157,673,338	a 44,584,210 \$	15,118,273	\$ 9,444,203 \$ 16,223,533	\$ 224,950,318	\$ 13,118,273												3	13.19	\$ 13.19

Project Phase AFA Execution Year	Highway	From	T _o	MTP#	CSJ# roject Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year onstruction dollars	(12% 2011 const cost) Preliminary Engineering (4.9% 2011 const	CE Cost (<22 M >\$10 M 45%, of 2011 const cost) Contingencies (<22 M 5%, \$2.535 M 6.5%, \$2.535 M	2010 const cost) Total Project Cost	Year of xpenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMF	Cat 4/5/6	Cat 7 Funding	Cat 8	CAT 10 CBI	CAT 10 Earmark	Cat 11	Rider 11	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
R 2020	CS	On Nolana Loop (S1), from FM 1426 (Raul	FM 907 F	C-152ar 0921-	-02-361 2.25	Widen from 2 to 4 Lane Divided	HC 2 / McAllen	\$ 16,007,263 \$	17,287,844 s	2,000,000 \$ 230,	275 \$ 1,920,871 \$ 1,074		\$ 2,000,000								\$ 2.00					s 2.00
R,E 2019	CS	Longoria) On Cesar Chavez from Business 83	Nolana Loop	IC-326r 0921-	-02-405 2.8	Widen from 2 to 4 lanes	HC 2	\$ 18,064,345 \$	20,232,066 \$	4,570,000 \$ 1,151,	217 \$ 2,567,723 \$	- \$ 28,521,006	\$ 5,721,217				s	4.57						\$ 1.15	3	\$ 5.72
R 2019	CS	On Cesar Chavez from Business 83	Ridge Rd.	IC-344r 0921-	-02-399 1	Widen from 2 to 4 lanes	HC 2	\$ 6,193,200 \$	6,936,384 \$	1,000,000 \$ 249,	994 \$ 655,000 \$	- \$ 9,720,812	\$ 1,000,000				s	1.00								\$ 1.00
R	cs	On Bentsen Rd., from FM 676	FM 1924	HC-900 0921-	-02-512	Widen to 4 lanes and continuous turn lane w/ curb and gutter	McAllen	\$ 9,504,000 \$	10,644,480 \$	1,100,000 \$ 1,100,	000	\$ 12,844,480	\$ 1,100,000											s 1.10)	S 1.10
R	CS	On Mile 5, from Taylor Rd	FM 2220 (Ware Rd)	HC-144 0921-	-02-493 1	ROW acquisition for drainage ditch	McAllen / HC 4	\$ 8,263,107 \$	8,263,107 \$	1,000,000 \$1,839,	870	\$ 11,102,977	\$ 1,000,000				s	1.00								\$ 1.00
TAP	VA	Within Hid	algo County	HC-369 0921-	-02-430	Hidalgo County Active Mobility Plan	Valley Metro	\$ 330,000 \$	330,000 \$	- s	- s - s 49	500 \$ 397,089	\$ 397,089						\$ 0.	.33				\$ 0.07	,	\$ 0.40
TAP 2020	VA	Canton Rd & Jackson Rd (Edinburg)	Bicentennial H/B & Wisconsin (McAllen)	HC-370 0921-	-02-431 2.8	Jackson Rd Hike & Bike Project Phase II	McAllen / Edinburg	\$ 1,541,991 \$	1,541,991 \$	370,000 \$	- s - s	- \$ 1,911,991	\$ 1,911,991						\$ 1.	.01				\$ 0.90		\$ 1.91
TAP 2020	VA	City Pharr	·	HC-371 0921-		PSJA Tri-City Ped Improvement Phase II Pedestrian/Bike Trail and	Pharr / San Juan / Alamo	\$ 2,196,840 \$	2,196,840 \$	495 \$ 247,			\$ 2,740,214						\$ 1.					\$ 1.12		\$ 2.74
С	Van Week St.	At UTRG	/ Campus	HC-480 0921-		Bike Racks	UTRGV	\$ 395,625 \$	395,625 \$	- \$ 20,	5000 \$ - \$ 41	193 \$ 476,644	\$ 476,644 \$ 86,704,144				s	34,921,212	\$ 0.	36				\$ 0.12	2	\$ 0.48
				FY 2	2024 FY	2024 FY 2024	FY 2024	FY 2024 1	FY 2024 FY	2024 FY 2024	FY 2024 FY 20	PA FY 2024 BROWNSV		2024	FY 2024 FY	Y 2024 FY	Y 2024 FY 202	4 FY 2024	FY 2024 FY 2	024 FY 202	4 FY 20	24				
R 2020	CS	On East Loop, from I-69E		MPO-E4 0921-	-06-315 9.9	Construction of 4 to 6 lane roadway partially on new location	CCRMA	\$ 96,636,662 \$	113,405,678 \$	5,600,000 \$ 3,875,	000 \$ 4,831,833 \$ 4,900	32,612,511	\$ 5,600,000											\$ 5.60)	\$ 5.60
C 2020	CS	On West Rail Trail from 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	s 900,000 s	900,000 \$	-	s	- \$ 1,125,000	\$ 1,125,000						\$ 1.	.13						\$ 1.13
С	CS	On Bejarano-McFarland Galvan Trail Ext., from SH	Arturo Galvan Coastal Park Entrance	BMG-1 0921-	-06-351 6.6	Extend & Construct sidewalk, ADA ramps, and	Port Isabel	\$ 544,125 \$	544,125	\$ 88,	500 \$ 60	379 \$ 724,978	\$ 724,978						\$ 0.	.54				\$ 0.18	3	\$ 0.72
P.O.T.		On West Blvd. , from FM		BMPO- 0021		Bus stop improvements Roadway/ Trail Construction	0.551																			
E,C,CE	CS	3248 (Alton Gloor) On SPI 2nd Access, from	Blvd)	WBL 0921-	-06-340 2.2	Phase of Multi Modal Corridor	CCRMA	\$ 6,378,902 \$	6,634,058 \$	- \$ 312,	566 \$ 318,945 \$ 414	529 \$ 7,680,198	\$ 7,265,569											\$ 7.27	'	\$ 7.27
PE,R	CS	SH 100, across Laguna Madre	PR 100	BMPO- SPI2 0921-	-06-163	Constructing New Causeway at New Location	CCRMA	\$ 400,000,000 \$	448,000,000 S	5,600,000 \$ 15,000,	000 \$ 18,000,000	\$ 486,600,000	\$ 20,600,000 \$ 35,315,547											\$ 20.60		\$ 20.60
	ı											HARLINGEN/ S.					\$									
E	CS	On Arroyo Colorado Trail, Ph. III, from Loop 499 @ McKelvey Park		Arroyo-1 0921-	-06-349 1.1	Planning for the Arroyo Colorado Trail, Ph. III	Harlingen			\$ 141,	568	\$ 179,200	\$ 179,200						\$ 0.	.18				\$ 0.002	2	\$ 0.18
													s 179,200													
C,CE 2020	Pharr Bridge	At Pharr/Reyn	osa Int'l Bridge	HC-372 0921-	-02-424	Dock Expansion Phase I	Pharr	\$ 10,989,322 \$	11,428,895 \$	- \$ 330,	000 S 934,092 S 366	HIDAL (\$ 12,362,987									s	3.00	\$ 9.36	5	\$ 12.36
C,CE 2020	Pharr Bridge	At Pharr/Reyn	osa Int'l Bridge	HC-373 0921-	-02-425	Dock Expansion Phase II	Pharr	\$ 11,686,387 \$	12,153,842 \$	- \$ 690,	000 S 993,343 S 389	947 \$ 14,227,132	\$ 13,147,185									s	5.00	\$ 8.15	5	\$ 13.15
C,CE 2020	Pharr Bridge	At Pharr/Reyn		HC-374 0921-	-02-423	Pharr Bridge Commercial Vehicle Staging Site	Pharr	\$ 5,938,164 \$	6,175,691 \$	- \$ 450,	000 \$ 504,744	\$ 7,130,435	\$ 6,680,435									s	4.00	\$ 2.68	3	\$ 6.68
R	CS	On Freddy Gonzalez, from SH 336 (10th St)	FM 2061 (McColl Rd)	HC-120 0921-	-02-440 1.13	Widen and reconstruct to 4 lanes divided urban	Edinburg	\$ 5,196,846 \$	5,820,468 \$	560,000 \$ 270,	663 \$ 328,109 \$ 326	882 \$ 7,466,310	\$ 560,000				s	0.56								\$ 0.56
С	FM 676	Taylor Rd		HC-144 1064-		Widen from 2 to 4 Lane Divided Widen from 2 to 4 lanes	TXDOT / HC 4			1,000,000 \$ 1,839,		\$ 11,734,326	\$ 8,894,456				s	5.00				\$ 3.89				s 8.89
C,CE 2020	CS SH 107 (Conway)	On Taylor Rd @Mile 2 N FM 1924 (Mile 3 N)		HC-257 0921- HC-383 0528-		divided urban Widen from 4 lanes to 6	HC 3 TXDOT	\$ 12,693,646 \$ \$20,563,731	13,709,138 \$ \$21,386,280 \$	2,011,852 \$ 743,			\$ 14,847,141 \$21,386,280		\$ 21.39		S	13.49						\$ 1.36	5	\$ 14.85
C,CE	CS	On Taylor Rd from Bus 83		HC-256 0921-		lanes with raised median Widen from 2 to 4 lanes with left	HC 3	\$ 4,494,380 \$	4,674,155 \$,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	\$ 8,356,196	\$ 5,174,155		21117		5.0 (\$4.5	M CRRSAA)						\$ 0.17	,	\$ 5.17
С	FM 494	SH 107		IC-292a 0864-		Widen from 2 to 4 lanes	TxDOT	\$ 17,366,751 \$	18,061,421 \$	- \$ 904,			\$ 18,061,420		\$ 18.06		`	<u> </u>								\$ 18.06
С	FM 2220 (Ware Rd)	FM 1925 (Monte Cristo)	SH 107	HC-20 2094-	-01-063 2.5	Widen from 2 lanes to 6 lanes with median	TXDOT	\$ 20,481,607 \$	21,300,871 \$	6,608,600 \$ 1,066,	725 \$ 1,293,132 \$ 1,288	293 \$ 32,188,948	\$ 21,300,871		\$ 21.30											s 21.30
E,R	CS	On McColl Rd., from Yuma Ave	Orange Dr	New Project	zt	Widen to 4 lane roadway with continuous turn lane & sidewalks	McAllen	\$ 4,320,000 \$	4,320,000 \$	1,080,000 \$ 172,	800 \$ 518,400	\$ 6,091,200	\$ 1,771,200											\$ 1.77	,	\$ 1.77
С	SH 107	Bus 281-W	I-69C (US 281)	HC-337 0342-	-01-093 1.3	Operational Improvements and Rehabilitation	TXDOT	\$ 19,710,310 \$	20,498,722 S	3,676,572 \$ 1,007,9	914 \$ 1,662,030 \$ 859	370 \$ 28,301,129	\$ 20,498,722	\$ 1.50	\$ 19.00											\$ 20.50
С	FM 1925	FM 907 (Alamo Rd)	Sharp Rd I	IC-12aa 1803-	-02-035 1.57	Widen from 2 to 4 Lane Divided	TxDOT/HC 4	\$ 6,722,159 \$	6,991,045 \$	1,154,700 \$ 350,	104 \$ 424,412 \$ 422	\$ 9,550,290	\$ 6,991,045		s 6.99											\$ 6.99
С	FM 1925	On Hi Line West, from		HC-290 1803-		Widen from to 2 to 6 lane with raised median Widen to 2 lane with	TXDOT	\$ 9,700,000 \$		4,190,706 \$ 505,			s 10,088,000		\$ 10.05									0.30		S 10.09
C,R,E 2021 C,E	CS	Jackson Rd	-	HC-339 0921-		continuous left turn lane	Pharr	\$ 7,268,685 \$	7,559,432 \$	100,000 \$ 254,		\$ 8,532,071					S	6.13						\$ 2.15		8.28
	Pharr Bridge Pharr Bridge	At Pharr/Reyn		1С-12ЬЬ 0921-		Construct Twin Span Bridge Agricultural Lab and	Pharr	\$ 35,500,000 \$	36,920,000 \$	- \$ 3,037,		\$ 42,974,902					S	2.00					9.00	\$ 37.94		39.94
	Agricultural Lab					Training Center Construct 4 lane divided								5 0.7	8							S	8.00	\$ 10.51		\$ 18.51
2018	SH 495	On I Rd. from .4 Mi.				urban section Widen to a 2-lane divided	TADOT	3 14,350,786 \$	15,139,057	2,099,300 \$ 758,	3 919,061 \$ 915	322 \$ 20,879,948	15,139,057	5 0./6	5 15.06											3 15.14
C,E	CS	South of Rancho Blanco Rd.	Dicker Rd.	IC-12ac 0921-	-02-363 2.5	roadway with continuous center turning lane and shoulders	Pharr	\$ 10,100,000 \$	10,908,000 \$	- \$ 308;	700 \$ 724,926 \$ 760	13,427,346	\$ 11,632,926				10.82 (\$2.	41 CRRSAA)						\$ 0.81		\$ 11.63
	CS	On Las Milpas from Cage Blvd.	I Rd	HC-378 0921-	-02-435 1.25	Widen from 2 to 4 lane curb & gutter	Pharr	\$ 7,020,000 \$	7,862,400 \$	455,000 \$ 330,	482 \$ 597,125	\$ 9,245,007	\$ 455,000				s	0.46								\$ 0.46
R																										1
R R	CS	On Las Milpas Rd. from Jackson Rd	Cage Blvd.	HC-377 0921-	-02-434 1.25	Widen from 2 to 4 lane curb & gutter Construct 2 access controlled	Pharr	\$ 5,625,000 \$	6,300,000 \$	792,000 \$ 275,	625 \$ 618,750	\$ 7,986,375	\$ 792,000				s	0.79								\$ 0.79
	SH 495 CS	On I Rd. from .4 Mi. South of Rancho Blanco Rd. On Las Milpas from Cage	SH 364 (La Homa Rd) Dicker Rd.	HC-12ac 0921-	-01-108 2.3 -02-363 2.5	Construct 4 lane divided urban section Widen to a 2-lane divided roadway with continuous center turning lane and shoulders Widen from 2 to 4 lane curb				2,699,360 \$ 758, - \$ 308;		522 \$ 20,879,948 408 \$ 13,427,346	\$ 15,139,057 \$ 11,632,926	s 0.76	S 15.06		10.82 (\$2.					s	8.00	\$ 10.51 \$ 0.81		

Project Phase AFA Execution	Year	Highway	From	To	MTP#	CSI#	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars ROW-cost (12%, 2011 const	Preliminary Engineering (4.9% 2011 const	CE Cost (<\$2 M 7.5%, \$2-\$10 M 5%, >\$10 M 4.5%, of 2011 const cost)	Contingencies (<\$2M 7%, \$2.525 M 6.5%, \$25.550 M 9%, >\$50M 7% of 2010 const cost)	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMF	Cat 4/5/6 Cat 7 Funding	Cat 8	Cat 9	CAT10 CBI	CAT 10 Earmark	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
E,R		CS	On Freddy Gonzalez, from 26th St.	10th St	New	Project	Construct & widen from 2 to 4 lanes w/ cont. turn ln, curb & gutter	McAllen	\$ 6,521,750 \$	6,521,750 \$ 1,201,37	\$ 260,870	8 782,610	s	8,766,605 \$	2,244,855											s	2.24	s	2.24
Е		CS	On Moore Rd. from Jackson Rd	Cage Blvd	HC-379	0921-02-436	1.25 Widen to a 2-lane divided roadway with continuous center turning lane and shoulders Widen to a 2-lane divided	Pharr	\$ 6,084,000 \$	6,814,080 \$ 605,00	\$ 335,286	\$ 486,720	\$	8,241,086 \$	335,286											s	0.34	s	0.34
Е		CS	On Moore Rd. from Cage Blvd	I Rd	HC-380	0921-02-437	1.25 roadway with continuous center turning lane and shoulders	Pharr	\$ 6,744,537 \$	8,777,781 \$ 605,00	\$ 330,482	\$ 597,125	s	10,310,388 \$	330,482											s	0.33	s	0.33
R		cs	On International Bridge Trade Corridor, from 365 Tollway at FM 493	IH-2	RMA-3	0921-02-142	Construct non-tolled 4 lane divided (at grade) highway (interim)	HCRMA	\$ 128,071,891 \$	137,673,338 \$ 44,584,21	\$ 13,118,273	9,444,203	\$ 16,223,533 \$	224,950,318 \$	44,584,210											s	44.58	s	44.58
Е		CS	On Bridge St. Bike/Ped Development, from 10th St & Ramon Ayala	Bridge St & INTL Blv	vd. BRDG-3	0921-02-496	Planning-Conceptual design and estimates	Hidalgo			\$ 70,000		s	87,500 \$	87,500						\$ 0.88	8						s	0.88
С		CS	On Freddy Gonzalez Hike & Bike Trail, from Freddy Gonzalez Dr. & Closner Blvd	Municipal Park on Ra Longoria	EDFG-1	0921-02-497	1.9 Construct 10 ft. wide concrete shared use path	Edinburg	\$ 699,996 \$	699,996			s	999,994 \$	999,994						\$ 0.8	7				s	0.12	s	1.00
Е		Elsa - Getting Connected	City-W	/ide		0921-02-495	Planning Studies for a city- wide Bike/Ped Trail System Construction of roadway & commercial facilities for NB	Elsa			\$ 46,920		s	69,000 \$							\$ 0.59	9				s	0.10	s	0.69
CEP		CS	At Donna Int'l Bridge On Russell Rd., from FM	Rooth Rd		0921-02-394	1.2 commercial actinities for ND loaded/empty & SB loaded trucks Realignment - Widening from 2 to 4 lane urban	Donna PCT 4	\$ 40,250,061 \$ \$ 2,500,000 \$	41,860,063 \$ 2,600,000 \$ 350,00		\$ 1,811,204 \$ 212,500	\$ 913,676 \$	47,795,714 \$ 3,221,300 \$										s	8.90	\$	32.96	\$	41.86
C,L,R		CS	2220 (Ware Rd)	Room Ru	HC-KU1	0921-02-302	roadway	PC1 4	3 2,300,000 3	2,000,000 3 330,00	3 38,000	212,300	3	3,221,300 3	3,221,300				\$ 44,252,0	100						3	3.22	3	3.22
			On International Dr., from	CL C			N							STARR					1-132/231										
С		CS US 83	Intersection of US 83/FM 755 S.	Starr-Camargo POE (Bridge Rd. 09 Mi N of Loma Blar Rd	31-01	0921-26-113	New Location - Construct 2 lane roadway WIDEN FROM 2 LANE RURAL TO 4 LANE DIVIDED	Rio Grande City TxDOT	\$ 4,000,000 \$ \$ 25,194,693 \$	4,160,000 27,210,268 \$ 1,843,82	\$ 208,328 \$ \$ 1,312,193 \$		\$ 251,600 \$ \$ 1,584,746 \$	4,995,769 \$ 34,318,331 \$		\$ 1.01	\$ 13.10		S 13.10							S	4.16	s	27.21
				Rd			<u> </u>							s	31,370,268														
						FY 2025	FY 2025 FY 2025	FY 2025	FY 2025	FY 2025 FY 2025	FY 2025	FY 2025	FY 2025	FY 2025 F BROWNSVI		2025	FY 2025 FY	Y 2025 F	Y 2025 FY 2025 F	Y 2025 FY 20	025 FY 202	25 FY 202	25 FY 2025	5					
C,CE		CS	On East Loop, from I-69E	SH 4	BMPO-E4	0921-06-315	9.9 Construction of 4 to 6 lane roadway partially on new location	CCRMA	\$ 96,636,662 \$	113,405,678 \$ 5,600,00	\$ 3,875,000	8 4,831,833	\$ 4,900,000 \$	132,612,511 \$	118,237,511				\$ 0.	88					s	7.47 \$	109.89	s	118.24
С		VA	Southmost Nature Trail, from La Posada Dr.	Alamada Dr./Monsees	Rd BMPO- ST2	0921-06-289	3.43 Construct 10' concrete hike and bike trail (Phase IV)	City of Brownsville	\$ 938,130 \$	1,013,180 \$	s - s	\$ 46,906	\$ 93,813 \$	1,153,899 \$	1,153,899				\$ 0.	94						s	0.21	s	1.15
C & E		VA	Interior Roads at Las Palmas Mobile Estates	FM 802	BMPO- CTY2	0921-06-327	Construct 5' concrete sidewalks	Cameron County	\$ 313,215 \$	313,215 \$	\$ 15,348 \$	-	\$ 6,233 \$	334,796 \$	315,925						\$ 0.30	0				s	0.01	s	0.32
													НА	RLINGEN/ SA	119,707,335 N BENITO				\$ 1,820,0	000									
C,E,R 20	019	FM 509	FM 508	FM 1599	HSB-509	0921-06-254	2.3 New Location - Construct 2 lane Rural Roadway	CCRMA	\$ 7,000,000 \$	7,560,000 \$ 2,000,00	\$ 686,000	686,000	\$ 124,949 \$	11,056,949 \$	11,056,949		s 7.28						\$ 0.69			s	3.09	s	11.06
Е		CS	On Outer Parkway, from IH 69E	FM 106/General Brant	Rd HSB-126	0921-06-283 2	21.5 New Location - Controlled Access 4 lane Toll Facility	CCRMA	s 120,000,000 s	134,400,000 \$ 5,000,00	S 2,800,000		s	142,200,000 \$	2,800,000											s	2.80	s	2.80
														HIDALG	13,856,949														
C,E,R		CS	On Mile 1 East, from Bus 83	Mile 8 North	HC-269	0921-02-254	Reconstruct & widen to urban 2 lanes & shoulders	HC 1	\$ 6,000,000 \$	6,480,000 \$ 502,00	\$ 778,050	878,000	\$ 588,485 \$	9,787,859 \$					7.38 (\$327,164 CRRSA	A)						s	0.48	s	7.86
C&CE 20	020	CS	On Nolana Loop, from FM 1426	FM 907	HC-152a	0921-02-361 2	W. L. C. 2 . 4 I	HC 2	\$ 16,007,263 \$	17,287,844 \$ 2,000,00	s 230,275 s	1,920,871	S 1,074,017 S	23,039,328 \$	19,208,715				\$ 17-	47						s	1.73	s	19.20
С		US 281	3.9 Mi. N. of SH 186	0.315 Mi. N. of SH 18	86 HC-281	0255-06-069	Contruct 4 Lanes with overpasses and two-2 lane frontage roads	TXDOT	s 61,000,000 S	65,880,000 \$ 5,265,95°	\$ 3,285,210	3,613,731	\$ 6,045,100 \$	83,208,349 \$	65,880,000										s	65.88		s	65.88
E,R		cs	On Chapin, from FM 1926 (23rd)	34th lane	New	Project	Construct 4 lane roadway w/ curb & gutter	McAllen	\$ 5,215,000 \$	5,215,000.00 \$ 644,00	\$ 195,500	625,000	s	6,679,500 \$	1,464,500											s	1.46	s	1.46
C,CE, R 20	019	CS	On Mile 3 N. (Phase II), from FM 2221	Tom Gill Rd.	HC-286b	0921-02-332	New Location - 2 Lane Rural Roadway	HC 3	\$ 7,119,532.00 \$	7,689,095 \$ 375,52	\$ 368,672	\$ 491,312	\$ 404,389 \$	9,547,182	8,555,927				\$ 7.	19						s	1.37	s	8.56
С		CS	On Bentsen Rd., from FM 676 (Mile 5)	FM 1924 (Mile 3)	HC-900	0921-02-512	Widen from 2 to 4 lanes and continuous turn lane w/ curb and gutter	McAllen	\$ 9,504,000 \$	10,264,320 \$ 1,100,00	\$ 275,000	8 825,000	s	12,464,320 \$	10,264,320				\$ 4.	06						s	6.20	s	10.26
С		FM 676	SH 107 (Conway)	Taylor Rd	HC-117c	1064-01-027	Widen from 2 to 4 Lanes w/ Left Turn Lane	TxDOT	\$ 30,273,421 \$	32,695,295 \$ 4,465,58	\$ 1,576,703	3 1,911,351	\$ 1,904,198 \$	43,486,285 \$	32,695,295		\$ 32.19						\$ 0.50					s	32.69
С		US 281	0.273 mi S SH 186	0.023 mi N FM 490	HC-384	0255-07-140 7	Rural Expy Facility- Construct 4 lanes with overpasses & two - 2 lane frontage roads	TXDOT	\$ 135,256,832	\$146,077,379 \$ 5,265,95	\$ 7,239,311	8 11,272,641	\$ 12,484,206 \$	186,623,986	\$146,077,379			:	\$ 144.82						s	1.25		s	146.07
						FY 2026	•	FY 2026	FY 2026	FY 2026 FY 2026	FY 2026	FY 2026	FY 2026	FY 2026 F	292,006,136 Y 2026 FY	2026	FY 2026 FY	Y 2026 F	s 36,100,0 Y 2026 FY 2026 F)26 FV 20	26 FY 20	26 FV 2024	6					
	, -	F			1									BROWNSVI	LLE				112320	1120			11 2020						
C		Fresnos Hike and Bike Trail	Circles the City of		BMPO- LF2	0921-06-334	Establish Hike and Bike Trail	City of Los Fresnos	\$ 3,269,268 \$	3,661,580 \$	\$ 160,194 \$		\$ 65,058 \$	3,886,833 \$					\$ 3.0	03						s	0.63	\$	3.66
PE C,CE 20		Henderson Rd.	FM 1847 On Morrison Rd., from	FM 1575 Dana Rd	BMPO M1	0921-06-309 0921-06-291	Widen from 2 to 4 lanes Construct 4 lane urban	CCRMA	\$ 6,733,807 \$ \$ 7,106,667 \$	7,300,000 7,959,467 \$	\$ 785,000 S		\$ 455,000 \$ \$ 319,800 \$	9,547,500 \$ 9,034,497 \$	785,000 8,563,534											S .	0.79 8.56	s	0.79 8.56
C,CE 20		VA	FM 1847 Southmost NT Ph. III, from Southmost Blvd	Manzano St	D) mo		roadway (Seg. 1) Construct 10' concrete hike and bike trail	City of Brownsville	\$ 2,257,768 \$	2,528,700	151,105	s 604,067 s 112,888		2,867,365 \$	2,528,700				\$ 2.	26						s	0.27	s	2.53
С		US 281	0.5 Mi W of FM 1577	FM 1421		0220-04-049	3.2 Widen from 2 lanes to 4 lanes rural	TxDOT	\$ 12,500,000 \$	14,000,000 \$	\$ 651,026	\$ 789,203	\$ 786,250 \$	18,501,780 \$	14,000,000		\$ 14.00											s	14.00
								<u> </u>		I			1 1	S	29,538,814			1	\$ 5,290,0	000	1	1					I		

Project Phase AFA Execution Year	Highway	From	T.	MTP#	CSI #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost) Prefininary Fredininary	(4.9% 2011 const	CE COM (<22 M 7.5%, 32-310 M 5%, 2810 M 45%, of 2011 count cost) Contingencies (<23 M 7%, 23-325 M 6.5%, 23-535 M 6.5%, 23-535 M 6.5%, 23-535 M 6.00 count cost)	HARLINGEN / S	Vear of Expenditure Dollars (YOE)	Cart	Cat 2	Cat 4/5/6	Cat7 Funding	Cat 8	CAT 10 CB	CAT 10 Earmark	Cat 11	Rider 11	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
C,CE	cs	On S. Parallel Corridor, from FM 2520	FM 1577	HSB-110	0921-06-257		New Location - 2 lane Rural roadway in a proposed 120 Foot ROW		\$ 9,000,00	00 S 10,080,000	0 S 1,200,000 S	1,200,000	\$ 765,000 \$ 405,000												\$ 1	0.85	S 10.85
С	US 281	FM 732	.5 Mi. W. of FM 1577		0220-04-050	2.2	Widen from 2 to 4 Lane Rural	TxDOT	\$ 12,000,00			624,985				s	13.44										13.44
С															\$ 27,168,574	\$	2.88										\$ 2.88
PE,R	cs	On Trenton Rd., from I-69	FM 907	HC-177a	0921-02-442	3.32	Widen and Reconstruct Roadway from 2 to 4 lanes	HC 4	\$ 20,105,34	14 \$ 22,517,98	5 \$ 715,000 \$	985,162	\$ 1,708,954	\$ 25,927,101					\$ 0.72						s	0.98	\$ 1.70
R 2020	CS	On Mile 10 N from Mile 6 (Westgate)	5 FM 1015	HC-264r	0921-02-360	3	divided urban Widen from 2 to 4 lanes	HC 1	\$ 13,427,98	\$ \$ 20,875,865	5 S 3,200,000 S	1,240,022	\$ 2,300,000 \$	\$ 27,615,887	\$ 3,200,000				\$ 3.20								\$ 3.20
C, CE	CS	On I Rd., from Dicker Rd.	. Military Hwy (US 281)	HC-499	0921-02-499	2	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	Pharr	\$ 8,050,00	9,016,000	0 s - s	349,033	\$ 578,500 \$ 280,546	\$ 10,430,650	\$ 9,594,500				\$ 8.62						s	0.97	\$ 9.59
C,CE	CS	On International Bridge Trade Corridor, from 365	IH-2	RMA-3	0921-02-142		Construct non-tolled 4 lane divided (at grade) highway	HCRMA	\$ 128,071,89	\$ 137,673,333	8 \$ 44,584,210 \$ 1	13,118,273	\$ 9,444,203 \$ 16,223,533	\$ 224,950,318	\$ 147,117,541									17.57	\$ 12	29.55	\$ 147.12
C,CE	CS	Tollway at FM 493 On Mile 6 W., from Mile 14 1/2	Mile 11 N	HC- 148bbb	0921-02-447	3.5	(interim) Widen from 2 to 4 Lanes	HC 1	\$ 20,402,48	s9 \$ 22,850,78	8 \$ 2,797,654 \$	631,273	\$ 2,210,000 \$ 837,455	\$ 30,125,806	\$ 25,060,788				\$ 22.61						s	2.45	\$ 25.06
С	FM 1925	Wallace Rd	10th St		1803-01-094	3.5	Widen from 2 to 6 lanes with raised median	TxDOT	\$ 26,900,00	00 S 33,151,16	1 \$ 480,375 \$	1,401,009	\$ 1,698,365 \$ 1,692,010	\$ 39,252,088	\$ 33,151,161	\$ 3.28 \$	29.87										\$ 33.15
C&CE	Freddy Gonzalez	SH 336 (10th St)	FM 2061 (McColl Rd)	HC-120	0921-02-440	1.13	Widen and Reconstruct Roadway (2 to 4 Lanes) Divided Urban	Edinburg	\$ 5,196,84	16 S 5,820,46	8 S 560,000 S	270,663	\$ 328,109 \$ 326,882	\$ 7,466,310	\$ 6,148,577				\$ 5.52						s	0.62	\$ 6.14
С	Los Ebanos Rd.	I-2	FM 1016	HCLEb-1	Pending	2.2	Construct 4-lane Urban Roadway	Mission/HC 3	\$ 14,654,41	8 \$ 16,412,94	8 \$ 1,255,000		\$ 1,611,986	\$ 19,279,934	\$ 16,412,948										\$ 1	6.41	\$ 16.41
R 2019	CS	On Inspiration Rd/ Military Parkway Loop from IH-2	FM 1016	НС-341г	0921-02-395		Widen from 2 to 4 lane Divided	Hidalgo County	\$ 16,477,93	\$ 20,047,92	8 \$ 3,500,000 \$	1,276,483	\$ 2,205,272 \$	\$ 27,029,683	\$ 3,500,000				\$ 3.50								\$ 3.50
PE	FM 396/I-2 Ph. 2	FM 396	I-2	Net	w Project		Construct 2 access controlled direct connectors at intersection	McAllen	\$ 40,945,05	60 \$ 45,858,450	6 S 5,000,000 S	844,491	\$ 2,533,475	\$ 54,236,422	\$ 844,491										s	0.84	\$ 0.84
E,R	CS	On Kennedy Ave, from Taylor Rd	Bentsen Rd.	Net	w Project		Construct & widen from 2 to 4 lanes w/ continuous trun lane, curb & gutter, w/ bike lanes	McAllen	\$ 4,100,0	00 \$ 4,592,00	00 \$ 630,000 \$	164,000	\$ 492,000	\$ 5,878,000	\$ 1,286,000										\$	1.29	\$ 1.29
E,R	CS	On Shary Rd, from 9 Mile Line	SH 107	Net	w Project		Widen & realign to 4 lane w/ continuous turn lane, curb & gutter	McAllen	\$ 6,525,00	7,308,000	\$ 1,522,500 \$	261,000	\$ 783,000	\$ 9,874,500	\$ 2,566,500										s	2.57	\$ 2.57
E,R	CS	On Freddy Gonzalez, from Ware Rd	26th St	Net	w Project		Construct & widen from 2 to 4 lanes w/ continuoues trun lane, curb & gutter	McAllen	\$ 7,253,50	8,123,920.00	s 967,750 s	290,140	\$ 870,420	\$ 10,252,230	\$ 2,128,310										\$	2.13	\$ 2.13
С	SH 68	US 83	FM 1925	HC-295c	3629-01-001	10	Construct new 4 lane divided rural highway facility	TxDOT	\$ 187,272,00	00 \$ 209,744,640	0 \$ 21,996,250 \$	9,763,613	\$ 7,751,113 \$ 11,985,408	\$ 267,019,489	\$ 209,744,640								\$ 53.16	\$ 156.58			\$ 209.74
R,C,E	CS	On Moore Rd. from Jackson Rd	Cage Blvd.	HC-379	0921-02-436	1.25	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	Pharr	\$ 6,084,00	00 \$ 6,814,080	0 \$ 605,000 \$	335,286	\$ 486,720	\$ 8,241,086	\$ 7,905,800				\$ 6.08						s	1.82	\$ 7.90
	Shoulders														\$ 2,181,021,205 FY 2027 FY												
		Vicinity of GSA Facility at	t Veterans Intl Bridge at lo	ns BMPO-			Construction of Border							BROWNS													
С	VA	Brownsville Southmost Nature Trail	Tomates	LS17	0921-06-207		Safety Inspection Facility	TxDOT City of	\$ 16,230,24			813,335	\$ 730,341 \$ 368,426								\$	6.70	\$ 10.83				\$ 17.53
C, CE	VA 2249	Ph. V, from International Blvd	Battlefield TRAIL FM 1847	ST5 BMPO-			Construct 10' concrete trail Widen from 4 lanes to 6	Brownsville	\$ 3,772,10			740 000	\$ 188,605 \$ 377,210				10.00		\$ 3.77						S	1.02	\$ 4.79
C	FM 3248	IH-69E	FM 1847	AG1	2717-01-027	2.12	lanes with raised median.	TxDOT	\$ 16,074,88	18,003,86	8 5 - 5	740,880	\$ 749,952 \$ 300,888		s 40,323,096	,	18.00		\$ 3,770,000								3 18.00
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	\$ 16,319,76	i4 \$ 18,278,136	6 8 - 8	849,968	\$ 1,030,369 \$ 1,026,513	#IDAL \$ 19,729,656		s	18.28										\$ 18.28
C & CE	Cesar Chavez	Bus 83	Ridge	HC-344	0921-02-399	1	Widen to 4 lanes	San Juan / Alamo / HC 1-2	\$ 6,193,20	00 \$ 6,936,384	s 1,000,000 s	249,994	\$ 655,000 \$	\$ 8,841,378	\$ 7,591,384				\$ 6.85						s	0.74	\$ 7.59
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	\$ 18,064,34	\$ 20,232,060	6 S 4,570,000 S	1,151,217	\$ 2,567,723 \$	\$ 28,521,006	\$ 22,799,789				\$ 21.35						S	1.45	\$ 22.80
C,CE 2019	Inspiration Rd/ Militar Pkwy Loop	y IH-2	FM 1016	HC-341	0921-02-395		Widen to 4 Lane Divided	Mission / McAllen / Hidalgo	\$ 16,477,93	5 \$ 20,047,92	8 S 3,000,000 S	1,276,483	\$ 2,205,272 \$	\$ 27,624,057	\$ 22,253,200				\$ 22.25								\$ 22.25
С	US 281	7.4 Mi. N. of SH 186	3.9 Mi. N. of SH 186		0255-06-073		Construct 4 lanes w/ overpasses and two 2-lane frontage roads Construct 4 Lanes with	TXDOT		\$ 63,720,000	0 8	3,064,016	\$ 3,370,418 \$ 5,638,082	\$ 79,272,223	\$ 63,720,000									\$ 63.72			\$ 63.72
С	US 281	4.4 Mi. S. of Hidalgo/Brooks CL	7.4 Mi. N. of SH 186		0255-06-074		Overpasses and Two 2-Lane Frontage Roads Construct 4 Lanes with			\$ 75,040,00		3,608,345						\$ 1.54						\$ 73.50			\$ 75.04
С	US 281	Hidalgo/Brooks CL	4.4 Mi. S.of Hidalgo/Brooks CL	110.0	0255-06-075	1.7	Overpasses and Two 2- Lane Frontage Roads			\$ 71,388,28		3,432,750					35.00	\$ 71.39									\$ 71.39
C R,CE	FM 1015 FM 396/I-2 Ph. 2	Mile 12 N Rd FM 396	SH 107		1228-03-041 w Project	4.5	Widen to 4 Lane Divided Construct 2 access controlled	TXDOT McAllen	\$ 32,200,00 \$ 40,945,05			1,677,044	\$ 2,032,988 \$ 2,025,380 \$ 2,533,475	\$ 38,927,948 \$ 54,236,422		\$ 0.96 \$	35.08								s	7.53	\$ 36.04
KyCE	1 w 370/1-2 Ph. 2	FIVE 290	1-2	140			direct connectors at intersection		9 +0,945,03	43,838,431																,	1.33
С	FM 3362	BUS 83 S	SH 495		3468-01-021			TXDOT	\$ 9,170,00	00 \$ 10,270,400	0 8	477,593	\$ 578,960 \$ 576,793	\$ 11,086,003		\$	10.27										\$ 10.27
						, .								STAR	s 334,938,703 R				\$ 50,450,000								
С	SL 195	New Location, FM 3167	FM 755		3632-01-001		Construct Rio Grande City/Roma relief route	TXDOT		\$ 44,796,882	\$ 3,177,626 \$	2,071,184	\$ 2,760,169 \$ 2,271,842	\$ 54,125,360	\$ 44,796,882									\$ 22.40	S 2	22.40	\$ 44.80
					FY 2028	FY 2	2028 FY 2028	FY 2028	FY 2028	FY 2028	FY 2028 FY 2	2028	FY 2028 FY 2028	FY 2028	FY 2028 FY	2028 FY 202	8 FY 2028	FY 2028	FY 2028 FY 20	028 FY 202	8 FY 2028 FY	2028 FY	2028				

Project Phase	Year Highway	From	Ģ.	MTP#	(iii) High Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars ROW cost (12% 2011 const	Preliminary Engineering (4.9% 20.11 const	CE COST(<22) 7.5%, \$2.510 M 5%, \$6.52.510 M 5%, of 2011 const cost) Contingencies (<22M 7%, \$2.525 M 6.5%, \$25.550 M	80 2	Total Project Cost Vear of Expenditure bollars (YOE)	Cat 1	Cat 2	Cat 3 - TMF	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	Cat II	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	Innovative Financing TOTAL
С	FM 1732	US 281	IH-69E	BMPO- BB1 0684-03-01	Widen from 2 lanes to lanes Urban	TxDOT	\$ 22,560,000 \$	25,267,200 \$	- \$ 1,174,972 \$	1,424,354 \$ 1,41	19,024 \$	27,273,742 \$ 25,267,200 \$ 25,267,20		\$ 25.27										\$ 25.2
												INGEN/ SAN BENITO			3									
С	Bus 77X IH 69E/US 77/	Commerce St. 83 At IH-69 & FM 732	Arroyo Bridge At Sherer Rd/ Bus 77	HSB-136 0039-12-25	Proposed Continuou	ıs	\$ 577,760 \$	647,091 \$	- \$ 30,091 \$		36,341 \$	767,809 \$ 647,09		\$ 0.65										\$ 0.6
С	Northbound		Intersection	HSB-123 0039-07-04	149 0.3 Frontage Roads and Intersection improvement		\$ 17,810,000 \$	19,947,200	\$ 953,239 \$	1,484,330 \$ 1,64	13,863 \$	22,455,594 \$ 19,947,200		\$ 19.95										\$ 19.5
												\$ 20,594,29 HIDALGO	1		3									
E,R	Freddy Gonzal	lez Shary Rd	Ware Rd	New Project	Construct & widen from 4 lanes w/ continuoues lane, curb & gutter	trun McAllen	\$ 4,900,000 \$	5,488,000 \$ 1,800,00	\$ 196,000 \$	588,000	s	8,072,000 \$ 2,584,000										s	2.58	\$ 2.5
C&CE 2	D20 Liberty Blvd (Pha	se II) Mile 3 Rd	FM 2221	HC-284b 0921-02-32	3.8 Construct 2 lanes roads with shoulders (On No Location from Mile 4 to 2221)	lew HC 3	\$ 9,469,887 \$	10,606,273 \$ 2,030,00	0 \$ 347,998 \$	1,576,755 \$	- s	14,561,026 \$ 12,183,028			s	11.88						s	0.30	\$ 12.1
C&CE	Eldora Rd	FM 3362 (Jackson Rd)	Veterans Blvd (I Rd)	HC-322 0921-02-40	103 2.3 Divided Urban Section	on Pharr/San Juan/HC 2	\$ 12,204,142 \$	13,668,639 \$ 1,200,00	0 \$ 893,159 \$	1,518,417 \$	- s	16,672,565 \$ 15,187,056	i		s	13.72						s	1.47	\$ 15.1
PE, R	Canton Rd.	US 281 (IH-69C)	Cesar Chavez Rd	New Project	Construct 4-lane Urba Divided Highway		\$ 14,000,000 S	15,680,000 \$ 3,000,00	0 S 1,580,000 S	700,000 \$ 91	10,000 \$	21,870,000 \$ 4,580,000										s	4.58	\$ 4.5
	I			FV	7 2029 FY 2029	FY 2029	FY 2029 FY	Y 2029 FY 2029	FY 2029	FY 2029	FY 2029	\$ 79,416,73 FY 2029 FY 202	2 EV	2029 FY	s 2029 FY 2029	25,600,000 FY 2029	FY 2029	FY 2029 FY	7 2029 FY 2	029		I		
				FY	F 1 2027	1 1 2029	F 1 2027	F 1 2029	1 1 2027	F 1 2027		BROWNSVILLE	, FI	FY FY	F1 2027	1 1 2027	1 1 2027	11 2027 FY	- F1 Z	V-27				
C 2	020 Whipple Rd	On Whipple Rd, FM 1847	7 FM 1575	BMPO-P2 0921-06-29	92 1.3 Proposed 2 lane roadw with continous left turn		\$ 5,713,970 \$	6,399,646 \$	- \$ 380,300 \$	440,000 \$ 26	50,000 \$	7,739,946 \$ 6,839,646	5		s	4.44						\$	2.4	\$ 6.8
C & CE 2	021 CS	On Old Alice Road, Sports Park Blvd.	SH 100	BMPO-E2a 0921-06-29	Widen from 2 lane to 4 Urban Roadway	Cameron County	\$ 18,662,525 \$	20,902,028 \$	- S 1,100,000 S	1,650,000 \$ 83	39,814 \$	24,491,842 \$ 22,552,028			s	20.33						\$	2.22	\$ 22.5
											HARLI	\$ 29,391,67 INGEN/ SAN BENITO	4		S	24,770,000								
С	Bus 77X	Jefferson Ave	0.035 Mi S of SS 206	6 HSB-135 0327-08-10	02 Install Raised Median	n TxDOT	\$ 2,451,362	\$2,745,525 \$	- \$ 120,993 \$	155,069 \$ 1	17,894 \$	2,816,928 \$ 2,745,525										s	2.75	\$ 2.7
												\$ 2,745,52 HIDALGO	5		\$									
C,E	Nolana Loop FM 1925	FM 2220 (Ware Rd)	FM 1926 (23rd st) Wallace Rd	HC-155a 0921-02-35 HC-348 1803-01-05	Widon from 2 to 4 los		\$ 3,346,151 \$ \$ 24,480,000 \$	3,747,689 \$ 1,099,19 27,417,600 \$	8 \$ 183,637 \$ - \$ 1,274,970 \$	187,384 \$ 24 1,545,576 \$ 1,53		5,693,865 \$ 4,362,310 29,594,912 \$ 27,417,600		\$ 27.42	s	3.42						s	0.94	\$ 4.3
С	SH 107	Hidalgo/Cameron Co. Line		0342-03-04	roadway		\$ 13,767,575 \$	15,419,684	\$ 717,044 \$			16,644,206 \$ 15,419,68		\$ 15.42										\$ 15.4
R 2	021 Nolana Loop (S	2-4) FM 907	FM 88	HC-152r 0921-02-16		ded HC 1-2	\$ 9,752,330 \$	10,922,610 \$ 3,500,00	0 \$ 690,825 \$	667,337 \$ 76	50,682 \$	16,541,454 \$ 3,500,000)		s	3.50								\$ 3.5
CE & C 2	020 Mile 10 North 021 Mile 6 W Rd		FM 1015	HC-264 0921-02-36 HC-148bba 0921-02-44		ban Weslaco / HC 1 HC 1		20,875,865 \$ 3,200,00 12,096,000.0 \$ 1,598,65		2,300,000 \$ 1,200,000 \$ 47		27,615,887 \$ 23,175,865 15,733,931 \$ 13,296,000			S	18.92 12.00							1.30	\$ 23.1
C C	FM 2220 (Ware		Mile 14 1/2 Mile 5 N (Auburn Ave		Widon from 2 to 6 long		\$ 10,800,000 \$ \$ 17,736,649 \$	12,096,000.0 \$ 1,598,65 19,865,047	\$ 923,762 \$	1,119,826 \$ 1,11		23,752,588 \$ 19,865,04	,	\$ 19.41	3	12.00				\$ 0.46		3	1.30	\$ 19.8
	1				incutan			ļ				\$ 107,036,50	6		s	37,840,000)		I.				l .	II.
				FY	Z 2030 FY 2030	FY 2030	FY 2030 FY	Y 2030 FY 2030	FY 2030	FY 2030		FY 2030 FY 203 BROWNSVILLE	0 FY	2030 FY	2030 FY 2030	FY 2030	FY 2030	FY 2030 FY	Z 2030 FY 2	030				
C,CE	Dana Ave.	FM 3248	FM 802	BMPO- DR1 0921-06-33	Widen roadway and a sidewalks	CCRMA	\$ 15,378,700 \$	17,224,144	\$ 517,540 \$	1,307,190 \$ 21	10,144 \$	19,259,018 \$ 18,531,334 \$ 18,531,334			S 0.40 S	16.18 16,180,000						s	1.95	\$ 18.5
											HARLI	INGEN/ SAN BENITO			3	10,160,000								
												HIDALGO												
C,CE C	Trenton Rd Sprague Ave		FM 907 SH 336 (N 10th St)	HC-177a 0921-02-44 HC-170 0921-02-46			\$ 20,105,344 \$ \$ 4,460,000 \$	22,517,985 \$ 715,00 4,995,200 \$ 951,20		1,708,954 249,760 \$ 32		25,927,101 \$ 24,226,935 7,075,315 \$ 4,995,200			s	4.50						\$	9.79	\$ 24.2 \$ 4.5
С	Nolana Loop (S		FM 1423	HC-152b 0921-02-46			\$ 2,903,952 \$	3,252,426 \$ 348,47		162,621 \$ 21		4,406,855 \$ 3,252,420											s	3.25 \$ 3.2
С	Nolana Loop (S	53) FM 1423	FM 493	HC-152c 0921-02-40	461 2.8 Widen to 4 Lane Divid	ded HC 1	\$ 3,816,526 \$	4,274,509 \$ 457,98	3 \$ 230,275 \$	213,725 \$ 27	77,843 \$	5,719,355 \$ 4,274,509	,										s	4.27 \$ 4.2
С	Nolana Loop (S	64) FM 493	FM 88	HC-152d 0921-02-47	175 2.55 Widen to 4 Lane Divid	ded HC 1	\$ 3,031,852 \$	3,395,674 \$ 363,82	2 S 230,275 S	169,784 \$ 22	20,719 \$	4,590,806 \$ 3,395,674											s	3.40 \$ 3.4
С	Mile 4 1/2 W F	Rd US 83	Mile 9 N Rd	HC-244 0921-02-45	158 0.8 Widen to 4 Lane Divid	ded Weslaco	\$ 1,788,000 \$	2,002,560 \$ 214,56	0 S 98,125 S	100,128 \$ 13	30,166 \$	2,669,699 \$ 2,002,560											s	2.00 \$ 2.0
С	Trenton Rd	FM 1926 (23rd st)	SH 336 (10th St)	HC-253 0921-02-46	Widen 6 lanes divided v landscaped median		\$ 2,445,000 \$	2,738,400 \$ 401,53	8 \$ 134,182 \$	136,920 \$ 17	77,996 \$	3,758,816 \$ 2,738,400											s	2.74 \$ 2.7
С	Hutto Rd	US 83	Bus 83	HC-125 0921-02-45		Donna	\$ 1,564,500 \$	1,752,240 \$ 187,74	0 S 85,860 S	131,418 \$ 12	22,657 \$	2,388,553 \$ 1,752,240											s	1.75 \$ 1.7
С	6th St (Weslac		Bus 83	HC-83 0921-02-44	Widen from 4 to 6 lar	Weslaco TxDOT/HC 3	\$ 5,140,500 \$	5,757,360 \$ 616,86			74,228 \$	7,675,383 \$ 5,757,360		\$ 18.14									s	5.76 \$ 5.7 \$ 18.1
C	SH 107 (Conwa		FM 676 (Mile 5 N)	HC-224 0528-01-11	Expansion from a 4-lane	to 6-	\$ 16,200,000 \$	18,144,000 \$	- \$ 529,788 \$	536,275 \$ 21	5,137	19,425,222 \$ 18,144,000		9 18.14										\$ 18.1
PE	SH 365 (Ultima Construction Phas	ate US 281 Military Highway	FM 1016 (Conway Rd	i) RMA-1c 0921-02-47	1	toll an HCRMA	\$ 75,371,557 \$	84,416,144 \$	- \$ 3,924,032 \$	4,708,838 \$ 4,71	10,722 \$	91,037,535 \$ 3,924,032	2									s	3.92	\$ 3.9
				FY 2031	FY 2031	FY 2031	FY 20	31 FY 203	FY 2	2031	FY 2031	#VALUE	FY 2	2031	FY 2031 FY	18,940,000	FY 203	1	FY 2031	FY 2031			s	23,170,000
С	SH 48	SH 4	FM 511	BMPO-G2 0220-05-07	Proposed 6 lanes with ra	aised TxDOT	\$ 28,043,000 \$	31,408,160	S 1.460.538 S	1,770,530 \$ 1,76		33,902,373 \$ 31,408,160		\$ 31.41										\$ 21/
	511 10	'		0220 03-0	median			. , ,	,,	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		51,100,100		51.71			1	1			1 1	I		÷ 31.5

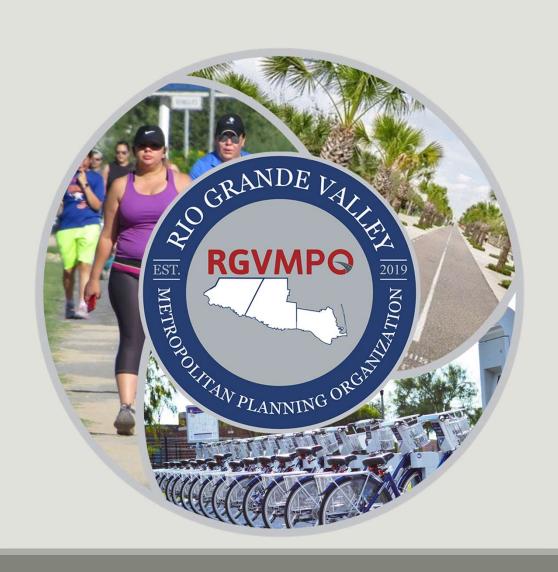
Project Phase	AFA Execution Year	Highway	From	To	MTP#	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Bagineering (4.9%, 2011 const cost) CPC Cost (<23 M 7.5%, 25.350 M 35%, of 2011 const cost) Continguacies (<23M 7%, 35.358 M 6.5%, 25.358 M M 6.5	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 3 - TMF	Cat 4/5/6	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 - Imovative Financing	TOTAL
													S 31,408,160														
												HIDALO	GO														
					FY 2032 - FY	2036 FY 2032 - FY 20	36 FY 2	2032 - FY 2036	FY 2032 -	FY 2036	FY 2032 - FY 2036 FY 2032	- FY 2036 F BROWNSV	FY 2032 - FY 2036 TLLE	FY 2032 - FY 20	36 FY	2032 - FY 2	036 FY 2032	- FY 2036	FY 2032 - FY	2036	FY 2032 - FY	2036					
С		IH-69E Grade Seperation	.5 MI N of University Blvd	.5 MI S of University Blvd	d BMPO- UB1 0039-16-070	Construct a grade seperation	TxDOT	\$ 11,000,000	\$ 12,320,000		\$ 588,750 \$ 916,767 \$ 1,015,300	\$ 13,869,261	\$ 12,320,000											s	12.32	s	12.32
С		FM 1847	FM 510	FM 2925	BMPO- PL3 1801-02-020		TxDOT	\$ 27,500,000	\$ 30,800,000		\$ 1,432,258 \$ 1,736,247 \$ 1,729,750	\$ 33,245,918	\$ 30,800,000											s	30.80	s	30.80
C,CE		orrison Rd Seg. 2 Mitchell Blvd FM	Dana Rd.	FM 511	BMPO-M1- 2 Pending BMPO- 0487-01-015	3 Construct 4 lane urban roadway Construct raised median,	CCRMA TxDOT/	\$ 20,336,000	\$ 20,336,000	s -	\$ 348,837 \$ 1,394,000 \$ 738,000		\$ 21,730,000				\$ 16.4							\$	5.33	- s	21.73
С		2519 ternational Blvd	SH 4 IH-69E	Jose Colunga Street Washington St.	BMPO-IB3 1504-01-038	sidewalks, pavement overlay.	Brownsville TxDOT/	\$ 1,500,000 \$ 600,000		ç	\$ 74,037 \$ 94,888 \$ 10,950 \$ 29,615 \$ 37,955 \$ 4,380													S	0.60	- S	1.50
C,CE		Henderson Rd.	FM 1847	FM 1575	0921-06-309		Brownsville CCRMA	\$ 6,733,807		-	\$ 785,000 \$ 552,500 \$ 455,000	·												s	7.85	- s	7.85
C,CE	S	SPI 2nd Access	SH 100, across Laguna Madre	PR 100	BMPO- SPI2 0921-06-163	Construct 4-lane Roadway with Elevated Bridge	CCRMA	\$ 400,000,000	\$ 448,000,000.00	\$ 5,600,000	\$ 15,000,000 \$ 18,000,000	\$ 486,600,000	\$ 466,000,000											s	466.00	s	466.00
												HARLINGEN/ SA	\$ 540,802,500 AN BENITO				\$ 16,400,000										
C,R		FM 1925	IH 69E	Cameron/Hidalgo County Line	y HSB-124 0921-02-353	6.5 New Location 4 lane roadway	CCRMA	\$ 30,000,000	\$ 33,600,000	\$ 5,000,000		\$ 38,600,000												s	38.60		38.60
С	(Outer Parkway	IH 69E	FM 106/General Brant Ro	d HSB-126 0921-06-283	21.5 New Location - Controlled Access 4 lane Toll Facility	CCRMA	\$ 120,000,000	\$ 134,400,000	\$ 5,000,000	\$ 2,800,000	\$ 156,600,000	\$ 139,400,000											s	139.40	s	139.40
С		Loop 499	Business 77	SS 206	HSB-137 1137-02-038	Widen from 4 lanes to 6 lanes with Raised Median	TxDOT	\$ 12,566,684	\$ 14,048,162	s -	\$ 615,766 \$ 746,459 \$ 743,666	\$ 15,712,063	\$ 14,048,162											s	14.05	s	14.05
С		Bus 77X	Arroyo Colorado Bridge	FM 510	HSB-122 0039-12-057	Wile 6 41	TxDOT	\$ 32,880,364	\$ 36,826,008	s -	\$ 1,712,478 \$ 2,075,943 \$ 2,068,175	\$ 43,696,112	\$ 36,826,008												36.83		36.83
						ianes with Raised Median							\$ 228,874,170														
С	SI	H 107 (Conway)	FM 676	FM 681/FM 2993.	HC-343 0528-01-112	Widen from 4 lanes to 6	TxDOT/ HC 3	\$ 15,913,044	\$ 20,440,000	s -	\$ 828,785 \$ 1,004,690 \$ 1,000,930	\$ 21,147,520												s	20.44	s	20.44
С		I 364 (La Homa)	FM 2221	FM 676	HC-182ab 2966-01-014	lanes divided urban	TxDOT	\$ 5,500,000			\$ 286,452 \$ 347,249 \$ 345,950													s	6.16	s	6.16
С	Airpo	ort Drive (Weslaco)	Bus 83	US 83	HC-85 0921-02-451		Weslaco	\$ 2,011,500	\$ 2,252,880	\$ 241,380	\$ 110,391 \$ 112,644 \$ 146,437	\$ 3,003,411	\$ 2,252,880												s	2.25 \$	2.25
С		Sugar Rd	SH 107	Schunior Ave	HC-171 0921-02-467	William Characteria.	Edinburg	\$ 1,117,500		\$ 223,286															s	1.25 \$	1.25
С	FN	SH 107 If 2062 (Bentsen	FM 681 US 83 S	FM 2220 Bus 83	HC-349 0528-01-116 HC-18 0921-02-455	3.73 median	HC 3 Mission	\$37,991,807 \$ 1,899,750	\$42,550,823 \$ 2,127,720	\$0 \$ 227,970	\$1,978,693 \$2,398,661 \$2,389,684 \$ 104,258 \$ 106,386 \$ 138,302		\$42,550,823 \$ 2,127,720											s	42.55	2.13 \$	42.55
С	SP	Palm) 115 (S 23rd St)		FM 1016 (Military Hwy)		2.9 Widen to 6 Lane Divided	McAllen/Hidalgo/	\$ 13,461,538					\$ 15,076,923												s	15.08 \$	15.08
С		FM 1925	3rd Street	FM 493 (La Blanca)	HC-12b 1803-02-901	2.1 Widen to 4 Lane Divided	HC 2	\$ 6,395,566			\$ 350,989 \$ 358,152 \$ 465,597		\$ 7,163,034												s	7.16 \$	7.16
С	FM	493 (La Blanca)	Mile 14 N Rd	Mile 10 N Rd	HC-34a 0863-01-048	4 Widen to 4 Lane Divided	HC 1-4	\$ 30,000,000	\$ 33,600,000		\$1,562,463 \$ 1,894,088	\$39,868,274	\$ 33,600,000											s	33.60	s	33.60
С		Sioux Rd	I Rd	FM 1426 (Raul Longoria)	HC-167 0921-02-464	0.8 Widen to 4 Lane	San Juan	\$ 1,788,000	\$ 2,002,560	\$ 214,560	\$ 98,125 \$ 100,128 \$ 130,166	\$ 2,669,699	\$ 2,002,560												s	2.00 \$	2.00
С		Paso del Norte	Bus 83	2nd St	HC-242 0921-02-476	+ +	Weslaco	\$ 670,500																	S	0.75 \$	0.75
c		Schunior Ave Jackson Ave	Sugar Rd S Bicentennial Ave	4th St S 2nd St	HC-166 0921-02-463 HC-130 0921-02-457		Edinburg McAllen	\$ 1,162,200 \$ 1,899,750																	s	1.30 \$ 2.36 \$	2.36
С		1 676 (Mile 5 N)	FM 492 (Doffing)	SH 364 (La Homa Rd)		W. L 4 I D TID	HC 3	\$ 3,352,500																	s	3.75 S	3.75
С		Westgate	Business 83	Mile 5 N	HC-321 0921-02-469		Weslaco	\$ 12,507,079	S 14,007,928	\$ 1,500,849	\$ 686,388 \$ 630,357 \$ 910,515	\$ 18,604,530	\$ 14,007,928												s	14.01 \$	14.01
С	M	ile 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	\$ 8,010,240	\$ 858,240	\$ 392,502 \$ 400,512 \$ 520,666	\$ 10,678,794	\$ 8,010,240											s	8.01	s	8.01
C,CE	Coy	yote Rd Overpass	.8 Mi. E of	f FM 2221	New Project	Construct 4-lane Overpass	HC 3	\$ 11,000,000	\$ 12,320,000		\$ 1,100,000 \$ 1,100,000	\$ 14,520,000	\$ 13,420,000											\$	13.42	s	13.42
С	FI	M 396/I-2 Ph. 1	FM 396	I-2	New Project	Construct 2 access controlled direct connectors at intersection	McAllen	\$ 35,000,000	\$ 39,200,000	\$ 5,000,000	\$ 721,875 \$ 2,533,475	\$ 47,455,350	\$ 39,200,000											s	39.20	s	39.20
С	FI	M 396/I-2 Ph. 2	FM 396	I-2	New Project	Construct 2 access controlled direct connectors at	McAllen	\$ 40,945,050	\$ 45,858,456	\$ 5,000,000	\$ 844,491 \$ 2,533,475	\$ 54,236,422	\$ 45,858,456											s	45.86	s	45.86
С		FM 494	FM 676 (Mile 5)	FM 1924 (Mile 3)	HC-292b 0864-01-069	intersection 2 Widen to 4 lane	TXDOT / HC 3	\$ 14,190,156	S 15.892.974	\$ 7,687,115	\$ 739,053 \$ 895,913 \$ 892,561	\$ 29,546,552	\$ 12,560,000											s	12.56		12.56
С		SH 107	West Levee	FM 1425	0342-02-052	D	TxDOT	\$ 50,032,508			\$ 2,605,798 \$ 3,158,865 \$ 3,147,045													s	45.50	s	45.50
C,CE	SI	H 365 (Ultimate	US 281 Military Highway	FM 1016 (Conwav Rd)	RMA-1c 0921-02-477	Expansion from a 4-lane to 6 lane controlled access toll	HCRMA	\$ 75,371,557	\$ 84,416,144	s -	\$ 3,841,693 \$ 4,899,151 \$ -	\$ 94,287,561	\$ 90,445,868											s	90.45	s	90.45
		siruction Filase (V)				facility (constructing an additional 2-lanes) Widen to a 2-lane divided																					
R,E,C	1	Moore Rd East	Cage Blvd	I Rd	HC-380 0921-02-437	shoulders	Pharr	\$ 6,744,537	\$ 8,777,781	\$ 605,000	\$ 330,482 \$ 597,125	\$ 10,310,388	\$ 7,946,662				\$ 7.95									\$	7.95
C,CE		Milpas Rd West	Jackson Rd	Cage Blvd	HC-377 0921-02-434	gutter rd	Pharr Edinburg /	\$ 5,625,000				\$ 7,986,375					\$ 6.24									s	6.24
C C,R,E		H 336 (10th st)	Trenton Rd	SH 107	HC-249b 0621-01-112	Widen to 2 lane curb and	McAllen	\$ 7,290,000		\$ 874,800							\$ 7.79								S	8.16 \$	8.16
	Mi	nnesota Rd West	Jackson Rd	IH-69C	HC-381 0921-02-438	and left turn lane Widen to 3 lane curb and	Pharr	\$ 7,792,544			\$ 405,852 \$ 491,992 \$ 490,151	\$ 10,355,843	\$ 7,792,544				s /.79									2	7.79
C,R,E	Mi	innesota Rd East	IH-69C	I Rd	HC-382 0921-02-439	1.25 gutter road with shoulders and left turn lane	Pharr	\$ 7,792,544	\$ 8,727,649		\$ 405,852 \$ 491,992 \$ 490,151	\$ 10,355,843	\$ 7,792,544				\$ 7.79									s	7.79
С	FA	A 3461 (Nolana)	FM 2061 (McColl Rd)	US 281	HC-113 1802-02-014	1.746 Widen to 6 Lanes	McAllen / Pharr	\$ 7,250,000	\$ 8,120,000	\$ 870,000	S 397,880 S 406,000 S 527,800	\$ 10,825,120	\$ 8,120,000												\$	8.12 \$	8.12

Proj	Highw	From	To	MTP#	#FSO	Project Length	Project Description	Project Spons	Construction C Estimate	Letting Yea Construction do	ROW cost (12% 2011 co cost)	Preliminary Engineering (4.9% 2011 cons	CE Cost (<\$2 } 7.5%, \$2-\$10 M £ >\$10 M 4.5%, 2	Contingenci (<\$2M 7%, \$2. M 6.5%, \$25-\$5 9%, >\$50M 7%	Total Project (Year of Expenditure Doi (YOE)	Cat 1	Cat 2	Cat 3 - TMF	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Earms	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, et TRENDS - Innovative Financing	TOTAL
С	SH 495	2nd St (McAllen)	US 281	HC-62a	0865-01-115	3.9	Widen to 6 lane divided	McAllen / Pharr	\$ 9,535,50	0 \$ 10,679,760	\$ 1,144,260	\$ 523,308	\$ 480,	589 \$ 694,184	\$ 14,184,247	\$ 10,679,760														0.68 \$ 10.68
С	FM 493 (La Blanca)	SH 107	Mile 14 N Rd	HC-34b		2.3	Widen to 4 Lane Divided	HC 1-4	\$ 6,670,00					520 \$ 485,576																7.47 \$ 7.47
C,R	SH 68 - Phase II	FM 1925	IH 69C / US 281	HC-327	3629-01-002	12.38	Divided Rural Highway	TxDOT	\$ 81,819,13		\$ 38,636,495					\$ 130,273,928												s	130.27	\$ 130.27
C	SH 68 - Phase III	IH 2 / US 83	IH 69C / US 281	HC-328	3629-01-003	20 N	Main Lanes with Overpasses	TxDOT	\$ 319,032,48	3 \$ 357,316,381	S -	\$ 16,633,078	\$ 13,204,	627 \$ 20,418,079	\$ 379,132,333	\$ 357,316,381												S	357.32	\$ 357.32
C,E	SH 365 (Phase III)	FM 396 (Anzalduas Highway)	FM 1016 (Conway Rd)	RMA-1b	3627-01-002		Toll improvement being a 4 ane controlled access facility	HCRMA	\$ 37,620,52	4 \$ 42,134,987	\$ 5,406,143	\$ 3,215,286	\$ 1,380,	765 \$ -	\$ 52,907,943	\$ 43,515,752												s	43.52	\$ 43.52
C,CE	Las Milpas Rd East	Cage Blvd	I Rd	HC-378	0921-02-435	1.25	Widen to 4 lane curb and gutter rd	Pharr	\$ 7,020,00	0 \$ 7,862,400	\$ 455,000	\$ 330,482	\$ 597,	125	\$ 9,245,007	\$ 8,459,525				s	8.46									\$ 8.46
C & CE	FM 1423	Minnesota Rd	IH-2		1427-01-037		Widen and reconstruct roadway (2 to 6 lanes)	TXDOT	\$ 48,665,79	2 \$ 54,505,687	s -	\$ 2,534,617	\$ 3,072,	576 \$ 3,061,078	\$ 58,834,142	\$ 54,505,687												s	54.51	\$ 54.51
							divided urban									\$ 1,068,071,011				S	38,235,088									
					FY 2037	- FY 20	41 FY 2037 -	FY 2041	FY 2037 -	FY 2041 FY	2037 - FY 20	41 FY 2	2037 - FY 20	041 FY 2	2037 - FY 2041 BROWNS	FY 2037 - FY	2041 FY	2037 - FY 2041	FY 2037 -	FY 2041	FY 2037 -	FY 2041	FY 2037 - FY 2	2041 FY 20	037 - FY 2041	1				
C,E	Coffee Port Road	FM 802	N. Central Ave.	BMPO- CP4	0921-06-329	4	Road Reconstruction and add shoulders	City of Brownsville	\$ 10,560,00	0 \$ 11,827,200	s -	\$ 517,440	\$ 523,	776 \$ 210,144						s	10.56							s	1.79	s 12.35
C	San Roman Rd.	FM 2480	SH 100	BMPO-	0921-06-335	3	Full road reconstruction	CCMRA	\$ 2,472,21	6 \$ 2,768,882	\$ 271,944	s 121,139	\$ 122,	622 \$ 49,197	\$ 3,333,784	\$ 2,768,882				s	2.47							s	0.30	\$ 2.77
C .	Old Port Isabel Rd	Morrison Road	240' NE of Randy Lee Rd	SR3 BMPO-	0921-06-332	1.4	Full road reconstruction	CCRMA	\$ 3,300,00					680 \$ 65,670						\$	3.30							\$	0.40	\$ 3.70
С	14th Street	Security Dr.	Tyler Street	OP4 BMPO- CB3	0921-06-328	1.62	Reconstruction of Roadway	City of Brownsville	\$ 3,888,00			\$ 190,512		845 \$ 77,371						s	3.89							s	0.46	s 4.35
С	SH 48	1/4 mile East of FM 511	1/4 mile East of entrace to the Fishing Harbor		0220-07-065	р	Construct 2 lane frontage oad and ramps (East bound)	TxDOT	\$ 9,500,00	0 \$ 10,640,000		\$ 508,466	\$ 791,	754 \$ 876,850	\$ 13,117,998	\$ 10,640,000												s	10.64	\$ 10.64
С	SH 48	1/4 mile East of entrace to the Fishing Harbor	FM 511/SH 48 overpass	BMPO- SH6	0220-07-066		Construct 2 lane frontage road and ramps (West bound)	TxDOT	\$ 9,900,00	0 S 11,088,000		s 529,874	\$ 825,0	091 S 913,770	\$ 13,670,335	\$ 11,088,000												s	11.09	\$ 11.09
C	FM 3248 Extension to Flor the Mayo Intl Bridge	US 281	Flor de Mayo Brdige	BMPO- AG4	0921-06-331	(Construct 4 divided highway to the Flor de Mayo Intl. Bridge	CCRMA	\$ 10,880,00	0 \$12,185,600		\$ 545,222	\$ 489,	587 \$ 246,976	\$ 13,790,067													s	12.19	\$ 12.19
															HARLINGEN/S	\$ 57,084,018 AN BENITO				S	20,220,216									
																s .														
															HIDAL	GO														
С	Sioux Rd	On Sioux Rd from N I RD	Cesar Chavez Rd	HC-306	0921-02-464	2.1	Divided Urban Section	San Juan	\$ 12,600,00	0 \$ 14,112,000	\$ 3,000,000	\$ 691,488	\$ 635,	040 \$ 917,280	\$ 20,230,752	\$ 14,112,000												s	14.11	\$ 14.11
С	East Eldora Rd (Segment II)	FM 907 (Alamo Rd)	I Rd	HC-323	0921-02-454	2.6	Divided Urban Section	San Juan/ HC 2	\$ 5,400,00	0 S 6,048,000	\$ 1,300,000	\$ 296,352	\$ 492,	273 \$ 393,120	\$ 8,904,721	\$ 6,048,000													s	6.05 \$ 6.05
С	FM 88	SH 107	0.2mi N of FM 1925	HC-39cb	0698-02-043	1.65	Widen to 4 Lane Divided	Elsa/ HC 1	\$ 8,147,27	7 \$ 9,124,950		\$ 193,275	s 719,	229	\$ 10,037,454	\$ 9,124,950												s	9.12	\$ 9.12
С	Alberta Rd	McColl Rd	US 281	HC-87	0921-02-452	2.07	Widen to 4 Lane	Edinburg	\$ 4,626,45	0 \$ 5,181,624	\$ 759,794	\$ 253,900	\$ 259,	081 \$ 336,806	\$ 7,112,465	\$ 5,181,624													s	5.18 \$ 5.18
С	Abram Rd	Bus 83	US Expressway 83	HC-84a	0921-02-450	1	4 Lane Divided Urban Section	Palmview / HC 3	\$ 4,500,00	0 \$ 5,040,000	\$ 1,060,000	\$ 246,960	\$ 252,	000 \$ 327,600	\$ 7,239,040	\$ 5,040,000													s	5.04 \$ 5.04
С	FM 3072 (Dicker Rd)	S Cage Blvd	FM 907 (Alamo Rd)	HC-26	3098-01-018	4	Widen to 4 Lane Divided	San Juan / Pharr	\$ 8,940,00	0 \$ 10,012,800	\$ 1,072,800	\$ 490,627	\$ 450,	576 \$ 650,832	\$ 13,298,429	\$ 10,012,800													S 1	0.01 \$ 10.01
С	FM 1015	SH 107	FM 1925	HC-3	1228-02-031	1.5	Widen to 4 Lane Divided	Edcouch / HC 1	\$ 3,116,50	0 \$ 3,490,480	\$ 373,980	\$ 152,709	\$ 155,	825 \$ 202,573	\$ 4,568,789	\$ 3,490,480													s	3.49 \$ 3.49
С]	International Bridge rade Corridor (IBTC) - Phase II ultimate	365 Tollway at FM 493	IH-2	RMA-3	0921-02-202		6 lane non-tolled controlled access facility with 4 lane access roads	HCRMA	\$ 158,805,64	8 \$ 177,862,326	\$ 35,688,406	\$ 9,654,264	s	- s -	\$ 223,204,996	\$ 177,862,326												s	177.86	\$ 177.86
															UTP Years 20	\$ 230,872,180 23-2032 Totals:	\$ 7.51 \$	482.87	s	218.15 \$	425.63		\$ 9.8	38 \$ 10.17	7 \$ 3.88	\$ 68.34	\$ 28.90 \$	408.77		
																	Cat 1	Cat 2	Cat 3	4/5/6	Cat 7	Cat 8	Cat 9	Cat 10 CBI	Cat 10 Earma rk	Cat 11	Rider 11	Cat 12		
					UNFUN	DED PR	ROJECTS U	NFUNDED	PROJECTS	UNFUNDE	PROJECTS	UNF	UNDED PR	ROJECTS	UNFUNDED F BROWNS		UNFUNDED	PROJECTS	UNFUND	ED PROJ	ECTS U	INFUNDED PE	ROJECTS	UNFUNDED		;				
				BMPO-		P	Build a SH 48 overpass (with amps) at the entrance to the								BROWNS															
s	SH 48	W con	W LCOD	SH9 BMPO-		N	Next Decade LNG facility.	TxDOT	\$ 15,000,00	1		\$ 735,000																		
	H 550 Connector	IH-69E FM 3248	IH-169E US 281	SHC1 BMPO-			Construct direct connector		\$ 40,000,00 \$ 20,000,00		\$ 3,000,000 \$ -	\$ 1,960,000 \$ 980,000		,000 \$ 796,000 ,000 \$ 398,000						-										
	Old Port Isabel Rd	SH 550	SH 100	BMPO- OP5			Construct two lane rural	CCRMA	\$ 20,000,00		\$ 500,000			,000 \$ 398,000	,,,,,,,															
1	J. Vermillion Ave.	SH 4	FM 802	BMPO- NV1		1.5 a		Cameron County	\$ 5,625,00)	\$ 600,000	\$ 275,625	\$ 279,0	000 \$ 111,938	\$ 6,891,563															
I	H-69E	13th Steet	14th Street	BMPO- PR3 BMPO-		fa	Construct a Park and Ride acility under IH-69E Construct a North-West side	City of Brownsville City of	\$ 3,000,00)		\$ 147,000	\$ 148,8	800 S 59,700	\$ 3,355,500															
	alo Alto Hike and Bike	On FM 3248, .2 miles west Palo Alto Battlefield	Eco Tourism at Laguna	TS2		ti	ransit transfer station	Brownsville	\$ 1,250,00)	\$ 250,000	\$ 61,250	\$ 62,0	000 \$ 24,875	\$ 1,648,125															
	rail rail	National Historical Park	Vista	BMPO-PA3		15 0	Construct Hike and Bike trail	CCRMA	\$ 8,000,00)		\$ 392,000	\$ 396,8	800 \$ 159,200	\$ 8,948,000															
		US 281/ Boca Chica Blvd.	IH-69E SB Frontage Road, W. of Old Alice Rd	BMPO-WR2	2	7 (Construct Multimodal Facility	CCRMA	\$ 12,000,00	,		\$ 588,000	\$ 595,2	200 \$ 238,800	\$ 13,422,000															
	TS changeable nessage signs	IH-69E various locations		BMPO-IT6		15 In	nstall ITS changeable messag	TxDOT	\$ 1,500,00			\$ 73,500	\$ 74,4	400 \$ 29,850	\$ 1,677,750															
							T		1		T T				HIDAL	GO							1		1					
	harr Intl Bridge	At Pharr/Reynosa Intl bridge		HC-231c	0921-02-255	Ii a	mprovements (cold storage) t Pharr/Reynosa Intl bridge	County	\$ 352,00	0	\$ 42,240	\$ 17,248	\$ \$ 26,	400 \$ 24,640	\$ 484,352															s -
																									+					

Project Phase AFA Execution Year	Нідімау	From	D.	MTP#	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost) Preliminary Freminary	Engineering (4.9% 2011 const cost)	CE Cost (<\$2 M 7.5%, \$2.510 M 55%, of >\$10 M 45%, of 2011 const cost Contingencies (<\$2M 7%, \$2.525	M 6.5%, SZ5.550 M 9%, > 550 M 7% of 2010 const cost) Total Project Cost		Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMF	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Earmark	Cat II	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
R	Holland Rd.	SH 495	2 Mile Line	New Project	1	Construct 4 lane urban roadway	Mission	\$ 6,661,099 \$	6,661,099 \$	620,400	s	732,721	\$ 8,0	14,220																
C,CE	Glasscock Rd.	FM 1016 (Military HWY)	FM 494	New Project	1.44	Construct 4 lane urban roadway	Mission	\$ 9,591,983 \$	9,591,983 \$	1,400,000	s	1,055,118	\$ 12,0	17,101																
C,CE	Los Ebanos Rd.	SH 495	Mile 2 Rd.	New Project	1	Construct 4 lane urban roadway	Mission	\$ 6,661,099 \$	6,661,099 \$	816,000	s	732,721	\$ 8,2	09,820																
CE	Trinity Rd.	FM 1016 (Military HWY)	Bryan Rd.	New Project		Pending Construct & widen from 2 to	Mission	\$ 6,034,580 \$	6,034,580		s	724,150	\$ 6,7	8,730																
С	Freddy Gonzalez	Shary Rd	Ware Rd	New Project		4 lanes w/ continuoues trun lane, curb & gutter	McAllen	\$ 4,900,000 \$	4,900,000 \$	1,800,000 \$	196,000 \$	588,000	\$ 7,41	4,000																
С	Freddy Gonzalez	Ware Rd	26th St	New Project		Construct & widen from 2 to 4 lanes w/ continuoues trun lane, curb & gutter	McAllen	\$ 7,253,500 \$	7,253,500 \$	967,750 \$	290,140 \$	870,420	\$ 9,3	31,810																
С	Shary Rd	9 Mile Line	SH 107	New Project		Widen & realign to 4 lane w/ continuous turn lane, curb & gutter	McAllen	\$ 6,525,000 \$	6,525,000 \$	1,522,500 \$	261,000 S	783,000	\$ 9,0	91,500																
С	Kennedy Ave	Taylor Rd	Bentsen Rd.	New Project		Construct & widen from 2 to 4 lanes w/ continuoues trun lane, curb & gutter, w/ bike	McAllen	\$ 4,100,000 \$	4,100,000 \$	630,000 \$	164,000	\$ 492,000	s 5,3	86,000																
С	Chapin	FM 1926 (23rd)	34th lane	New Project		Construct 4 lane roadway w/ curb & gutter	McAllen	\$ 5,215,000 \$	5,215,000.00 \$	644,000 S	195,500 \$	625,000	\$ 6,6	79,500																
С	Freddy Gonzalez	26th St	10th St	New Project		Construct & widen from 2 to 4 lanes w/ cont. turn ln, curb & gutter	McAllen	\$ 6,521,750 \$	6,521,750 \$	1,201,375 \$	260,870 S	782,610	\$ 8,7	66,605																
С	McColl Rd	Yuma Ave	Orange Dr	New Project		Widen to 4 lane roadway w/ continuous turn lane & sidewalks	McAllen	\$ 4,320,000 \$	4,320,000 S	1,080,000 S	172,800 \$	518,400	\$ 6,0	91,200																
С	Auburn Ave	33rd St	23rd St	New Project		Construct 4 lane roadway w/ curb & gutter	McAllen	\$ 3,075,000 \$	3,075,000 \$	615,000 \$	123,000 S	369,000	\$ 4,1	32,000																
R	Glasscock Rd.	FM 1016 (Military HWY)	FM 494	New Project	1.44	Construct 4 lane urban roadway	Mission	\$ 9,591,983 \$	9,591,983 \$	1,400,000	s	1,055,118	\$ 12,0	17,101																
CE	Trinity Rd.	FM 1016 (Military HWY)	Bryan Rd.	New Project		Pending	Mission	\$ 6,034,580 \$	6,034,580		s	724,150	\$ 6,73	8,730																
R	Los Ebanos Rd.	I-2	FM 1016 (Military HWY)	New Project	2.2	Construct 4 lane urban roadway	Mission	\$ 14,654,418 \$	14,654,418 \$	1,255,000	s	1,611,986	\$ 17,5	21,404																
R	Holland Rd.	SH 495	2 Mile Line	New Project	1	Construct 4 lane urban roadway	Mission	\$ 6,661,099 \$	6,661,099 \$	620,400	s	732,721	\$ 8,0	14,220																
R	Los Ebanos Rd.	SH 495	Mile 2 Rd.	New Project	1	Construct 4 lane urban roadway	Mission	\$ 6,661,099 \$	6,661,099 \$	816,000	s	732,721	\$ 8,2	09,820																
С	Mission/Madero- Reynosa Intl. Border Crossing	r Mission/Madero	Reynosa	New Project			Mission	\$ 95,000,000 \$	95,000,000 \$	3,000,000 \$	11,000,000	s	5,000,000 \$ 114,0	00,000																
С	Canton Rd.	US 281 (IH-69C)	Cesar Chavez Rd	New Project		Construct 4-lane Urban Divided Highway	HC Pet 4	\$ 14,000,000 S	15,120,000 S	3,000,000 \$	1,580,000 \$	700,000 S	910,000 \$ 21,3	10,000																
	Trenton Rd	SH 336 (10th St)	FM 2061 (McColl Rd)	HC-252	0.5	Widen 6 lanes divided with landscaped median	Edinburg/ McAllen	\$ 1,222,500	s	146,700 \$	59,903	91,688 \$	85,575 \$ 1,6	82,160																s -
	FM 907 (Alamo Rd)	_		HC-40 1586-01-0 HC-42	7/3 4.7	Proposed 4 Lanes curb and outter	County 2-4	\$ 24,000,000 \$ 5,587,500		2,880,000 \$ 670,500 \$	1,176,000 \$			84,000 20,775																s -
	FM 907 (Alamo Rd) US 83			HC-42 HC-178a	_	Widen to 4 Lanes Wided to 6 lanes	County	\$ 5,587,500 \$ 12,714,000		1,525,680 \$	273,788 \$ 622,986 \$	\$ 279,375 \$ \$ 572,130 \$		49,474																s -
	Bryan Rd	FM 676 (Mi 5 N)		HC-94	4	Widen to 4 Lane Divided	Alton/Palmhurst/ Mission McAllen / Phr /	\$ 8,940,000		1,072,800 \$	438,060			33,240																s -
	Sioux Rd (La Vista Ave)			HC-168	_	Widen to 4 Lane	County	\$ 4,023,000		482,760 \$	197,127			14,958																s -
	Mile 17 N Rd			HC-139	_	Widen to 4 Lane	County	\$ 12,739,500		1,528,740 \$	624,236 \$			83,670																s -
	Pike Blvd SH 336 (10th st)	Mile 6 W (Westgate) S 2nd St.	US 281 Military Hwy	HC-159 HC-47 0621-01-0		Widen to 4 Lane Divided Widen to 6 Lanes Divided 2966-01-009	Weslaco McAllen / Hidalgo	\$ 4,246,500 \$ 11,736,000		509,580 \$ 1,408,320 \$	208,079 S 575,064 S			15,789 37,976	-								1							s -
	FM 495		(widening of Bridge)	HC-62b		2966-01-009 Widen to 6 lane divided	/ County 2 McAllen	\$ 12,469,500		1,496,340 \$	611,006			21,600																s -
	FM 495	FM 1423 (Val Verde)	FM 1015	HC-44	9	Extend 2 Lane FM Road	County	\$ 17,509,500	s	2,101,140 \$	857,966	\$ 787,928 \$	1,138,118 \$ 23,4	80,240						_										s -
	Roosevelt (Mile 12 1/2 N rd)			HC-160	_	Widen to 4 Lane	County	\$ 11,845,500		1,421,460 \$	580,430 \$			84,816																s -
	Cesar Chavez FM 492	, ,		HC-100 HC-121	_	Widen to 4 Lane Widen to 4 Lane	County	\$ 14,080,500 \$ 14,527,500		1,689,660 \$ 1,743,300 \$	689,945 \$ 711,848 \$			81,951 81,378							-		 							s -
	FM 492 (Doffing)			HC-121 HC-30		Widen to 4 Lane Widen to 4 Lane Divided	Palmview	\$ 14,527,500 \$ 8,940,000		1,072,800 \$	438,060 \$	-		33,240																s -
	Violet Ave (Minnessota)	FM 2061 (McColl Rd)		HC-180	-	Widen to 4 Lane	McAllen	\$ 4,023,000		482,760 \$	197,127			14,958	-															s -
	Jackson Rd	FM 1925 (Monte Cristo)	Chapin Rd I	HC-132	1.5	Widen to 4 Lane	Edinburg	\$ 3,352,500	s	402,300 \$	164,273	\$ 167,625 \$	217,913 \$ 4,5	12,465																s -
	Victoria Rd	Mile 10 N Rd		HC-179	_	Widen to 4 Lane	Donna / county	\$ 3,352,500	s	402,300 \$	164,273			12,465																s -
		FM 1925 (Monte Cristo)	-	HC-25	_	Widen to 4 Lane Rural	County	\$ 6,705,000	s	,	328,545			24,930																s -
	Sugar Rd FM 491 (Base Line)	FM 495 Mile 10 N Rd		HC-174 HC-28	_	Widen to 4 Lane Divided Widen to 4 Lane Divided	Pharr La Villa / county	\$ 4,470,000 \$ 14,527,500		536,400 \$ 1,743,300 \$	219,030 S			16,620 81,378																s -
	FM 1925			HC-28	_	Widen to 4 Lane Divided Widen to 4 Lane Rural	County	\$ 14,527,500 \$ 8,046,000		1,743,300 \$ 965,520 \$	394,254			29,916	\longrightarrow															s -
	El Rancho/Hall Acres			HC-123		Widen to 4 Lane	McAllen / Pharr	\$ 5,364,000		643,680 \$	262,836 \$			19,944																s -
	Military Hwy	S Cage Blvd	Mile 3 E - Cameron	HC-55 0220-01-9		Widen to 4 Lane Divided	County	\$ 49,393,500			2,420,282 \$			71,521	-															s -
	Owassa Rd		FM 1426 (Raul Longoria)	HC-156b	0.9	Widen to 4 Lane	Phr/SJ/Co	\$ 4,550,000		546,000 \$	222,950			24,300																s -
	FM 1425	SH 107	MILE 9 N	HC-6	_	Widen to 4 Lane Divided	County	\$ 13,410,000	s	1,609,200 \$	657,090 \$	603,450 \$	871,650 \$ 17,5	82,810																s -
	FM 491 (Base Line)		FM 1925 (Monte Cristo)		_	Widen to 4 Lane Divided	La Villa	\$ 3,352,500	s	,	164,273			12,465																s -
	Goodwin Rd Pleasantview Dr			HC-31	_	Widen to 4 Lane	County	\$ 4,917,000		590,040 \$	240,933 \$			18,282																s -
	(Mile 3 1/2 W Rd) Mile 11 N Rd	Mile 5 N Mile 6 West		HC-243 HC-137	_	Widen to 4 Lane Divided Widen to 4 Lane	Weslaco	\$ 8,940,000 \$ 13,410,000		1,072,800 \$ 1,609,200 \$	438,060 S 657,090 S			33,240 82,810																s -
	Mile 6 1/2 W Rd	Mile 12 North		HC-145	_	Widen to 4 Lane	Weslaco / County	\$ 15,645,000		1,877,400 \$	766,605			79,945																s -
	Tower Rd			HC-176		Widen to 4 Lane	Alamo	\$ 16,092,000		1,931,040 \$	788,508			79,372																s -
										-		-										_								

e uo				(mi)	sor	Cost	ar ollars	t onst	onst	2 M 15%, 3st) set) ies	So M So M So of So t	ollars			<u>e</u>		Su Su			31 aark				te(c)	
Project Pha AFA Execut Year Highway	From	F	MTP#	Project Description	Project Spon	Current Construction Estimate	Letting Ye.	ROW cos (12% 2011 cc cost)	Prelimina Engineerin (4.9% 2011 c cost)	CE Cost (<\$5.82-\$10 N >\$10 M 4.5% 2011 const ca Contingence	M (652M 7%, 52-5X M (65%, 525-5X) 2010 const cost) 2010 const cost) Total Project Co	Year of xpenditure D (YOE)	Cat 1	Cat 2	Cat 3 - TM	Cat 4/5/6	Cat 7 Fundi	Cat 8	Cat 9	CAT 10 CI	Cat 11	Rider 11	Cat 12	Other Fund (Local, Bond, TRENDS Innovative	TOTAL
Abram Rd	US 83	FM 2221	HC-84b	6 Widen to 4 Lane	Palmview / County	\$ 13,410,000	O O	\$ 1,609,200	\$ 657,090 \$	i		,810												-	s -
Trenton Rd	FM 1426 (Raul Longoria	FM 1423 (Val Verde)	HC-177b	4.3 Construct 4 Lane	County	\$ 9,610,500		\$ 1,153,260	\$ 470,915 \$	480,525 \$	624,683 \$ 12,93	,733													s -
FM 1016 (S Conw		Military Hwy	HC-4		Mission / county	\$ 5,256,750		\$ 630,810				-													s -
Sugar Rd FM 907 (Alamo R	Schunior Ave Ridge Rd	FM 1925 Military Hwy	HC-172 HC-41	2 Widen to 4 Lane 6 Widen to 4 Lane Divided	County	\$ 4,470,000 \$ 13,410,000		\$ 536,400 \$ 1,609,200																	s -
Wisconsin Rd	.25 miles E of 2nd St	US 281	HC-182	2.9 Widen to 4 Lane	Edinburg	\$ 13,410,000		\$ 1,609,200				-													s -
Bentsen Palm Driv (FM 2062)	1 Mile Line Rd	US 83	HC-88	0.2 Widen to 4 Lane	Palmview	\$ 447,000		\$ 53,640				,072													s -
MonMack	SH 107	FM 1925	HC-260	2.5 Widen to 4 lane	Edinburg	\$ 5,587,500		\$ 670,500	\$ 273,788 \$	279,375 \$	363,188 \$ 7,52	,775													s -
8th St	Mile 5 1/2 W Rd	Airport Dr	HC-247	1.5 Widen to 4 Lane Divided	Weslaco	\$ 3,352,500		\$ 402,300	\$ 164,273 \$	167,625 \$	217,913 \$ 4,51	,465													s -
Owassa Rd	FM 1426 (Raul Longoria	·	HC-157	2 Widen to 4 Lane	County	\$ 9,000,000		\$ 1,080,000																	s -
Mile 12 N Rd	Mile 6 West	FM 1015	HC-138	3 Widen to 4 Lane	County Palmhurst/Missio	\$ 6,705,000		\$ 804,600	-			-													s -
Los Ebanos Rd Alberta Rd	FM 1924 (3 Mile N)	Bus 83 FM 1423 (Val Verde)	HC-135 HC-86b	3 Widen to 4 Lane 5.1 Widen to 4 Lane	n/County County	\$ 6,705,000 \$ 11,398,500		\$ 804,600 \$ 1,367,820																	s -
	mo) Cesar Chavez	Border Ave	HC-151	2.5 Widen to 4 Lane	Alamo	\$ 5,587,500		\$ 670,500																	s -
Goodwin Rd	Bus 83	FM 492	HC-122	1 Widen to 4 Lane	County	\$ 2,235,000		\$ 268,200	\$ 109,515 \$	111,750 \$	145,275 \$ 3,00	,310													s -
FM 2062 (Bentser Palm)	Bus 83 S	Bentsen State Park	HC-17	2.7 Widen to 4 Lane Divided	County	\$ 6,034,500		\$ 724,140	\$ 295,691 \$	301,725 \$	392,243 \$ 8,12	,437													s -
FM 491 (Base Lin		Mile 10 N Rd	HC-43	3 Widen to 4 Lane Divided	Mercedes	\$ 6,705,000		\$ 804,600				-													s -
FM 493 (La Blanc	US 83	FM 1925 (Monte Cristo		1.9 Widen to 4 Lane Divided	La Blanca	\$ 4,246,500 \$ 4,033,000		\$ 509,580		212,325 \$ 201,150 \$		-	_												s -
FM 1425 Seminary Rd	US 83 FM 1925	Mile 9 N Rd FM 2812 (W of US 281	HC-5) HC-263	1.8 Widen to 4 Lane Rural 2.85 Widen to 4 lane	County	\$ 4,023,000 \$ 6,369,750		\$ 482,760 \$ 764,370				-		1											s -
Russell Rd	Bus 281 (Closner)	Doolittle Road	HC-262	1.3 Widen to 4 lane	Edinburg	\$ 2,905,500		\$ 348,660				-													\$ -
Doolittle Rd	FM 2128 (Richardson Road)	FM 1925	HC-261	2 Widen to 4 lane	Edinburg	\$ 4,470,000		\$ 536,400																	s -
Doolittle Rd	FM 1925	FM 2812	HC-227a	Br	Edinburg / County	\$ 7,822,500		\$ 938,700	-																s -
Schunior Ave	MonMack Rd	Sugar Rd	HC-164	1.5 Widen to 4 Lane Widen to 4 Lane with left	Edinburg	\$ 3,352,500		\$ 402,300					_												s -
FM 2812 FM 676 (Mile 5 N	US 281	2 mi E of US 281 FM 492	HC-24 HC-143	turn lane	Edinburg	\$ 6,000,000		\$ 720,000																	s -
SP 433 (Main St-	Jara Chinas US 83	FM 492 Bus 83	HC-143 HC-169	6.3 Extend 2 Lane FM Road 0.8 Widen to 4 Lane Divided	County	\$ 12,256,650 \$ 1,788,000		\$ 1,470,798 \$ 214,560	-			-													s -
Donna) El Gato Rd	S Cage Blvd	FM 907 (Alamo Rd)	HC-124		Pharr / San Juan	\$ 8,493,000		\$ 1,019,160				-													s -
Military Hwy 28th St	FM 494 (Shary Rd)	FM 1427 (Abram)	HC-149	6 Construct 4 Lane	Mission	\$ 13,410,000		\$ 1,609,200	\$ 657,090 \$	603,450 \$	871,650 \$ 17,98	,810													s -
(Mile 5 1/2 N Rd)	S. Bridge St	FM 1015	HC-246	1.5 Widen to 4 Lane Divided	Weslaco	\$ 3,352,500		\$ 402,300				-													s -
Border Ave Moore Field Rd	Bus 83 FM 2221	Mile 10 N Rd US 83	HC-245 HC-150	2.6 Widen to 4 Lane Divided 6.5 Widen to 4 Lane	Weslaco	\$ 5,811,000 \$ 14,527,500		\$ 697,320 \$ 1,743,300				-													s -
Inspiration Rd	2 Mile Line Rd	US 83	HC-129	2.9 Widen to 4 Lane	Mission	\$ 6,481,500		\$ 777,780	-																s -
Delta Blvd	US 83	Mile 9 N Rd	HC-226	0.8 Construct new 4 Lane	Weslaco	\$ 1,788,000		\$ 214,560	\$ 87,612 \$	134,100 \$	125,160 \$ 2,46	,288													s -
Tower Rd	Bus 83	Ridge Rd	HC-175	0.75 Widen to 4 Lane	Alamo	\$ 1,676,250		\$ 201,150	\$ 82,136 \$	125,719 \$	117,338 \$ 2,30	,520													s -
Jara Chinas	FM 2221	US 83		6.26 Widen to 4 Lane Divided	La Joya	\$ 13,991,100		\$ 1,678,932																	s -
Russell Rd	Doolittle	FM 907 (Alamo Rd)	HC-161 HC-181	1.5 Widen to 4 Lane 0.6 Widen to 4 Lane	County	\$ 3,352,500		\$ 402,300 \$ 160,920																	s -
Wichita Ave Oxford (Hobbs)	SH 336 (S 10th St) Ware Rd	2nd St FM 1926 (Depot Rd)	HC-158	1.2 Construct New 4 Lane	McAllen McAllen	\$ 1,341,000 \$ 2,682,000		\$ 321,840				-													s -
Colbath Ave	FM 2220	Taylor Rd	HC-101	1 Widen to 4 Lane	McAllen	\$ 2,235,000		\$ 268,200				-													s -
Mile 6 N (Merced	es) FM 491 E to Mile 1 East	Mile 1 East	HC-78	0.5 Widen to 4 Lane	Mercedes	\$ 1,117,500		\$ 134,100	\$ 54,758 \$	83,813 \$	78,225 \$ 1,53	,680													s -
Nolana Loop	FM 494 (Shary Rd)	Taylor Rd	HC-153	0.5 Construct New 4 Lane	Mission / Palmhurst	\$ 558,750		\$ 67,050	\$ 27,379 \$	41,906 \$	39,113 \$ 76	,840													S -
FM 1427	US 83	Abram	HC-7	4.5 Widen to 4 Lane Divided Widen 4 lanes with left	County	\$ 10,057,500		\$ 1,206,900				-													s -
Rooth Rd Rooth Rd	Russell Rd SH 107	FM 1925 (Monte Cristo Russell Rd	HC-251 HC-250	1 turn lane Widen 4 lanes with left	McAllen McAllen	\$ 2,235,000 \$ 3,352,500		\$ 268,200	\$ 109,515 \$ \$ 164,273 \$			-													s -
Trenton Rd	FM 1423 (Val Verde)	FM 1015	HC-250 HC-178	7.2 Construct New 4 Lane Divided	County	\$ 3,352,500 \$ 16,092,000		\$ 402,300 \$ 1,931,040																	s -
Mile 4 1/2 W Rd	SH 107	Mile 9 N Rd	HC-142	7.5 Widen to 4 Lane	County	\$ 16,762,500			\$ 821,363 \$																s -
Mile 1 East	Mile 11 North	US 83	HC-136	3.7 Improve widen to 4 Lane	Mercedes	\$ 8,269,500		\$ 992,340	\$ 405,206 \$	413,475 \$	537,518 \$ 11,13	,747													s -
FM 1427	Abram E & N	Bus 83	HC-8	2.1 Widen to 4 Lane Divided	Peñitas / Mission	\$ 4,693,500		\$ 563,220																	s -
FM 2812 W	Seminary Rd	US 281	HC-266	1.2 Construct new 4 lane	Edinburg	\$ 2,682,000		\$ 321,840		134,100 \$				1											\$
Inspiration Rd Alberta Rd	US 83 US 281	Military Hwy I road	HC-128 HC-86a	3.1 Widen to 4 Lane 0.7 Widen to 4 Lane	Mission County	\$ 6,928,500 \$ 1,564,500		\$ 831,420 \$ 187,740				-		1											s -
FM 493 (Salinas)	Champion St	Military Hwy (US281)	UC 22	5.68 Widen to 4 Lane	TxDOT	\$ 1,364,300		\$ 1,440,000				-													\$ -
Thomas Road	FM 2061 (McColl Rd)	FM 2557 (Stewart Rd)	HC-268	3.95 Construct 52 foot urban roadway with curb and	County	\$ 11,600,000		\$ 1,392,000				-													\$
Mile 5 N	FM 1015	Westgate	HC-320	2.9 Widen to 4 lane divided	Weslaco / County	\$ 15,417,426		\$ 1,850,091	\$ 755,454 \$,943													s -
West Eldora Rd	FM 3662 (Jackson Rd)		HC-324	1.2 Divided Urban Section Convert existing Underpass to diamond intersection	Pharr McAllen / County	\$ 5,400,000		\$ 1,300,000	-				_												s -
US 83 @ 2nd St	FM 2061 (McColl Rd)	SH 336 (10th St)	HC-325 0039-17-188	1.2 to diamond intersection Construction of two	2 Anzalduas Int'l	\$ 22,090,000		\$ 2,650,800				-	_												s -
Anzalduas Int'l PC FM 1423 (Val Vei		SH 107	HC-331 HC-346 1427-01-032	0.23 Construction of two additional northbound Proposed 4 Lanes curb and outlet	Bridge County 4	\$ 5,300,000 \$ 24,000,000		\$ - \$ 2,880,000	\$ 265,000 \$ \$ 1,176,000 \$				_												s
Russell Rd	FM 2220	US 281	HC-347	6.5	Edinburg/McAllen	\$ 10,000,000		\$ 1,300,000																	\$
Freddy Gonzalez I	r Ware Rd (FM 2220)	10th St (SH 336)	HC-365	2.34 Construct & Widen 4 Lane Urban Roadway	/County 4 McAllen / County 4	\$ 13,342,000		s -	\$ 653,758 \$,002													s
S Jackson Rd	W Moore Rd	Bus 83	HC-375	2 Widen to 6 lane curb and gutter road	Pharr	\$ 16,000,000		\$ 320,000	\$ 960,000 \$	800,000 \$	800,000 \$ 16,00	,000													s
C,R CS	On Owassa Rd, from IH	I- I road	HC-156a 0921-02-358	Widen from 2 lanes to 4 Lane roadway	Pharr	\$ 4,500,000	\$ 4,500,000	\$ 1,000,000	\$ 220,500 \$	225,000 \$	292,500 \$ 6,23	.000													s -
C,R CS	On Anaya Rd, from Cag		HC-340 0921-02-400	Widen from 2 lanes to 5	Pharr	\$ 5,230,000																			s -
Owassa Rd	I Rd	Cesar Chavez Rd	HC-335r 0921-02-374	Construct a 4 lane urban	Pharr	s -	s -	\$ 800,000		- s	- \$ 80	,000													s -
				roadway				-,				N/SAN BENITO													
PE,R,C E. Washington	ve Loop 499	FM 106	HAR-11	3.45 Extend 2 lane roadway	Harlingen	\$ 13,200,000		\$ 1,650,000	s 330,000		\$ 15,18														T
				Reconfigure intersection and				-,0,000					_	1											+
PE,C I-69 N Fronta	e Primera Rd	Loop 499	HAR-10	install traffic signal	Harlingen	\$ 4,400,000			\$ 110,000		\$ 4,51	.000													

Project Phase	AFA Execution Year	Highway	From	To	MTP#	CSJ#	Project Description Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering (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%, >S50M 7% of 2010 const cost)	Total Project Cost	Year of Expenditure Dollars (YOE)	Car 1	Cat 2	Cat 3 - TMF	Cat 4/5/6	Cat7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Earmark	Cat II	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
C		Loop 499	N 77 Sunshine Strip	FM 106/E Harrison Rd	HAR-09		5.43 Installation of LED lighting along Loop 499	Harlingen	\$ 1,100,000					s	1,100,000																
С		I-69E	TX-54 Spur W	TX-54 Spur E			Construct turnaround lanes at intersection	Harlingen	\$ 2,200,000					s	2,200,000																_
C		I-69E	FM 2629	Wilson Rd	HAR-08		8 Installation of LED lighting along I-69E	Harlingen	\$ 2,200,000					s	2,200,000																
C		I-69E	I-69E/US-83/US-77	Lincoln St	HAR-07		0.2 Construct new southbound exit ramp	Harlingen	\$ 1,100,000					s	1,100,000																
PE,C		I-2 Connector Bridge	I-2 Frontage Rd	W TX-54 Spur	HAR-06		0.3 Construct an Overpass bridge	Harlingen	\$ 16,500,000			S 110,000		s	16,610,000																_
PE,R,C		Grimes St	FM 509	FM 106/Cemetary Rd	HAR-05		1.86 Extend 2 lane roadway	Harlingen	\$ 6,600,000		\$ 1,100,000	\$ 220,000		s	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		s	33,550,000																_
С		Dixieland Rd	Garret Rd	FM 1479/Rangerville Re	d HAR-03		Installation of LED lighting along Dixieland Rd	Harlingen	\$ 550,000					s	550,000																
PE,C		Commerce St	N 77/Sunshine Strip	Taft Ave	HAR-02		Reconstruct Commerce St	Harlingen	\$ 18,700,000			\$ 550,000		s	19,250,000																
R,C		Chester Park Rd	Hand Rd	Chester Park Rd	HAR-01		Realignment and Install Traffic Signal	Harlingen	\$ 1,650,000		\$ 200,000			s	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		s	3,932,500																



RGVMPO Transportation Alternatives

EVA L. GARCIA
PLANNER III: BIKE-PED
PROGRAM COORDINATOR

Transportation Alternatives Set-Aside 101

(also known as TASA or Category 9)

- The Fixing America's Surface Transportation (FAST) Act replaced the Moving Ahead in Progress in the 21st Century (MAP-21) Act in December 2015, funding fiscal years (FYs) 2016-2021 as a five-year bill with a one-year extension in effect for FY2019-2020 Projects.
- Authorized \$835M annually to TASA for FYs 2016-2017 and \$850M for FYs 2018-2020; with \$85M reserved for the Recreational Trails Program (RTP) per year. The additional extension was authorized at \$850M.
- FAST Act preserved projects and activities previously eligible under TAP, and the way funding is distributed within states (developed under MAP-21).
- After RTP funds are allocated, half of TASA funding is suballocated to areas based upon their relative share of the state's total population:
 - > Areas with populations of 5,000 or less
 - > Areas with populations between 5,001 and 200,000
 - **▶** Urbanized areas with populations of more than 200,000*
- TASA funds must be distributed through a competitive process. No more than 80% of the eligible project costs can be reimbursed by the federal government.
- ➤*The Metropolitan Planning Organization (MPO) is responsible for project selection and administration in conjunction with the state DOT.

Transportation Alternatives Set-Aside 101

(also known as TASA or Category 9)

Federal funding for surface transportation follows a multistep process, and TASA is a reimbursement program in which FHWA compensates states for project costs as they are incurred.

- >Apportionment: FHWA apportions funds to each state as determined by federal legislation.
- Programming: DOTs and MPOs select projects to receive funding.*
- ➤ Obligation: FHWA commits to reimburse states for the federal share of the project cost.**
- ➤ **Reimbursement**: FHWA reimburses states for work completed.**

Federal amounts available may be reduced through rescissions, lapsing and transfers.

A **rescission** cancels a specified amount of unobligated funds that have already been apportioned. To an extent, funds from TASA may be **transfer**red to other transportation funding programs. **Lapsing** applies to MAP-21-era funds, and these funds can 'disappear' as though they never existed.

- TA represents the single largest investment in trails, walking and biking and is among the smallest line items in transportation spending.
- The regional pipeline of potential projects needed to create connected active-transportation networks far exceeds the current level of funding and rate of obligation.

CSJ #	PROJECT NAME	PROJECT SPONSOR	FED	ERAL AWARD
0921-02-430	Hidalgo County Mobility Plan	LRGVDC	\$	264,000
0921-02-431	Jackson Rd. Hike & Bike Trail	<u>McAllen</u>	\$	808,232
0921-02-432*	PSJA Tri-City Ped. Safety, Phase II	<u>Pharr</u>	\$	1,296,136
0921-06-322	Brownsville to Los Fresnos Connect	Brownsville	\$	512,000
0921-06-324	Brownsville to LF Connect, Phase II	Brownsville	\$	512,000
0921-06-325*	North High School Park Connection	<u>Los Fresnos</u>	\$	308,810
0921-06-326	Olmito Sidewalks	Cameron Co.	\$	318,965
0921-06-327	Las Palmas Sidewalks	Cameron Co.	\$	240,934
0921-02-480	Hike & Bike Trail + Bike Racks	UTRGV	\$	285,300

All projects have existing Advanced Funding Agreements (AFA) that may be amended for funding/project changes with TPB Approval.

Projects pending the execution of AFA Amendments for approved project changes.

• = project received Economically Disadvantaged Counties (EDC) funds

This Table reflects the list of RGVMPO Transportation Alternatives Set-Aside (TASA; also known at Category 9) Projects **programmed** with the FY2019-2020 federally **apportioned** funds. The TASA/Category 9 funds awarded to this list of projects will lapse/expire September 2023. This means the federal awards must be **obligated** by August 2023.

The RGVMPO has developed a schedule of activities Project Sponsors must meet to prevent the lapsing of funds.

FY2019-2020 TASA Projects = \$4,546,377 All projects must obligate federal funds by August 2023

	FY2019-2020 TASA Program Schedule of Activities
December 2022	Report to Transportation Policy Board for consideration(s) of funding/project changes
January 2023	Deadline for final consideration(s) of funding/project changes
April 2023	Deadline to fully execute AFA Amendment(s) for final approved funding/project changes.
June 2023	Final Project Certifications = Ready-To-Let (RTL)
July 2023	Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request
August 2023	Funds obligated by receival of FPAA + SLOA

The obligation of funds occurs through the receival of a State Letter of Authority (SLOA; TxDOT's approval of project/funds) and Federal Participation Agreement Authorization (FPAA; FHWA's approval of project/funds). Prior to submitting a request for an FPAA/SLOA, the Final Project Certifications must be completed to signal the project's Ready-to-Let (RTL) status. Due to the time it takes to reach RTL status, the deadline for funding/project changes will be December 2022 in order to accommodate the time to develop and fully execute AFA Amendments with TxDOT Pharr District. Projects currently pending an AFA Amendment must fully execute by November 2022.

CSJ #	PROJECT NAME	PROJECT SPONSOR		EDERAL WARD
0921-02-495	Elsa Getting Connected	Elsa	\$	46,920
0921-02-496	Bridge Street BikePed Plan	Hidalgo	\$	70,000
0921-02-497*	Freddy Gonzalez Trail	Edinburg	\$	699,996
0921-06-349	Arroyo Colorado Phase III Study	Harlingen	\$	141,568
0921-06-350	West Rail Trail - Amenities	Brownsville	\$	900,000
0921-06-351*	Bejarano-McFarland-Gonzalez Trail Ext.	Port Isabel	\$	435,300

Projects with a *fully executed* an Advanced Funding Agreement (AFA) for awarded TASA funds.

^{* =} project received Economically Disadvantaged Counties (EDC) funds

FY2021	-2022 TASA Program Schedule of Activities
March 2023	Deadline to execute project Advanced Funding Agreement (AFA)
April 2023	Project Status Update to Transportation Policy Board

FY2021-2022 TASA Projects = \$2,293,784

Coming soon: FY2023-2024 TASA Call for Projects \$11,189,136

MINIMUM OF 10% FOR PLANNING = \$1,118,913

						со	NSTRUCT AUTHORITY (TIP 2024-2027)						
CSJ	2024 UTP FY	2023 UTP FY	County	HWY	Limit From	Limit To	Description	2023 Letting Estimate	2024 Letting Estimate	Future UTP Minimum Funding Amt	CAT 2 Authorized Amt	Add'l Cat 2 Needed	% increase of authorized amount
0342-01-093	2024	2024	Hidalgo	SH 107	BUS 281W	IH 69C	OPERATIONAL IMPROVEMENTS & REHABILITATION	\$19,710,310.00	\$20,023,215.00	\$20,023,215.00	\$19,000,000.00	\$1,023,215.00	5%
1803-02-035	2024	2024	Hidalgo	FM 1925	FM 907 (ALAMO RD)	SHARP RD.	WIDEN FROM 2 LANE TO 4 LANE DIVIDED	\$6,722,159.00	\$7,525,947.00	\$7,525,947.00	\$6,991,045.36	\$534,901.64	8%
2094-01-063	2024	2024	Hidalgo	FM 2220	FM 1925	SH 107	WIDEN FROM 2 LANE TO 6 LANE WITH MEDIAN	\$20,481,607.00	\$30,148,926.00	\$30,148,926.00	\$21,300,871.60	\$8,848,054.40	42%
0528-01-118	2024	2024	Hidalgo	SH 107	FM 1924	SH 495	WIDEN FROM 4 LANE TO 6 LANE WITH RAISED MEDIAN	\$20,563,731.00	\$21,386,280.24	\$21,386,280.24	\$21,386,280.24	\$0.00	0%
0038-06-047	2024	2024	Starr	US 83	0.31 mi. S of Placido Rd.	0.09 mi N. of Loma Blanca Ro	WIDEN FROM 2 LANE RURAL TO 4 LANE DIVIDED	\$25,194,692.85	\$28,630,565.00	\$28,630,565.00	\$13,101,240.28	\$2,428,084.44	19%
0864-01-068	2024	2024	Hidalgo	FM 494	SH 107	FM 676(MILE 5)	WIDEN FROM 2 LANE TO 4 LANE	\$17,366,751.00	\$18,061,420.00	\$18,061,420.00	\$18,061,420.08	-\$0.08	0%
1064-01-027	2025	2025	Hidalgo	FM 676	SH 107	TAYLOR RD.	WIDEN TO 4 LANE WITH LEFT TURN LANE	\$30,273,421.00	\$33,906,232.00	\$35,262,481.28	\$32,194,558.68	\$2,567,186.60	8%
1803-01-092	2025	2024	Hidalgo	FM 1925	10TH ST.	MCCOLL RD	WIDEN FROM 2 LANE TO 6 LANE WITH RAISED MEDIAN	\$9,700,000.00	\$11,539,832.00	\$12,001,425.28	\$10,052,100.00	\$1,949,325.28	19%
3632-01-001	2025	2027	Starr	SL 195	New Location, FM 3167	FM 755	CONSTRUCT RIO GRANDE CITY/ROMA RELIEF ROUTE	\$39,997,216.00	\$47,921,157.00	\$49,838,003.28	\$0.00	\$27,439,562.28	#DIV/0!
0864-01-069	2025	2035	Hidalgo	FM 494	FM 676 (Mile 5)	FM 1924 (Mile 3)	WIDEN TO 4 LANE	\$14,190,156.00	\$12,785,171.00	\$13,296,577.84	\$0.00	\$13,296,577.84	#DIV/0!
0220-04-050	2026	2026	Cameron	US 281	FM 732	.5 Miles West of FM 1577	WIDEN TO 4 LANE RURAL	\$11,371,518.00	\$13,440,000.00	\$14,515,200.00	\$13,439,999.00	\$1,075,201.00	8%
0327-08-098	2026	2026	Cameron	BU 77X	SS 206	COMMERCE ST.	CONSTRUCT RAISED MEDIAN	\$2,451,362.00	\$2,669,976.32	\$2,883,574.43	\$2,883,574.43	\$0.00	0%
0220-04-049	2026	2026	Cameron	US 281	.5 Miles West of FM 1577	FM 1421	WIDEN FROM 2 LANE TO 4 LANE RURAL	\$12,500,000.00	\$14,000,000.00	\$15,120,000.00	\$13,999,999.00	\$1,120,001.00	8%
1803-01-094	2026	2026	Hidalgo	FM 1925	WALLACE RD.	10TH ST.	WIDEN FROM 2 LANE TO 6 LANE WITH RAISED MEDIAN	\$26,900,000.00	\$36,884,971.61	\$39,835,769.34	\$29,869,559.64	\$9,966,209.70	33%
0698-02-060	2026	n/a	Hidalgo	FM 88	FM 1925	5th Ave	WIDEN FROM 2 LANE TO 4 LANE URBAN	N/A	\$10,000,000.00	\$10,800,000.00	\$0.00	\$10,800,000.00	#DIV/0!
0921-06-254	2026	2024	Cameron	CS	FM 509 ON NEW LOCATION,	F FM 1599	CONSTRUCT 2 LANE RURAL	\$7,000,000.00	\$6,740,740.74	\$7,280,000.00	\$7,280,000.00	\$0.00	0%
0865-01-108	2026	2024	Hidalgo	SH 495	VETERANS BLVD., FROM IH-2	(SH 364 (LA HOMA RD.)	CONSTRUCT 4 LANE DIVIDED_URBAN SECTION	\$14,556,786.00	\$15,452,627.39	\$16,688,837.58	\$15,063,158.44	\$1,625,679.14	11%
1228-03-041	2027	2027	Hidalgo	FM 1015	MILE 12 RD.	SH 107	PROPOSED 4 LANE DIVIDED URBAN	\$32,200,000.00	\$32,200,000.00	\$36,064,000.00	\$35,078,852.60	\$985,147.40	3%
1429-02-036	2027	2027	Hidalgo	FM 1426	NOLANA LOOP	IH-2	WIDEN FROM 4 LANE TO 6 LANE WITH RAISED MEDIAN	\$16,319,764.00	\$19,583,716.80	\$21,933,762.82	\$18,278,168.28	\$3,655,594.54	20%
2717-01-027	2027	2027	Cameron	FM 3248	IH-69E	FM 1847	WIDEN FROM 4 LANE TO 6 LANE WITH RAISED MEDIAN	\$16,074,882.00	\$19,289,858.40	\$21,604,641.41	\$18,003,866.80	\$3,600,774.61	20%
3468-01-021	2027	2027	Hidalgo	FM 3362	BUS 83S	SH 495	WIDEN AND RECONSTRUCT ROADWAY (4 TO 6 LANES)(DIV	\$9,170,000.00	\$10,747,993.00	\$12,037,752.16	\$10,270,399.00	\$1,767,353.16	17%
						<u> </u>	CONSTRUCT AUTHORITY SUBTOTAL	\$352,744,355.85	\$412,938,629.50	\$434,938,378.65	\$306,255,093.43	\$92,682,867.94	
0039-07-049	2028	2028	Cameron	IH 69E	@ IH-60E & EM 732 INTERSEC	T	DEVELOP AUTHORITY (2028-2033) PROPOSED CONTINUOUS FRONTAGE RDS. & INTERSECTIO	\$17,810,000.00	\$0.00	\$0.00	\$0.00	\$0.00	#DIV/0!
0039-12-254	2028		Cameron	BU 77X	COMMERCE ST.	ARROYO BRIDGE	CONSTRUCT RAISED MEDIAN	\$238,653.00	\$4,000,000.00		\$647,089.80	\$3,832,910.20	
0684-03-019	2028	2028	Cameron	FM 1732	US 281	IH-69E	WIDEN FROM 2 LANE TO 4 LANE URBAN	\$22,560,000.00	\$22,560,000.00	\$25,267,200.00	\$25,267,199.00	\$1.00	
1803-01-095	2029		Hidalgo	FM 1925	FM 681	WALLACE ST.	PROPOSED 4 LANE C&G W/ SHOULDERS	\$24,480,000.00	\$28,152,000.00	\$31,530,240.00	\$27,417,599.00	\$4,112,641.00	
0342-03-040	2029		Cameron	SH 107	HIDALGO/CAMERON CL	LOUISIANA ST.	RECONSTRUCT & WIDEN TO 4 LANE RURAL ROADWAY	\$13,767,575.00	\$13,767,575.00		\$15,419,684.00	\$0.00	
2094-01-062	2029		Hidalgo	FM 2220	SH 107	MILE 5	WIDEN FROM 2 LANE TO 6 LANE WITH MEDIAN	\$17,736,649.00	\$29,849,170.00		\$19,405,059.64	\$14,026,010.76	
0528-01-113	2029		Hidalgo	SH 107	FM 1924 NORTH	FM 676	WIDEN FROM 4 LANE TO 6 LANE DIVIDED RURAL	\$15,532,884.00	\$18,252,000.00		\$18,143,999.00	\$2,298,241.00	
0220-05-076	2030		Cameron	SH 48	SH 4	FM 511	WIDEN TO 6 LANE W/RAISED MEDIAN	\$28,043,000.00	\$28,043,000.00		\$31,408,159.00	\$1.00	
0528-01-112	2031	2031	Hidalgo	SH 107	FM 676 (Mile 5)	FM 681/FM 2993	WIDEN FROM 4 LANE TO 6 LANE DIVIDED URBAN	\$15,913,044.00	\$23,397,795.00	\$26,205,530.40	\$0.00	\$26,205,530.40	
1427-01-037	2032	2035	Hidalgo	FM 1423	Minnesota Rd.	IH-2	WIDEN AND RECONSTRUCT ROADWAY (2 TO 6 LANES) DIV URBAN	\$48,665,791.50	\$28,008,606.91	\$31,369,639.74	\$0.00	\$31,369,639.74	#DIV/0!
2966-01-014	2033	2035	Hidalgo	SH 364	FM 2221	FM 676	WIDEN FROM 2 LANE TO 4 LANE C&G	\$5,500,000.00	\$5,500,000.00	\$6,160,000.00	\$0.00	\$6,160,000.00	#DIV/0!
1939-02-036	2033	2035	Hidalgo	FM 2061	BUS 83 S	HALL ACRES RD	PROPSED 6 LANE W/RAISED MEDIAN	\$18,970,000.00	\$18,970,000.00	\$21,246,400.00	\$0.00	\$21,246,400.00	#DIV/0!
							DEVELOP AUTHORITY SUBTOTAL	\$156,081,805.00	\$196,030,146.91	,,		\$109,251,375.10	
							UTP TOTAL	\$508,826,160.85	\$608,968,776.41	\$681,898,543.19	\$443,963,882.87	\$201,934,243.04	4

^{*}Inflation has been added to base estimates as follows (Yr 1-0%., Yr 2 - 4%, Yr 3 - 8%, and Yrs 4-10 - 12%)

Page 1 of 1 11/30/2022

 $[\]hbox{*UTP estimate includes Base Construction Estimate + Inflation}$

 $[\]ensuremath{^{*}\text{UTP}}$ estimate shown does not necessarily represent authorized amounts.

^{*}Estimates updated in September 2022

^{*}As part of FY 2024 UTP, projects with partial Cat 2 funding, we'll request additional CAT 2 to cover the funding gap

City of McAllen- 2018 Traffic Improvement Bond

Marlen Garza, PE- City of McAllen
Dr. James Robertson, PE, PTOE- Lee Engineering





BOND 2018 – Traffic Improvements Summary:

1) Cabinets & Controllers- \$1,349,000

2) Communication (Fiber/Wi-fi)- \$901,000

3) Signal Timing Study- \$750,000

\$3,000,000

Cabinets and Controllers



Traffic Signal Cabinet "Brains"



TS-1 and TS-2 Type 1 Controllers

TS-2 Type 2
Controllers
With Ethernet Port that serves to connect to fiber

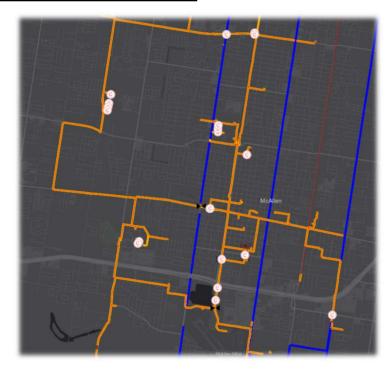
Traffic Signal Controller

Cabinets and Controllers- Summary

Cabinet and Controller funding sources:

- 98 BOND 2018 Funds
- 21 MPO Funding
- 25 City of McAllen CIP
- 6 TxDOT

<u>Communications</u> - Fiber



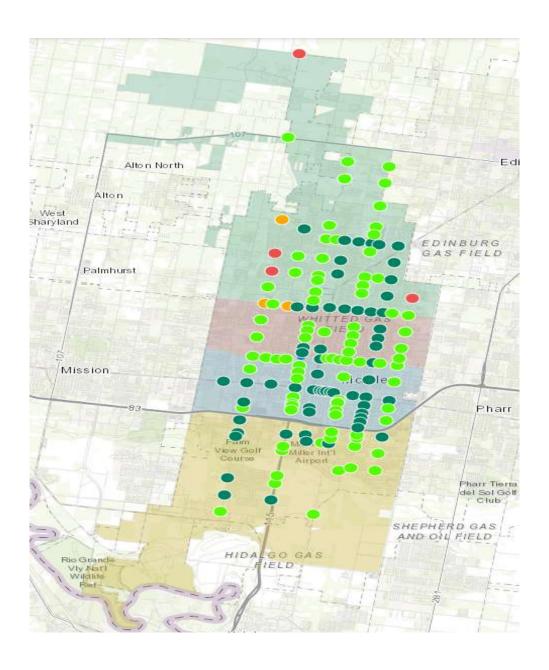




<u>Communications</u> – Wi-Fi

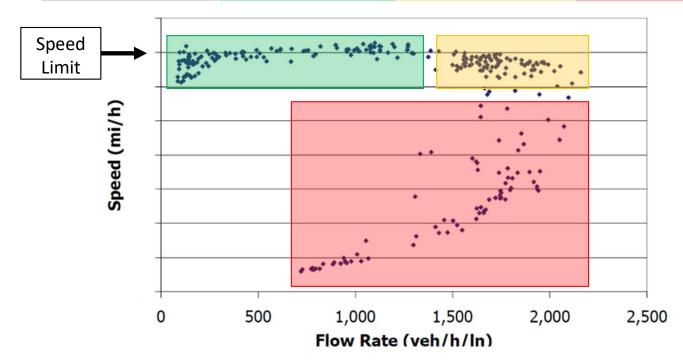
<u>Legend</u>

- Needs Wi-Fi Connection
- Needs Fiber Connection
- On Fiber
- on Wi-Fi



Objectives Based Traffic Signal Timing (Fundamental Purpose: Assign Right-of-Way Safely)

Focus	Light Flow	Uncongested	Congested
Intersection	Minimize Phase Failures	Equitable Service	Maximize Throughput
Network	-	Smooth Flow	Manage Queues



Traffic Signal Timing 6 North / South Corridors

- 1. Ware Rd 5.7 mi
- 2. 23^{rd} St 7.5 mi
- 3. Bicentennial 5.2 mi
- 4. 10th St 7.5 mi
- 5. 2^{nd} St 6.7 mi
- 6. McColl Rd 3.7 mi



Traffic Signal Timing 5 East / West Corridors

- 1. Trenton Rd 2.6 mi
- 2. Dove Ave -2.5 mi
- 3. Nolana Ave 3.1 mi
- 4. Pecan Blvd 3.1 mi
- 5. BUS 83 3.5 mi



City of McAllen Travel Time Comparison — PM Peak

Evenin	g (5:1	5 PM to 5	Trenton El Rancho 13.8 13.1 -38 Jackson Violet 9.0 9.3 19 Violet Jackson 10.3 9.9 -26 Ware 2nd 6.5 6.8 17 2nd Ware 7.5 6.9 -34 Ware 2nd 7.0 6.1 -58 2nd Ware 7.5 7.6 3											
Roadwa	y	Start	End		2	_								
Ware	NB	Kennedy	Trenton	10.9	11.1	9								
vvale	SB	Trenton	Kennedy	10.5	10.3	-9								
23rd	NB	Jackson	Sprague	17.2	16.4	-52								
23Iu	SB	Sprague	Jackson	17.0	17.0	-2								
Bicentennial	NB	Jackson	Trenton	11.1	10.9	-9								
Biceriterina	SB	Trenton	Jackson	12.6	12.1	-31								
10th	NB	Jackson	Sprague	6.5	6.8	17								
10111	SB	Sprague	Jackson	7.5	6.9	-34								
2nd	NB	El Rancho	Trenton	13.6	13.9	21								
Zna	SB	Trenton	El Rancho	13.8	13.1	-38								
McColl	NB	Jackson	Violet	9.0	9.3	19								
IVICCOII	SB	Violet	Jackson	10.3	9.9	-26								
Trenton	EB	Ware	2nd	6.5	6.8	17								
Henton	WB	2nd	Ware	7.5	6.9	-34								
Dove	EB	Ware	2nd	7.0	6.1	-58								
Dove	WB	2nd	Ware	7.5	7.6	3								
Nolana	EB	Ware	McColl	10.1	9.4	-37								
Nolana	WB	McColl	Ware	10.5	8.8	-104								
Pecan	EB	Ware	McColl	9.0	8.5	-32								
Pecan	WB	McColl	Ware	9.7	8.7	-60								
Business 83	EB	Bentsen	McColl	11.2	9.7	-91								
Dusiness 83	WB	McColl	Bentsen	10.1	9.1	-60								

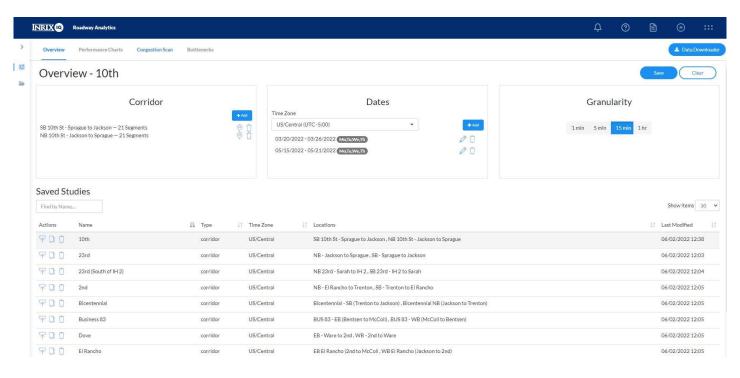
SUM	of Change
NB	5
SB	-140
EB	-201
WB	-255
Total	-591

City of McAllen Travel Time Comparison — Midday

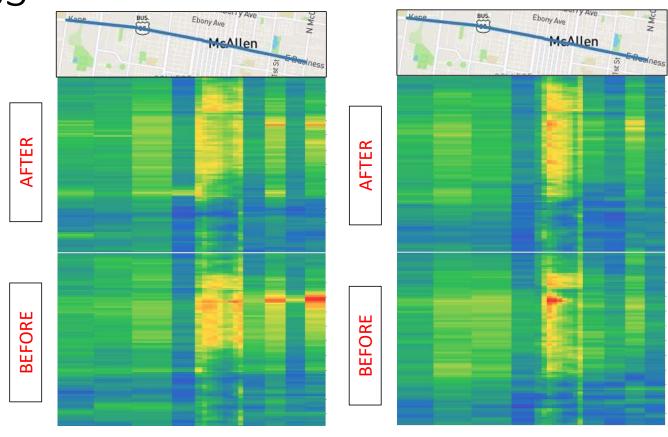
Midday	(12:4	15 PM to 1	:00 PM) - A	Average Ti	ravel Time	(Minutes)
Roadwa	ıy	Start	End	Before (min)	After (min)	Change (seconds)
Ware	NB	Kennedy	Trenton	9.7	9.7	1
vvale	SB	Trenton	Kennedy	9.7	9.7	-2
23rd	NB	Jackson	Sprague	15.1	14.7	-21
23Iu	SB	Sprague	Jackson	15.0	15.5	31
Bicentennial	NB	Jackson	Trenton	9.9	9.7	-12
Bicentenniai	SB	Trenton	Jackson	10.0	10.1	11
10th	NB	Jackson	Sprague	6.0	5.9	-2
1001	SB	Sprague	Jackson	6.4	5.5	-55
01	NB	El Rancho	Trenton	13.6	13.9	21
2nd	SB	Trenton	El Rancho	13.8	13.1	-38
McColl	NB	Jackson	Violet	7.6	7.6	1
IVICCOII	SB	Violet	Jackson	7.9	7.7	-16
Trenton	EB	Ware	2nd	6.0	5.9	-2
Trenton	WB	2nd	Ware	6.4	5.5	-55
Dove	EB	Ware	2nd	6.2	5.6	-34
Dove	WB	2nd	Ware	6.3	5.3	-63
Nolana	EB	Ware	McColl	7.6	7.2	-28
INOIATIA	WB	McColl	Ware	8.1	7.3	-46
Pecan	EB	Ware	McColl	8.0	7.5	-28
Pecan	WB	McColl	Ware	8.0	7.5	-29
Business 83	EB	Bentsen	McColl	8.8	8.4	-26
Dusiness 83	WB	McColl	Bentsen	8.5	8.4	-8

SUM	of Change
NB	-12
SB	-69
EB	-118
WB	-201
Total	-400

Traffic Signal Timing INRIX IQ Data Access (via TxDOT)



Congestion Scan BUS 83



RIO GRANDE VALLEY MPO FY 2022-2023 UPWP

						1/10	GRANDI		MPUFI	2022-202	-0 01 111								
	UPWP		FY 2022	Adjusted	FY 2022 ADJUSTED	October	November		January	February	March	April	May	June	July	August	September	FY 2022	FY 2022
TASK NAME	TASK	UPWP Budget	Budget	Amount	BUDGET	2021	2021	December 2021	2022	2022	2022	2022	2022	2022	2022	2022	2022	TOTAL	BALANCE
MPO Administration	1.1	\$1,387,085.50	\$693,542.75		\$693,542.75	\$27,797.47	\$61,556.82	\$115,726.24	\$45,963.19	\$58,880.29	\$73,428.53	\$57,211.60	\$39,433.63	\$79,689.75	\$76,285.47	\$58,368.09	\$47,342.88	\$741,683.96	\$48,141.21
Public Participation Plan	1.2	\$168,638.32	\$84,319.16		\$84,319.16	\$572.20	\$890.10		\$254.58	\$1,384.54	\$2,097.78	\$2,491.12	\$3,097.39	\$1,576.02	\$3,393.64	\$3,248.60	\$1,086.25	\$21,586.32	\$62,732.84
Training for TAC & TPC	1.3	\$4,289.66	\$2,144.83		\$12,144.83	\$0.00				\$0.00	\$78.63	\$1,113.82	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,192.45	\$10,952.38
Computer Purchases	1.4	\$130,924.70	\$65,462.35		\$65,462.35	\$1,500.00			\$1,500.00	\$835.00	\$13,350.00	\$7,679.80	\$9,246.13	\$750.00	\$7,430.44	\$750.00	\$1,563.66	\$48,949.83	\$16,512.52
Staff Development Demographic Data	1.5 2.1	\$103,393.32 \$132,638.32	\$51,696.66 \$66,319.16		\$51,696.66 \$66,319.16	\$8,151.79 \$0.00			\$5,191.32 \$0.00	\$15,431.68 \$0.00	\$8,224.04 \$0.00	\$18,846.59 \$1,544.37	\$34,022.30 \$3,554.85	\$16,836.33 \$5,022.45	\$7,362.77 \$5,332.28	\$1,914.49 \$4,890.48	\$4,306.82 \$1,853.24	\$120,782.81 \$22,197.67	\$69,086.15 \$44,121.49
Title VI Civil Rights Evaluation	2.1	\$75,793.32	\$37,896.66		\$37,896.66	\$0.00				\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$37,896.66
Model Work	2.2	\$227,379.96	\$113,689.98		\$63,689.98	\$0.00			\$2,538.04	\$8,110.80	\$6,598.64	\$2,866.93	\$2,639.43	\$823.67	\$2,509.58	\$1,338.47	\$0.00	\$27,768.66	\$35,921.32
Land Use Map	2.4	\$113,689.98	\$56,844.99		\$56,844.99	\$11,016.29	\$21,515.67	\$3,084.04	\$6,158.87	\$15,818.87	\$10,630.42	\$13,078.93	\$10,744.09	\$8,977.93	\$13,913.32	\$12,061.49	\$3,519.27	\$130,519.19	\$73,674.20
Service Coordination	3.1	\$77,093.32	\$38,546.66		\$38,546.66	\$3,650.85	\$5,086.21	\$3,942.36	\$78.16	\$1,912.66	\$686.31	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$15.63	\$15,372.18	\$23,174.48
Planning Assistance	3.2	\$171,684.98	\$85,842.49		\$85,842.49	\$9,709.83	\$15,983.16		\$14,959.38	\$10,138.61	\$1,022.10	\$3,627.44	\$6,356.35	\$9,068.96	\$19,753.87	\$11,728.96	\$6,260.00	\$134,352.88	\$48,510.39
Complete Streets Planning	3.4	\$0.00	\$0.00		\$30,000.00	\$0.00				\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,263.57	\$1,931.86	\$3,195.43	\$26,804.57
Resiliency Planning	3.5	\$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
Performance-Base Planning	3.6	\$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	\$0.00
Project Selection Criteria	4.1	\$37,896.66	\$18,948.33		\$18,948.33	\$0.00	\$0.00	\$0.00	\$0.00	\$482.97	\$1,931.86	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,414.83	\$16,533.50
Bike And Pedestrian	4.2	\$304,773.28	\$152,386.64		\$152,386.64	\$1,416.08	\$4,905.40	\$7,997.15	\$3,897.50	\$6,563.51	\$9,936.35	\$8,903.09	\$8,007.32	\$5,444.55	\$6,723.38	\$7,453.60	\$56,996.19	\$128,244.12	\$24,142.52
Truck Route & Freight Planning	4.3	\$37,896.66	\$18,948.33		\$18,948.33	\$156.13			•	\$322.03	\$157.24	\$78.63	\$0.00	\$0.00	\$0.00	\$78.63	\$0.00	\$1,021.39	\$17,926.94
County Thoroughfare Plan	4.4	\$38,146.66	\$19,073.33		\$19,073.33	\$0.00				\$0.00	\$623.83	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$841.46	\$1,465.29	\$17,608.04
Metropolitan Transportation Plan	4.5	\$193,133.30	\$96,566.65		\$96,566.65	\$708.04				\$3,132.14	\$8,604.04	\$6,817.01	\$6,888.58	\$5,355.79	\$12,101.40	\$7,152.78	\$4,192.38	\$55,849.21	\$40,717.44
Regional Transit Plan	5.1	\$37,896.66	\$18,948.33		\$18,948.33	\$0.00				\$0.01	\$0.00	\$0.00	\$101.05	\$0.00	\$0.00	\$0.00	\$0.00	\$139.17	\$18,809.16
Incident Management & Safety Study	5.2	\$18,948.34	\$9,474.17		\$9,474.17	\$0.00			•	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9,474.17
Congestion Data Collection	5.3	\$289,796.66	\$144,898.33		\$244,898.33	\$0.00				\$0.00	\$0.00	\$39,910.71	\$36,579.77	\$33,546.97	\$0.00	\$38,286.23	\$43,938.31	\$193,223.87	\$51,674.46
Corridor Study	5.4	\$175,000.00	\$156,051.67		\$18,948.33	\$0.00			•	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$39.32	\$0.00	\$0.00	\$39.32	\$18,909.01
Traffic Counts	5.5 Tatala	\$18,948.34	\$9,474.17		\$9,474.17	\$0.00				\$0.00	\$0.00	\$692.74	\$154.44	\$0.00	\$0.00	\$0.00	\$0.00	\$847.18	\$8,626.99
	Totals	\$3,745,047.94	\$1,941,075.64		\$1,893,972.30	\$64,678.68	\$110,798.10	\$164,241.28	\$80,735.50	\$123,013.09	\$137,369.77	\$164,862.78	\$160,825.33	\$167,092.42	\$154,845.47	\$148,535.39	\$173,847.95	\$1,650,845.76	\$243,126.54
	UPWP		FY 2023	Adjusted	FY 2023 ADJUSTED	October	November		January	February	March	April	May	June	July	August	September	FY 2023	FY 2023
TASK NAME	TASK	UPWP Budget	Budget	Amount	BUDGET	2022	2022	December 2022	2023	2023	2023	2023	2023	2023	2023	2023	2023	TOTAL	BALANCE
MPO Administration	1.1	\$1,387,085.50	\$693,542.75	Amount	\$693,542.75	LULL	LULL	December 2022	2020	2020	2020	2020	2020	2020	2020	2020	2020	IOIAL	BALAITOL
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		\$63,689.98														
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		\$335,842.49														
Complete Streets Planning	3.4	\$0.00	\$90,000.00		\$90,000.00														
Resiliency Planning	3.5	\$0.00	\$325,000.00		\$325,000.00														
Performance-Base Planning	3.6	\$0.00	\$250,000.00		\$250,000.00														
Project Selection Criteria	4.1	\$37,896.66 \$304.773.38	\$18,948.33		\$18,948.33														
Bike And Pedestrian Truck Route & Freight Planning	4.2 4.3	\$304,773.28 \$37,896.66	\$152,386.64 \$18,948.33		\$152,386.64 \$18,948.33														
County Thoroughfare Plan	4.3	\$37,896.66 \$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		\$200,000.00														
Traffic Counts	5.5	\$18,948.34	\$9,474.17		\$9,474.17														
	Totals	\$3,745,047.94	\$2,468,972.30		\$2,850,023.97	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				\$0.00	\$0.00
							Amount we								Amount we				
			EV 6555 = -	Adjusted		% of adjust.	should've	B.**			FY 2023	Adjusted	-	% of adjust.	should've	Disc			
			FY 2022 Task		Total Spent	Budget spent	spent	Difference			Task	upwp	Total Spent	Budget spent	spent	Difference			
			1	\$907,165.75	\$934,195.37	102.98%	\$907,166	(\$27,030)			1	\$897,165.75	\$0.00	0.00%	\$0 \$0	\$0			
			2	\$224,750.79	\$180,485.52	80.30%	\$224,751	\$44,265			2	\$224,750.79	\$0.00	0.00%	\$0	\$0			
			3	\$154,389.15	\$149,725.06	96.98%	\$154,389	\$4,664			3	\$1,039,389.15	\$0.00	0.00%	\$0 \$0	\$0 \$0			
			4	\$305,923.28 \$301,743.33	\$188,994.84 \$194,249.54	61.78% 64.38%	\$305,923 \$301,743	\$116,928 \$107,494			4 5	\$305,923.28 \$382,795.00	\$0.00 \$0.00	0.00% 0.00%	\$0 \$0	\$0 \$0			
			3	φου1,74ο.οο	φ194,249.54	04.30%	φ301,743	Φ107,494			3	\$302,795.00	Φ0.00	0.00%	ΦΟ	ΦΟ			
			Totals	\$1,893,972.30	\$1,647,650.33	86.99%	\$1,893,972.30	\$246,321.97			Totals	\$2,850,023.97	\$0.00	0.00%	\$0.00	\$0.00			
			Totals	Ψ1,000,012.00	Ψ1,0-1,000.00	100.00%	Ψ1,000,012.00	ΨΣ-10,021.01			Totals	Ψ2,000,020.01	ψ0.00	0.00%	ψ0.00	ψ0.00			
														0.0070					
											Amount we								
										% of adjust.	should've								
							FY 22-23 Task	Adjusted UPWP	Total Spent	Budget spent	spent	Difference							
							1	\$1,804,331.50	\$934,195.37	51.78%	\$902,166	(\$32,030)							
							2	\$449,501.58	\$180,485.52	40.15%	\$224,751	\$44,265							
							3	\$1,193,778.30	\$149,725.06	12.54%	\$596,889	\$447,164							
							4	\$611,846.56	\$188,994.84	30.89%	\$305,923	\$116,928							
							5	\$684,538.33	\$194,249.54	28.38%	\$342,269	\$148,020							
											Ť - ,								
							Totals	\$4,743,996.27			\$2,371,998.14								

50.00%

Legislative Workshop Notes Hosted by the RGVMPO November 10, 2022, at 2pm

Legislative Tour, RGV Partnership

- Thursday, January 26th · Sunday, January 29th
- Tour to include visit to wind farms, port(s), SpaceX, dinner at the zoo (Sat.).
- City Chambers to coordinate meetings each city brings legislative agenda.
- Call the office for more information on the Legislative Tour agenda/itinerary.

RGV Days at the Capitol, RGV Partnership

- Tuesday, February 21st · Thursday, February 23rd
 - o Reception on Tuesday evening.
 - o Wednesday: Breakfast + lunch at hotel, photo opps, resolutions, reception at the Capitol.
 - o Thursday: cycle through key committees.
- Talk to your delegation.

Regional Perspectives

- New faces in Texas, likely to be changes to the membership of committees.
- State looking for projects to fund one time, that won't need more funding over time.
- Also looking for projects with 'local skin in the game' and regional significance.
- Broadband funding is new = state learning as they go for spending and guidance.
- Federal CARES and AARPA funding left over will be given rules on spending.
- Carbon Reduction Program (CRP) new formula funding for lowering carbon emissions.
 - o Recommend getting an economist to calculate how to lower emissions (dock & freight).
 - o Traffic modeling can look at delay time and carbon dioxide emissions from idle vehicles.

RGVMPO Perspectives

- At the MPO, Rudy monitors Texas Committee updates and hearings.
- RGV is the gateway to the nation, there are a lot of infrastructure needs.
- After the merger, it was expected that more funds would be available to the region.
 - o Census results pose an issue to seeing more funds become available.
- Prop 1 & 7 funds are only available for on-system projects.
 - o Strategize to modify rules so funds can be used like Category 7, on off-system projects.
- RGVMPO funds increased from \$595M to \$2.5B, but funds need to be spent.
 - o Recommended that Project Sponsors OBLIGATE the Category 7 funds available.
 - Staff to start presenting on the UTILIZATION of MPO funds to TAC and Policy.
 - o Cat 7 project status updates to be given similarly to Cat 9/TASA project status updates.
- Improving project READINESS will help get more funding to the RGV.

Addressing Safety Issues

- Resiliency = transportation + drainage infrastructure.
- Drainage is an opportunity to improve on-system and off-system hours.

Funding for Transportation

- SIB loans are available at low interest rates to help DEVELOP PROJECTS.
- Apply for all federal grant opportunities; TxDOT may support or apply for projects.
 - o MEGA & INFRA grant opportunities will be available through FY2026.
 - o Regional applications, with partnerships, are more competitive.
- Category 12/Transportation Commission Discretionary funds require 50% local match.
 - o Funds could be from the MPO, County, or Municipal government.
- Rider 11-B has \$10M a year, or \$20M for two years, but NEEDS MATCH.

General Notes

- Texas estimate = \$27B; aside from \$11B rainy-day fund.
- Might have to 'bust the spending cap' for property tax relief.
- Bills to start being filed next week (early November).
- Funding asks should be tight, clean, and clear.
- Unification in needs and wants = regional projects = Unity in regionalism.
- *IDEA*: Host a workshop on Legislative Strategy in January/February.

Projects Discussed

- MEGA grant was submitted by the HCRMA for IBTC funding, December 1st
- Port of Brownsville funding needed for docks and dredging (fill gap).
- Los Indios Bridge important for Harlingen and San Benito.
- Resaca City (San Benito) dredging channels to increase water capacity for power plants.
 - Due to drought, water being used has too much silt and increases the need for chemicals.
- Representatives to meet with Committees to work on:
 - o 365 Tollway: bid opening soon.
 - o Pharr-Reynosa Intl' Bridge Twin Span expansion: off-system.
 - o East Loop has issues with IBWC and FHWA.

TxDOT Perspective

- TxDOT has the authority to advance READY projects but need more developed projects.
- Currently seeing projects programmed for MANY years, which creates problems for funds.
- Shovel ready projects ensures the obligation of funds to prevent funds going to other TX regions.
- PRIORIZATION of 2024 UTP projects is needed. Obligate and utilize programmed funds.
- There are 6-7 locations identified for EV infrastructure for the next 2-3 years.
 - o In 5-10 years, there will be an additional 22 locations.
- TxDOT provides some project status updates:
 - o SH 68 has a gap in funding due to inflation costs. Should Let in 2025.
 - O US 83 = Starr County relief route.
 - o Parallel Corridor.
 - Ware Rd. received FONSI.
 - Expressway/I-69 connector = REGIONAL project.
 - o Military Hwy (FM281), in 7-10 years, to be 4-way divided highway for freight.

2023 Meeting Calendar

TAC		Policy	Possible Conflict
1/12/2023	VM	1/25/2023	
2/9/2023	IP	2/22/2023	RGV Days
3/9/2023	VM	3/29/2023	
4/13/2023	VM	4/26/2023	
5/11/2023	VM	5/31/2023	
6/8/2023	IP	6/28/2023	
7/13/2023	VM		No meeting schedule LRGVDC
8/10/2023	VM	8/30/2022	
9/14/2023	VM	9/27/2023	
10/12/2023	IP	10/25/2023	
11/9/2023	VM		No meeting schedule LRGVDC
12/14/2023	VM	12/13/2023	

VM Virtual meeting

IP In Person meeting

						DISTR	RICT FUND	6		STATEW	IDE FUND 6							
Let Date Co	Highway	CSJ	Description	Limits	Cat 1 Rehab		Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Overweight Corridor	DISTRICT NON- TRADITIONAL TOTALS	CAT 10 (RIDER 37	Cat 11 Safety	Overa	all Total
Construction						1					-				-			
Sep-22 CAM	FM 1421	0331-03-021, etc.	Seal Coat	SH 100 to FM 1732	\$ -	\$	251,540	\$ 251,540	\$ -	\$ -	\$ -	- \$ -	\$ -	\$ -	\$ -	\$ -	\$	251,54
WIL :	>FM 490	0860-02-013	Seal Coat	FM 88 to FM 1015 IH-69E	\$ -	\$	355,149	\$ 355,149	\$ -	\$ -	\$	- \$ -	\$ -	\$ -	\$ -	\$ -	\$	355,1
WIL	>FM 490	1430-01-028	Seal Coat	FM 1425 to Bus 77	\$ -	\$	229,049	\$ 229,049	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$	229,0
CAM	>FM 3462	3477-01-005	Seal Coat	SH 345 to FM 510	\$ -	\$	98,685	\$ 98,685	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$	98,6
WIL	>FM 491	0861-02-018	Seal Coat	Bus 77 FM 1425	\$ -	\$	206,684	\$ 206,684	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$	206,6
CAM	>FM 507	0873-02-015	Seal Coat	Willacy/Cameron CL to FM 508	\$ -	\$	189,568	\$ 189,568	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$	189,5
WIL	>FM 2629	2621-02-010	Seal Coat	FM 1425 to FM 506 .56 Miles East of FM 1425	\$ -	\$	80,254	\$ 80,254	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$	80,2
WIL :	>FM 2629	2621-03-011	Seal Coat	.56 Miles East of FM 1425 to FM 506	\$ -	\$	64,017	\$ 64,017	\$ -	\$ -	\$.	- \$ -	\$ -	\$ -	\$ -	\$ -	\$	64,0
CAM	>FM 2556	2529-01-024	Seal Coat	FM 506 to SH 107	\$ -	\$	16,531	\$ 16,531	\$ -	\$ -	\$.	- \$ -	\$ -	\$ -	\$ -	\$ -	\$	16,5
WIL	>FM 2099	1944-03-003	Seal Coat	FM 498 to FM 1018	\$ -	\$	132,754	\$ 132,754	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$	132,7
CAM	>BUS 83	0039-06-047	Seal Coat	Hidalgo/Cameron County Line to White Ranch Rd.	\$ -	\$	940,751	\$ 940,751	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$	940,7
CAM :	>BUS 77	0327-08-106	Seal Coat	IH-69E N Combes to LP 499	\$ -	\$	187,796	\$ 187,796	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$	187,7
WIL :	>IH-69E	0327-10-066	Seal Coat	0.03 Miles South of SH 186 to Conley Rd.	s -	\$	220,450	\$ 220,450	\$ -	\$ -	\$.	s -	\$ -	\$ -	\$ -	\$ -	\$	220,4
WIL :	>IH-69E	0327-10-067	Seal Coat	State Spur 56 to .03 Miles South of SH 186	s -	\$	231,933	\$ 231,933	\$ -	\$ -	\$.	s -	\$ -	\$ -	\$ -	\$ -	\$	231,93
BRK ;	>FM 3066	0696-02-002	Seal Coat	2.042 Mi West of US 281 to US 281	\$ -	\$	84,421	\$ 84,421	\$ -	\$ -	\$.	s -	\$ -	\$ -	\$ -	\$ -	\$	84,42
STR	>FM 490	1490-01-017	Seal Coat	FM 755 to Hidalgo CL	\$ -	\$	544,441	\$ 544,441	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$	544,4
BRK :	>FM 2191	1703-01-017	Seal Coat	SH 285 to FM 1418 to SH 285	\$ -	\$	238,216	\$ 238,216	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$	238,2
HID ;	>FM 2993	3046-01-006	Seal Coat	FM 1925 to SH 107	\$ -	\$	193,017	\$ 193,017	\$ -	\$ -	\$	- \$ -	\$ -	\$ -	\$ -	\$ -	\$	193,0
STR	>FM 2294	2151-01-014	Seal Coat	FM 2844 to FM 755 to FM 2844	\$ -	\$	206,205	\$ 206,205	\$ -	\$ -	\$.	- \$ -	\$ -	\$ -	\$ -	\$ -	\$	206,2
лн	>FM 649	0329-01-023	Seal Coat	SH 16 to FM 2687	\$ -	\$	289,074	\$ 289,074	\$ -	\$ -	\$.	- \$ -	\$ -	\$ -	\$ -	\$ -	\$	289,0
HID ;	>FM 1924	1802-01-045	Seal Coat	SH 107 to FM 494	\$ -	\$	371,599	\$ 371,599	\$ -	\$ -	\$.	- \$ -	\$ -	\$ -	\$ -	\$ -	\$	371,59
HID ;	>SH 107	0342-01-098	Seal Coat	FM 88 to FM 3071/FM 1015	\$ -	\$	146,997	\$ 146,997	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$	146,9
HID	>SH 107	0342-02-055	Seal Coat	FM 3017 to FM 1015	\$ -	\$	74,510	\$ 74,510	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	74,5
лн .	.FM 649	0329-04-009	Seal Coat	Webb CL to SH 16	\$ -	\$	554,363	\$ 554,363	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$	554,3
Sep-22 CAM	FM 506	0872-04-030, etc.	Rehabilitate Roadway	BUS 83 to FM 3067	\$ 10,063,946	\$	-	\$ 10,063,946	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10),063,9
CAM	>FM 800	1136-02-053	Rehabilitate Roadway	FM 1479 to FM 509	\$ 5,756,022	\$	-	\$ 5,756,022	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5	5,756,0
CAM	>FM 1479	1425-04-023	Rehabilitate Roadway	FM 800 to FM 675	\$ 4,696,138	\$	-	\$ 4,696,138	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4	4,696,1
.,					\$ 20,516,106		5,908,004			\$ -	\$				\$ -		\$ 26	
Nov-22 HID			Overlay	FM 2061 to 4th St.	\$ -	\$	1,550,353			\$ -	\$	- \$ -		\$ -	-		-	1,550,3
	>SH 495	0865-01-113	Overlay	FM 1926 to FM 3362	\$ -	\$	1,278,497			\$ -	\$			\$ -	-			1,278,4
	>SH 48	0220-07-063	Overlay	FM 511 to SH 550	\$ -	\$	520,072			\$ -	\$ -	- \$ -	\$ -	\$ -	-	\$ -		520,0
	FM 492		Replace Bridge & Reconstruct Approaches	.25 Mi N of BUS 83 @ Edinburg Main Canal	\$ -	\$	-	\$ -	\$ 1,233,063		\$	\$ 1,233,063		\$ -	\$ -	\$ -		1,233,00
CAM	>FM 732	1057-02-031	Replace Bridge & Reconstruct Approaches	2.0 Mi NE of US 281 @ Drainage Ditch	- \$	\$	-	\$ -	\$ 675,000	\$ -	\$	\$ 675,000	\$ -	\$ -	-	-	\$	675,00

						DISTRICT	f FUND (6		STATEW	IDE FUND 6						
Let Date Co	Highway	CSJ	Description	Limits	Cat 1 Rehab	Cat PM		DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Overweight Corridor	DISTRICT NON- TRADITIONAL TOTALS	CAT 10 (RIDER 37	Cat 11 Safety	Overall Total
Dec-22 HID	CS - Charles Green	0921-02-331	Replace Bridge and Repair Approaches	CR 342 (Charles Green) to Over Irrigation Canal	\$ -	\$	-	\$ -	\$ 482,475	\$ -	\$ -	\$ 482,475	\$ -	\$ -	\$ -	\$ -	\$ 482,47
CAM	>CS - Teege Rd.	0921-06-302, etc.	Replace Bridge & Reconstruct Approaches	On Teege Rd., 0.30 Mi W of JCT IH-69E	\$ -	\$	-	\$ -	\$ 516,938	\$ -	\$.	\$ 516,938	\$ -	\$ -	\$ -	\$ -	\$ 516,93
HID	>CS - Doolittle Rd.	0921-02-387	Replace Bridge & Reconstruct Approaches	1.71 Mi N of FM 1925 @ North Main Ditch, STR #: A	\$ -	\$	-	\$ -	\$ 1,438,800	\$ -	\$ -	\$ 1,438,800	\$ -	\$ -	\$ -	\$ -	\$ 1,438,80
						\$	Ť		\$ 2,438,213		\$	\$ 2,438,213			\$ -		\$ 2,438,21
	Bus 77	0039-12-259	Overlay	South LP 499 to IH-69E South	\$ -		144,736			\$ -	\$	\$ -		\$ -	\$ -		\$ 4,144,73
	>SS 206	1425-03-066	Overlay		\$ -		749,236			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 749,23
CAM	>SS 206	1425-03-067	Overlay	Bus 77 to SL 499	\$ -	\$ 8	876,936	\$ 876,936	\$ -	\$ -	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 876,93
CAM	>SS 206	1425-03-072	Overlay	IH-69E to Commerce St.	\$ -	\$ 1,1	175,446	\$ 1,175,446	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,175,44
CAM	CS - Owens Rd.	0921-06-306, etc.	Replace Bridge & Reconstruct Approaches	0.10 Mi South of SH 4 @ Resaca De La Guerra, STR #: C014-10-001	<u> </u>			\$ -	\$ 482,475		\$ -	\$ 482,475		\$ -	<u> </u>	\$ -	\$ 482,47
E-1- 22	NO PROJECTS				\$ -	\$ 6, \$	5,946,354	\$ 6,946,354	\$ 482,475	\$ -	\$	\$ 482,475	\$ -	\$ -	\$ -	\$ - \$ -	\$ 7,428,82
Feb-23	NO PROJECTS				<u> </u>	\$	-		\$ -	\$ -	\$		\$ -		<u> </u>		\$
Mar-23	NO PROJECTS				\$ -	\$	- [\$ -	s -	\$ -	\$.	\$ -	\$ -	\$ -	s -	\$ -	\$
					\$ -	\$	- [\$ -	\$ -	\$ -	\$	- \$ -	\$ -	s -	\$ -	\$ -	\$
Apr-23 CAM	SH 107	0342-03-037	Rehabilitate Existing Roadway	<u> </u>	\$ 4,369,645			\$ 4,369,645		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 4,369,64
May-23	NO PROJECTS				\$ 4,369,645 \$ -	\$	<u> </u>	\$ 4,369,645		\$ -	\$	- \$ - · \$ -	\$ - \$ -		\$ - \$ -	\$ -	\$ 4,369,64
Way-23	NOTROJECIS				\$ -	\$				\$ -	\$	- \$ -		s -	\$ -	\$ -	\$
Jun-23	NO PROJECTS				\$ -	\$	- 1	\$ -	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	s -	\$ -	\$
					\$ -	\$	-	\$ -	\$ -	\$ -	\$	- \$ -	\$ -	s -	\$ -	\$ -	\$
Jul-23 CAM	SH 4	1504-01-037	Rehabilitate Existing Roadway	IH-69E to SH 48	\$ -	\$		\$ -	\$ -	\$ -	\$.	\$ -	\$ 13,648,184	\$ 13,648,184	\$ -	\$ -	\$ 13,648,18
HID	Cesar Chavez Rd.	0921-02-484, etc.	Install Intersection Flashing Beacon	At Ridge Rd	\$ -	\$		\$ -	\$ -	\$ 56,498	\$.	\$ 56,498	\$ -	\$ -	\$ -	\$ -	\$ 56,49
HID	>Mile 4 W. Rd.	0921-02-487	Install Intersection Flashing Beacon	At Mile 16 N. Rd	\$ -	\$		\$ -	\$ -	\$ 56,498	\$.	\$ 56,498	\$ -	\$ -	\$ -	\$ -	\$ 56,49
HID	>Mile 6 W. Rd.	0921-02-488	Install Intersection Flashing Beacon	At Mile 12 N Rd	\$ -	\$		\$ -	\$ -	\$ 56,498	\$.	\$ 56,498	\$ -	\$ -	\$ -	\$ -	\$ 56,49
HID	>M Rd.	0921-02-489	Install Intersection Flashing Beacon	At Mile 17 1/2 N Rd	\$ -	\$	-	\$ -	\$ -	\$ 56,498	\$	\$ 56,498	\$ -	\$ -		-	\$ 56,49
HID	>Ramseyer Rd.	0921-02-490	Install Intersection Flashing Beacon	At Kenyon Rd	\$ -	\$	-	\$ -	\$ -	\$ 56,498	\$	\$ 56,498	\$ -	\$ -		-	\$ 56,49
HID	>Texan Rd.	0921-02-486	Install Intersection Flashing Beacon	At 4 Mi Line Rd	\$ -	\$	-	\$ -	\$ -	\$ 56,498	\$ -	\$ 56,498	\$ -	\$ -	\$ -	\$ -	\$ 56,49
HID	>Texan Rd.	0921-02-485	Install Intersection Flashing Beacon	At 8 Mi Line Rd	s -	\$	-	\$ -	\$ -	\$ 56,498	\$.	\$ 56,498	\$ -	\$ -	s -	\$ -	\$ 56,49
CAM	US 281	0220-04-059, etc.	Install Traffic Signal	At Calle Pluton / Capt. Basler	s -	\$	-	\$ -	\$ -	\$ 256,274	\$.	\$ 256,274	\$ -	\$ -	s -	\$ -	\$ 256,27
CAM	>FM 1419	1426-01-057	Install Traffic Signal	@ FM 511	\$ -	\$	-	\$ -	\$ -	\$ 227,305	\$.	\$ 227,305	\$ -	\$ -	s -	\$ -	\$ 227,30
CAM	>FM 1847	1801-01-059	Install Traffic Signal	@ Main St.	\$ -	\$	-	\$ -	\$ -	\$ 227,305	\$.	\$ 227,305	\$ -	\$ -	\$ -	\$ -	\$ 227,30
HID	>FM 1925	1803-02-049	Install Traffic Signal	@ M Rd./Gwin Rd.	\$ -	\$	-	s -	\$ -	\$ 434,024	\$.	\$ 434,024	\$ -	\$ -	\$ -	\$ -	\$ 434,02
HID	FM 1425	1428-01-027, etc.	Rehabilitate Roadway	SH 107 to IH-2	\$ 9,410,102	\$	-	\$ 9,410,102	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,410,10
HID	>FM 1425	1428-01-028	Rehabilitate Roadway	IH-2 to Bus 83	\$ 944,742	\$	-	\$ 944,742	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 944,74
HID	>FM 1425	1428-01-033	Widen Paved Shoulder (to 5 ft. or less)	SH 107 to Miles 12 N Rd.	\$ -	\$	-	\$ -	\$ -	\$ 4,606,316	\$ -	\$ 4,606,316	\$ -	\$ -	\$ -	\$ -	\$ 4,606,31
HID	>Freddy Gonzalez Dr		Install Traffic Signal	0.1 Miles West of Mon Mack Rd. to 0.1 Miles East of	\$ -	\$			\$ -	\$ 189,422		\$ 189,422		\$ -	\$ -	\$ -	\$ 189,42
	•	0921-02-500	, and the second		\$ 10,354,844	1		\$ 10,354,844		\$ 6,336,132		\$ 6,336,132					\$ 30,339,16
Aug-23 CAM	SH 48	0220-07-068	Median Barrier Installation	2.56 Miles South of SH 100 to 1.76 Miles South of SH 100	\$ -	\$		\$ -	\$ -	\$ 276,948	\$	\$ 276,948	\$ -	\$ -	-	\$ -	\$ 276,94

				R INTERNAL TXDOT PHARR DI			ICT FUND	<u></u>			STATEWI	DE FUND 6							
Let Date Co	Highway	CSJ	Description	Limits	Cat 1 Rehab		Cat 1 PM	DISTRICT Cat	Cat 6/RGS	;	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Overweight Corridor	DISTRICT NON- TRADITIONAL TOTALS	CAT 10 (RIDER 37	Cat 11 Safety	Ove	verall Total
HID]	IH-69C	0255-07-148	Median Barrier Installation	0.29 Miles South of FM 490 Overpass to FM 490 Overpass	\$	- \$	-	\$ -	\$	- \$	106,760	\$ -	\$ 106,760	\$ -	\$ -	\$ -	\$ -	- \$	106,760
CAM	Dixieland Rd.	0921-06-356	Install Safety Lighting	Garret Rd. to FM 1479	\$	- \$	-	\$ -	\$	- \$	469,640	\$ -	\$ 469,640	\$ -	\$ -	\$ -	\$	- \$	469,640
HID	Mile 2 Rd.	0921-02-508	Install Advanced Warning Signs & Safety Lig	Minnesota Ka.	\$	- \$	-	\$ -	\$	- \$	136,457	\$ -	\$ 136,457	\$ -	\$ -	\$ -	\$	- \$	136,457
HID	FM 1924	1802-01-046	Install Traffic Signal	0.1 Miles West of Schuerbach Rd. to 0.1 Miles East of Schuerbach Rd.	\$	- \$	-	\$ -	\$	- \$	370,836	\$ -	\$ 370,836	\$ -	\$ -	\$ -	\$ -	- \$	370,836
HID	Mile 3 Rd	0921-02-509	Install Advanced Warning Signs & Safety Lig	0.1 Miles West of Western Rd. to 0.1 Miles East of Western Rd.	\$	- \$	-	\$ -	\$	- \$	136,457	\$ -	\$ 136,457	\$ -	\$ -	\$ -	\$ -	- \$	136,457
HID	FM 2221	0669-03-030	Install Traffic Signal	0.1 Miles West of Abram Rd. to 0.1 Miles East of Abram Rd.	\$	- \$	-	\$ -	\$	- \$	180,869	\$ -	\$ 180,869	\$ -	\$ -	s -	\$	- \$	180,869
HID	FM 2221	0669-03-029	Install Advanced Warning Signs & Safety Lig	0.1 Miles West of Queen Palm Dr. to 0.1 Miles East of Queen Palm Dr.	\$	- \$	-	\$ -	\$	- \$	82,238	\$ -	\$ 82,238	\$ -	\$ -	\$ -	\$	- \$	82,238
STR]	FM 755	1103-05-002	Install Traffic Signal	0.1 Miles North NE of Flores St. to 0.1 Miles SW of F	\$	- \$	-	\$ -	\$	- \$	238,594	\$ -	\$ 238,594	\$ -	\$ -	\$ -	\$	- \$	238,594
HID	FM 492	0862-01-066	Install Traffic Signal	0.1 Miles West of Mile 6 Rd. to 0.1 Miles East of Mile 6 Rd.	\$	- \$	-	\$ -	\$	- \$	196,701	\$ -	\$ 196,701	\$ -	\$ -	\$ -	\$	- \$	196,701
HID]	FM 681	0669-01-066	Install Traffic Signal	0.1 Miles West of Inspiration Rd. to 0.1 Miles East of	\$	- \$	-	\$ -	\$	- \$	287,219	\$ -	\$ 287,219	\$ -	\$ -	\$ -	\$ -	- \$	287,219
HID]	FM 2128	2450-01-026	Install Traffic Signal	0.1 Miles West of Terry Rd, to 0.1 Miles East of Terry	\$	- \$	-	\$ -	\$	- \$	278,322	\$ -	\$ 278,322	\$ -	\$ -	\$ -	\$ -	- \$	278,322
HID]	FM 2812	2831-01-016	Add Left Turn Lane	0.1 Miles East of Jackpot Blvd.	\$	- \$	-	\$ -	\$	- \$	472,173	\$ -	\$ 472,173	\$ -	\$ -	\$ -	\$ -	- \$	472,173
CAM]	IH-69E	0039-07-260, etc	Installation of Rumble Strips	FM 732 to .05 Miles South of Bus 77	\$	- \$	-	\$ -	\$	- \$	-	\$ -	\$ -	s -	\$ -	s -	\$ 55,080	\$	55,080
HID	SH 186	0433-01-031	Installation of Rumble Strips	US 281 to Hidalgo/Willacy County Line	\$	- \$	-	\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 281,173	\$	281,173
CAM]	IH-69E	0039-08-105	Installation of Rumble Strips	.05 Miles South of BUS 77 to 0.6 Miles North of FM	\$	- \$	-	\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 653,334	4 \$	653,334
CAM]	IH-69E	0039-09-064	Installation of Rumble Strips	0.6 Miles North of FM 3248 to FM 3248	\$	- \$	-	\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38,601	\$	38,601
					\$	- \$			\$	- \$	3,233,214		\$ 3,233,214			\$ -	\$ 1,028,188	\$	4,261,402
1	>FM 1015	1228-03-051	Rehabilitate Roadway	IH-2 to 2.584 Miles South of IH-2	\$	- \$	-	\$ -	\$	- \$	-	\$ 7,500,000	\$ 7,500,000	\$ -	\$ -	\$ -	\$	- \$	7,500,000
HID	FM 1015	1228-03-050, etc.	Rehabilitate Roadway	Mile 9 to IH-2	\$	- \$	-	\$ -	\$	- \$	-	\$ 4,375,000	\$ 4,375,000	\$ -	\$ -	\$ -	\$	- \$	4,375,000
HID	SH 107	0342-01-093	Operational Improvements & Rehabilitation	@ Bus 281	\$ 710,310	\$	-	\$ 710,310	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- \$	710,310
CAM	FM 511	0684-01-073, etc.	Seal Coat	Old Port Isabel Rd. to Charmaine Lane	\$	- \$	113,275	\$ 113,275	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- \$	113,275
CAM ;	>BU 77X	0039-12-263	Seal Coat	FM 732 to IH-69E	\$	- \$	115,925	\$ 115,925	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- \$	115,925
CAM	>BU 77W	0327-11-002	Seal Coat	Willacy/Cameron County Line to IH-69E	\$	- \$	45,190	\$ 45,190	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- \$	45,190
CAM :	>FM 106	0630-02-043	Seal Coat	FM 1595 to SH 345	\$	- \$	223,340	\$ 223,340	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- \$	223,340
CAM	>FM 106	0630-03-027	Seal Coat	SH 345 to FM 2925	\$	- \$	80,830	\$ 80,830	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- \$	80,830
CAM	>IH 169	0684-01-074	Seal Coat	IH 69E to Old Alice Rd.	\$	- \$	153,940	\$ 153,940	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- \$	153,940
CAM :	>SH 550	0684-01-075	Seal Coat	Old Alice Rd. to Old Port Isabel Rd.	\$	- \$	693,552	\$ 693,552	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- \$	693,552
CAM ;	>FM 800	1136-02-057	Seal Coat	FM 509 to FM 2520	\$	- \$	101,862	\$ 101,862	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- \$	101,862
CAM	>FM 106	1138-01-042	Seal Coat	FM 2925 to FM 803	\$	- \$	63,187	\$ 63,187	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- \$	63,187
CAM	>FM 106	1425-03-073	Seal Coat	SL 499 to FM 1595	\$	- \$	380,244	\$ 380,244	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- \$	380,244
CAM	>FM 106	2243-01-016	Seal Coat	FM 803 to FM 1847	\$	- \$	96,835	\$ 96,835	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	- \$	96,835
HID	IH 2	0039-18-123, etc.	Seal Coat	FM 2557 FM 1423	\$	- \$	553,511	\$ 553,511	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- \$	553,511
HID	>IH 2	0039-17-207	Seal Coat	FM 1426 to FM 2557	\$	- \$	87,684	\$ 87,684	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	-	\$	- \$	87,684
HID	>FM 491	0861-01-067	Seal Coat	MILE 10 N to IH-2	\$	- \$	246,740	\$ 246,740	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- \$	246,740
HID ;	>FM 493	0863-03-037	Seal Coat	FM 2812 to FM 1925	\$	- \$	188,843	\$ 188,843	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- \$	188,843
STR	>FM 1017	1227-03-014	Seal Coat	FM 755 to Hidalgo/Starr County Line	\$	- \$	495,664	\$ 495,664	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$	- \$	495,664

						DISTRICT FU	ND 6			STA	TEWIDE	E FUND 6						
Let Da	e Co Highway	CSJ	Description	Limits	Cat 1 Rehab	Cat 1 PM	D	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT	8	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Overweight Corridor	DISTRICT NON- TRADITIONAL TOTALS	31	Cat 11 Safety	Overall Total
	ню >FM 2061	1939-01-065	Seal Coat	FM 1925 to SH 107	\$ -	\$ 229,	169 \$	\$ 229,169	\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 229,169
	HID >FM 1425	3343-04-015	Seal Coat	FM 2629 to SH 107	\$ -	\$ 290,7	765	\$ 290,765	\$ -	\$	- \$	-	\$ -	s -	\$ -	\$ -	\$ -	\$ 290,765
	ніD >FM 162	3617-01-002	Seal Coat	IH 69C to 0.25 Miles East of Vickburg Dr.	\$ -	\$ 76,5	506	\$ 76,506	\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,506
	CAM R&S - FM 510	1057-03-045	Rehabilitate Roadway	FM 3462 to FM 1847	\$ 15,866,766	\$	- \$	\$ 15,866,766	\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,866,766
					\$ 16,577,076	\$ 4,237,	062 \$	20,814,138	\$ -	\$	- \$	11,875,000	\$ 11,875,000	\$ -	s -	\$ -	\$ -	\$ 32,689,138
Oct-23	HID >On Mile 5 (Bridge)	1064-01-046	Replace Bridge	@ Edinburg Main Canal STR #: K00011001	\$ -	\$	- \$	5 -	\$ 671,650	\$	- \$	-	\$ 671,650	\$ -	s -			\$ 671,650
					\$ -	\$	- \$	\$ -	\$ 671,650	\$	- \$	-	\$ 671,650	\$ -	\$ -	\$ -	\$ -	\$ 671,650
Nov-2	HID R&S - IH-69C - Frontag	e I 0255-08-111, etc	e. Overlay	Trenton Rd. to SH 107	\$ -	\$ 1,641,	267 \$	1,641,267	\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,641,267
	HID R&S ->SH 495	0865-01-116	Overlay	FM 1426 to FM 907	\$ -	\$ 1,319,	065 \$	1,319,065	\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,319,065
					\$ -	\$ 2,960,	332 \$	2,960,332	\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,960,332
					\$ 51,817,671	\$ 23,400,0	574 \$	\$ 75,218,345	\$ 5,500,401	\$ 9,56	9,346 \$	11,875,000	\$ 26,944,747	\$ 13,648,184	\$ 13,648,184	\$ -	\$ 1,028,188	\$ 116,839,464

December 08, 2022

TxDOT Monthly Letting Update

(Projects within Rio Grande Valley MPO Area)

PROJECTS TO BE LET IN September 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – On Taylor Rd. 0921-02-327	HID	BUS 83 to I-2 (BUS 83)	Widen to 4 Lane Divided Roadway	\$6,246,255 / \$0.00	CAT 3 & 7 (CRRSAA)

PROJECTS TO BE LET IN October 2022

	1	1	TO BE ELI IN October 2		
Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-Port Rd 0921-06-352	CAM	SH 100 to Industrial Drive	Rehabilitate Port Road	\$2,468,608 / \$0.00	Rider 37
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
LL - FM 1926 1804-01-072	HID	@SS 115 (23rd St) & Jackson Ave	Addition of North & South Bound Center Turn Lanes	\$116,619 / \$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	\$77,959 / \$0.00	CAT 7

NO PROJECTS TO BE LET IN November 2022

PROJECTS TO BE LET IN December 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Liberty Blvd 0921-02-194	HID	US 83 to Mile 3	Construct Liberty Blvd, in Peñitas, 4 Lane with Left Turn Lane	\$10,953,888 / \$0.00	CAT 3, 7 & 12

NO PROJECTS TO BE LET IN January 2023

Disclaimer: Work in Progress and Subject to Change (FY 2023 might have projects moving around as we continue moving forward)

PROJECTS TO BE LET IN February 2023

Hwy	СО	Limits	Description	Estimate / Low Bid	Funding Categories
IH-69E 0039-07-257	CAM	Industrial Blvd to Loop 499 (Primera Rd)	North Bound & South Bound Ramp Reversal	\$2,813,726 / \$0.00	CAT 2
FM 676 (5 Mile) 1064-01-032	76 (5 Mile) HID SH 364 (La H		Widen to 4 Lane Divided	\$16,149,113 / \$0.00	CAT 2

NO PROJECTS TO BE LET IN March, April, May, June & July 2023

PROJECTS TO BE LET IN August 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
Los Indios Int'l Bridge BSIF 0921-06-359	CAM	@ Los Indios Int'l Bridge GSA Facility	Construct Border Safety Inspection Facility (BSIF)	\$3,465,955 / \$0.00	CAT 10
FM 508 0342-04-037	CAM	IH-69E Frontage to 0.20 Miles East of IH-69E	Widen Road – Add Lanes	\$330,657 / \$0.00	CAT 3

PROJECTS TO BE LET IN September 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – FM 509 Extension 0921-06-254	CAM	FM 508 to FM 1599	Construct 2 Lane Rural Roadway	\$7,000,001 / \$0.00	CAT 2
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 3 & 9
LL-Bicentennial Hike & Bike & Wisconsin Rd 0921-02-431	HID	Within the Cities of Edinburg & McAllen	Jackson Hike & Bike (Phase II)	\$1,541,992 / \$0.00	CAT 3 & 9
Resaca De Las Palmas State Park 0921-06-269	CAM	Within the World Birding Center @ Resaca De Las Palmas State Park	Resurface Roads and Raise Grade	\$250,000 / \$0.00	CAT 10

December 08, 2022

PROJECTS TO BE LET IN October 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
FM 676 1064-01-043, etc	HID	Taylor Rd to FM 2220	Widen to 4 Lane With Left Turn Lane	\$8,235,607 / \$0.00	CAT 7 & 11

NO PROJECTS TO BE LET IN November 2023

PROJECTS TO BE LET IN December 2023

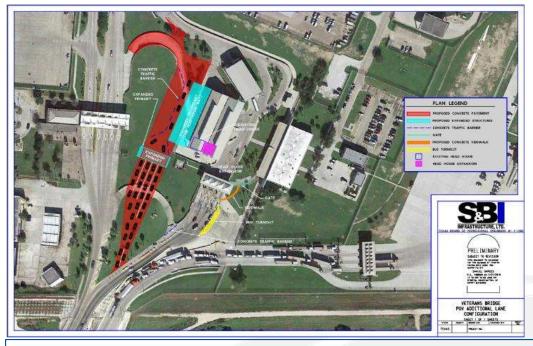
Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Brownsville / Los Fresnos Hike & Bike Trail 0921-06-322, etc	CAM	2.0 Miles North of FM 511 / FM 1847 Intersection Along Canal, .7 Miles East, .38 Miles North, .3 Miles West	Construct 10' Hike & Bike Trail between Brownsville and Los Fresnos	\$806,213 / \$0.00	CAT 3 & 9
LL – Brownsville / Los Fresnos Hike & Bike – Phase II 0921-06-324	CAM	Phase I Terminus, 1 Mile North, .38 Miles West, .1 Mile North	Construct 10' Hike & Bike Trail	\$662,370 / \$0.00	CAT 3 & 9

Cameron County Technical Advisory Committee Meeting December 08, 2022





Veterans POV Expansion CSJ: 0921-06-313



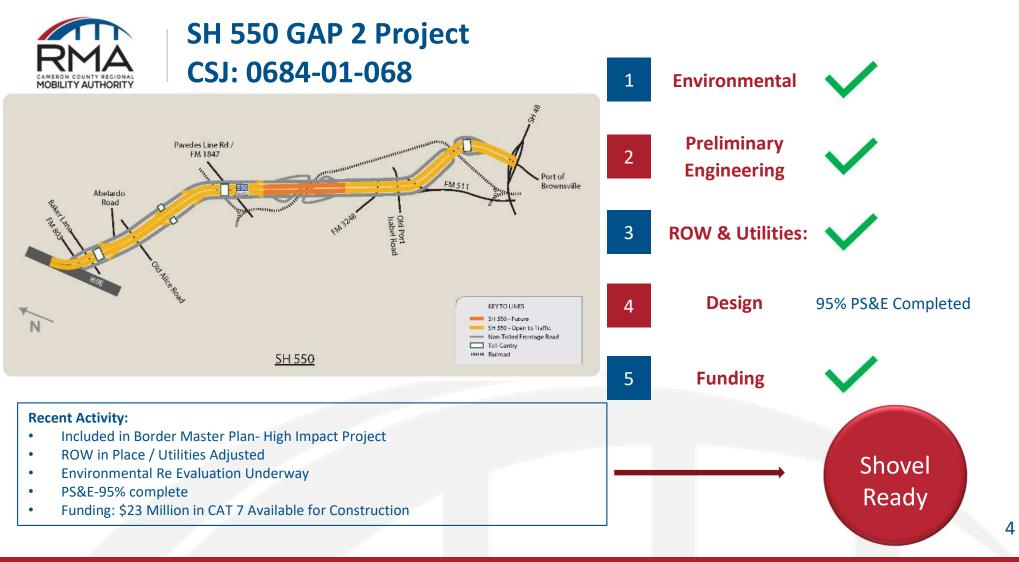
- 1 Environmental V
- Preliminary
 Engineering
- 3 ROW & Utilities:
- 4 Design
- 5 Funding

/

Recent Activity:

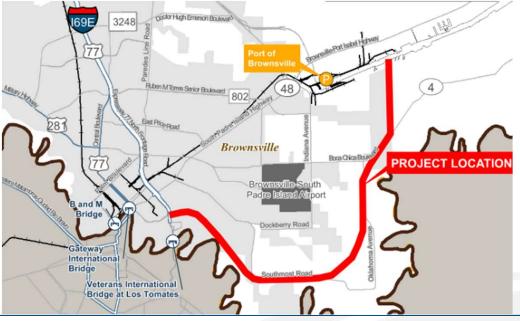
Under Construction-15% Complete

Under Construction





East Loop CSJ: 0921-06-315



- 1 Environmental 80% complete
- 2 Preliminary Engineering

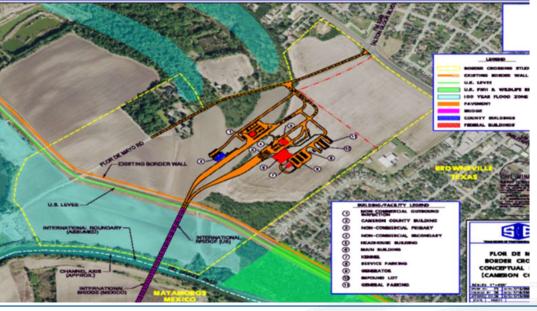


- 3 ROW & Utilities: In Process
- Design 60%
- 5 **Funding** Partially Funded

- Included in Border Master Plan- High Impact Project
- USFWS Land Swap Agreement FONSI Issued
- Environmental Documents are 80% complete
- 60% PS&E Complete
- CCRMA is Proceeding with 100% Local Funding for Preliminary Engineering to Expedite
- Funding: \$20 Million available in CAT 7 Funds, \$6 Million available in other Categories



Flor De Mayo Bridge CSJ: TBD



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

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



Free Trade Bridge



Recent Activity:

- CBP/GSA Final DAA Underway
- Design is 100% Complete
- Utilizing Local funds
- Letting January 2023
- Funding: \$1.5 Million Available



Preliminary Engineering

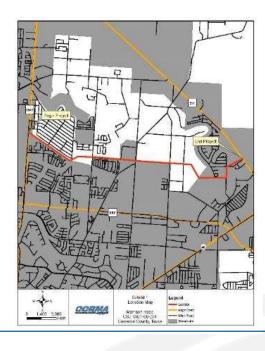
3 ROW & Utilities:

4 Design

5 Funding



Morrison Road CSJ: 0921-06-291



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

- Included in Border Master Plan- High Impact Project
- Environmental and Schematic are under development
- Preliminary Coordination with City and Drainage / District Underway
- Functional Classification under review by FHWA
- Funding: \$16 Million Available in CAT 7 Funds



Old Alice Rd CSJ: 0921-06-290



- 1 Environmental 95% Complete
- Preliminary Engineering



- 3 ROW & Utilities:
- 4 Design
- **/**
- 5 Funding



- Included in Border Master Plan- Medium Impact Project
- 100% PS&E complete
- Virtual Public Meeting Held August 11, 2020
- ROW 100% in place, Utilities to be Adjusted
- Funding: \$20 Million Available in CAT 7 Funds



FM 509 CSJ: 0921-06-254



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



- Included in Border Master Plan- Medium Impact Project
- Transportation Commission Approved On-System Minute Order May 2021
- Functional Classification under review by FHWA
- CCRMA will utilize 100% Local Funds for Preliminary Engineering to expedite
- Funding: \$7.5 Million Available in CAT 2 Funds



Dana Road CSJ: 0921-06-330

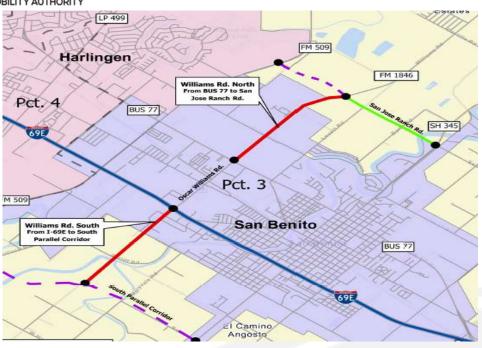


- 1 Environmental Pending
- Preliminary
 Engineering Underway
- 3 ROW & Utilities:
- 4 **Design** Pending
 - 5 Funding

- ILA with City of Brownsville approved to add Dana Road Bridge Rehabilitation to project.
- New EDC Rates-Savings of \$1.4M
- Schematic 40%
- Funding: \$16 Million Available in CAT 7 for Construction



FM 1846-Williams Road



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

- ILA with City of San Benito and Cameron County approved
- Design Survey Underway
- RGVMPO Coordination for 2024 UTP
- Traffic/ H&H Underway
- Design Alternative Analysis Underway



SPI 2nd Access CSJ: TBD

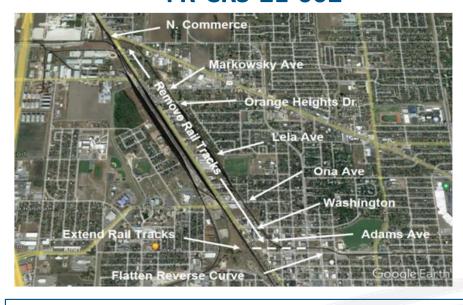


- 1 Environmental Underway
- Preliminary
 Engineering Underway
- 3 ROW & Utilities: Pending
- 4 **Design** Pending
- 5 **Funding** Pending

- Included in Border Master Plan- Medium Impact Project
- Recently redesignated to a Non-Tolled project development strategy
- Using Local Funds to Complete Environmental Phase

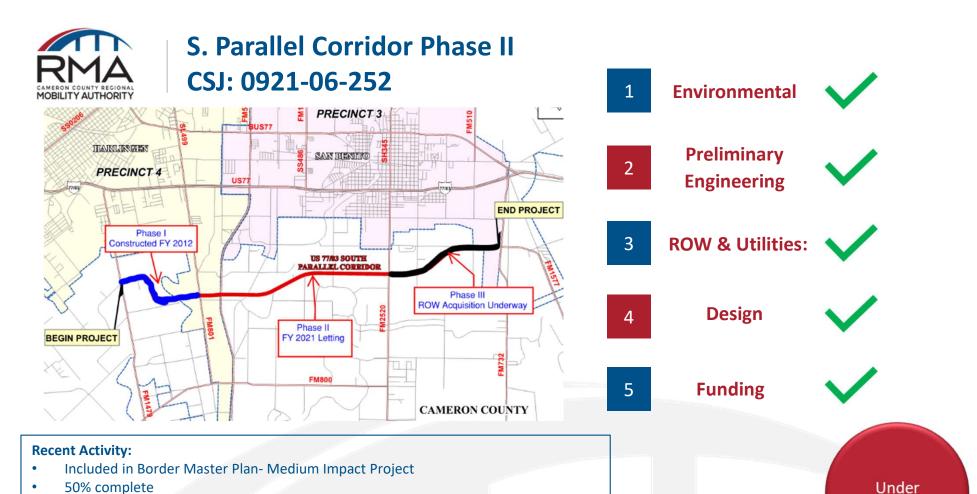


Harlingen Rail Improvements Project FR-CRS-21-002



- Partnership between: CCRMA, Cameron County, and City of Harlingen
- Project Scope: Eliminate certain railroad-street crossings
- Limits: N. Commerce street S. of US 77 Sunshine to Adams Avenue
- Using Federal & Local funds to complete Environmental Phase
- Using Federal & Local funds to complete Design
- Funding: \$5.6 Million Available for Construction

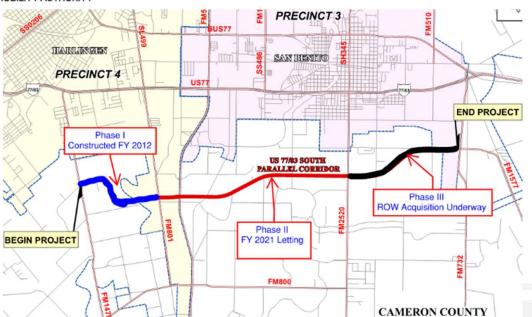
- 1 Environmental Pending
- Preliminary
 Pending
 Engineering
- 3 ROW & Utilities:
- 4 Design Pending
 - 5 Funding



Construction



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



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

- 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
- Funding: \$3 Million Available for Construction in Rider 11b



US 281 Connector

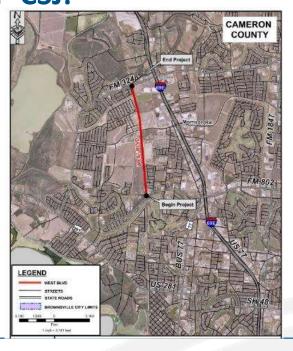


- 1 Environmental Pending
- Preliminary
 Engineering Pending
- 3 ROW & Utilities: Pending
- Design Pending
- 5 Funding Pending

- 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



West Blvd – Roadway CSJ:



- 1 Environmental Underway
- Preliminary
 Engineering Underway
- 3 ROW & Utilities:
- 4 **Design** 95%
- 5 Funding

Recent Activity:

- Preliminary Engineering is being completed with 100% Local Funds
- Functional Classification under development
- Environmental Documents Under Development In-House (CCRMA)
- ROW is in place
- PS&E-95% complete
- Funding: \$6.5 Million Available in CAT 12 Funds

18



Whipple Road **CSJ: 0921-06-292**



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

- Construction 100% Funded in 2021 UTP Letting 2029
- DCC held on September 14, 2020
- Schematics at 90%
- Environmental at 75%
- Funding: \$4.5 Million Available in CAT 7 Funds



FM 1847 CSJ: 0921-06-325



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

- Revised limits: Resaca Retreat Dr. to First St.
- Schematics at 90%
- Environmentally Cleared (CE) 8/16/2022
- PS&E at 60%
- Funding: \$390,000 Available for Construction

U.S. 77 – 169E Plan

MOBILITY AUTHORIT	Project Funding Status	# CSJ	HWY	Current XS	2 Limits	Description	COST (M)	COST ³	MILES	FUNDING STATUS ⁵	LET YEAR
Jane 1	15. Silver 15.	0327-02-055	US 77	4D*	KENEDY/KLEBERG COUNTY LINE to 0.71 MILES N. OF LA PAR- RA AVE.	Interstate Designation	\$23.3	\$28.0	TBD	Unfunded	2025
[2]	Including 2021 UTP	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
	Funded	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
[77]	Partially Funded	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
.0	Unfunded	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
Kenei	I-69 System Status	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
	Interstate Designation Interstate Designation Pending	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
		2 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	\$28.0 TBD Unfunded \$80.3 7.1 Full \$72.5 12.5 Full \$101.5 9.6 Full \$130.0 11.6 Partial \$29.4 3.5 Unfunded	2018		
10	Future I-69	3 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
12	1	5 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	9 Full	2022
) wi	llacy Tot	al					\$1,085.2	\$1,302.3	103.8	3	
				I	ncluded in Border	Master Plar	ı				



U.S. 77 - I69E Plan Fully Funded by TxDOT - 2021 UTP



#	CSJ	HWY	Current XS2	Limits	Description	EST CONST	EST TOTAL	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 InfoSend (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: \$5 Million
- SUBSTANTIAL COMPLETION: JANUARY 2023

Cameron County Parks

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

Cameron County Parks Warehouse

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

Isla Blanca Toll Booths

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

Isla Blanca Park Parking Lot 10 Expansion

- Construction of the Isla Blanca Park Parking Lot 10 Expansion
- 220 Parking Spaces
- Construction Cost: \$574,800
- COMPLETED
- Beach Access 3
- Construction of toll booths for Cameron County Beach Access#3
- Estimated project cost: \$0.3 Million

Mountain Bike Trail

- Enhancements to existing mountain bike trail at the Pedro "Pete" Benavides County Park, Cameron County Texas
- Estimated project cost: \$0.5 Million

Pedro "Pete" Benavides Basketball Court Pavilion

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



CCRMA Project Executive Summary

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

Shovel Ready Projects

- SH 550 Gap II
 - \$21 M
- Old Alice Road
 - \$ 17.75 M
- West Rail Blvd.
 - \$7.5 M

\$50 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 Blvd.
 - \$7.5 M
- Misc. Projects

\$180 Million in Locally Developed Shovel Ready Projects.

Projects In Development

- US 77 / 169E
 - \$300M
- SPI 2nd access
 - \$500M
- Outer Parkway
 - \$200M
- Flor de Mayo International Bridge
 - \$40M
- I69 Connector
 - \$160M
- US 281 Connector
 - \$140M

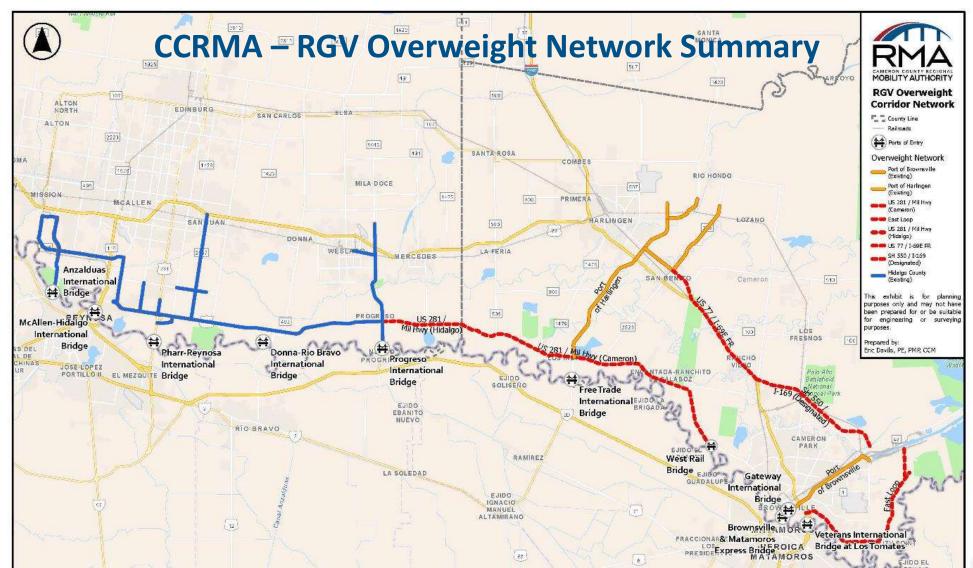
\$1.34 Billion Planning Phase

14 CCRMA Projects Currently included in the TxDOT Border Master Plan



88th LEGISLATIVE SESSION AGENDA

- 1. Transportation Funding
- 2. Overweight Corridor (Cameron/Hidalgo)
- 3. CDA's (Toll Projects)
- 4. SPI 2nd Causeway/East Loop/Outer Parkway Funding
- 5. Toll Related Operation Issues/Other Toll Road Authorities
- 6. Habitual Violators Legislation
- 7. Scofflaw/Vehicle Registration Denial





BOARD OF DIRECTORS MEETING FOR NOVEMBER 2022

HCRMA Board of Directors
S. David Deanda, Jr., Chairman
Forrest Runnels, Vice-Chairman
Ezequiel Reyna, Jr., Secretary/Treasurer
Alonzo Cantu, Director
Carlos Del Angel, Director
Francisco "Frank" Pardo, Director
Joaquin Spamer, Director

HCRMA Administrative Staff
Pilar Rodriguez, PE, Executive Director
Ramon Navarro IV, PE, CFM, Chief Constr. Eng.
Celia Gaona, CIA, Chief Auditor/Compliance Ofcr.
Ascencion Alonzo, Chief Financial Ofcr.

General Engineering Consultant
HDR ENGINEERING, INC.

www.hcrma.net

Report on HCRMA Program Management Activity
Chief Construction Engineer – Ramon Navarro IV, PE, CFM

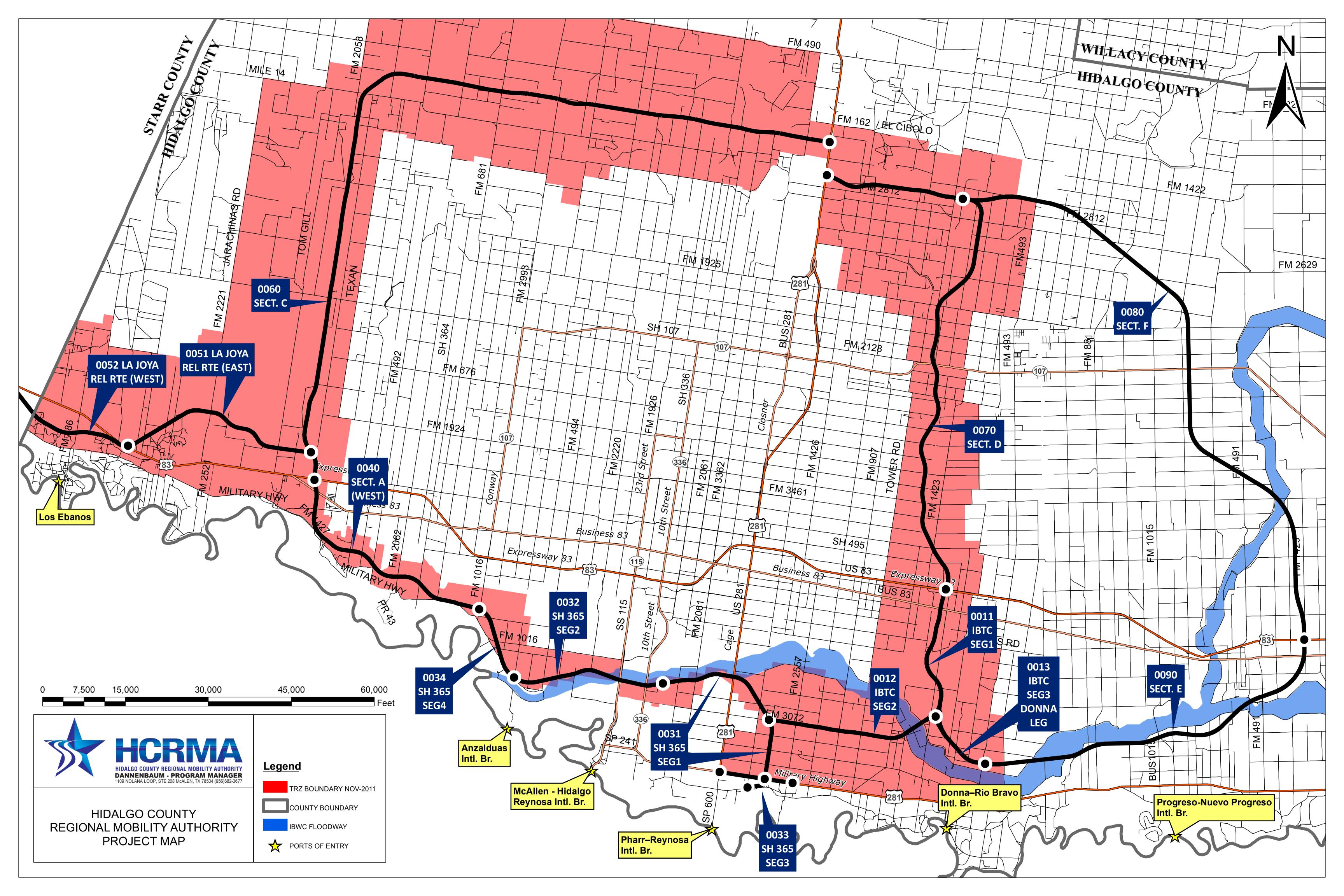
► OVERVIEW

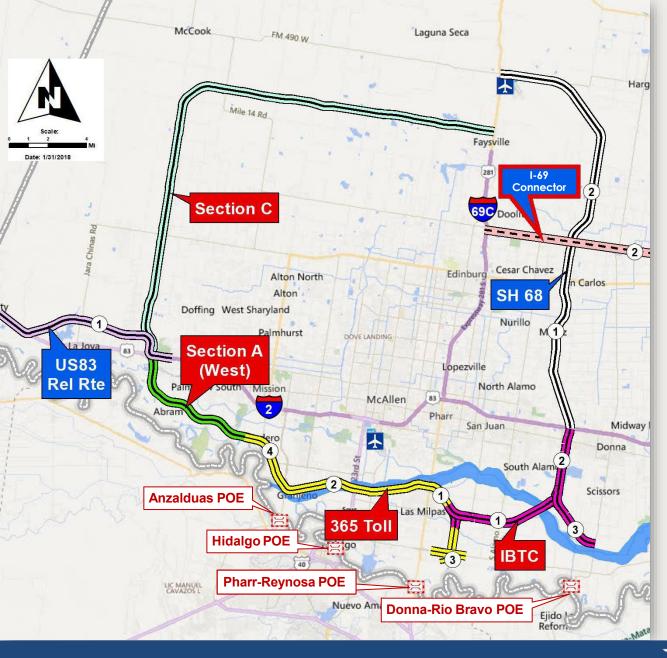
- □ 365 TOLL Project Overview
- □ IBTC Project Overview
- Overweight Permit Summary
- □ Construction Economics Update

MISSION STATEMENT:

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



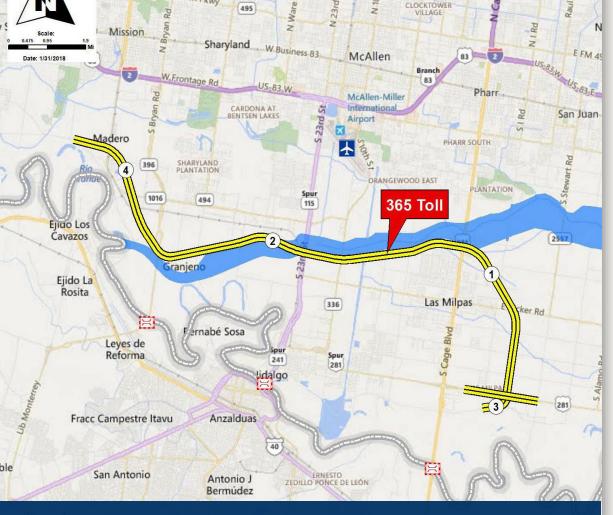




HCRMA STRATEGIC PLAN

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





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

100% ROW ACQUIRED

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

PH 2: 365 TOLL SEGS. 1 & 2 -OPEN: 01/2026



PROJECT PRODUCTION

- CAPTURING VECP PACKETS
- ☐ FORMAL SUBMITTALS, REVIEW OF DOCUMENTS
 - RFIs 32
 - SUBMITTALS 52



HCRMA - 365 tollroad Status of Pulice Review Packages

last update 11/15/22

	last update	11/15/22						
package #	Title of package	Date HCRMA received	Date review completed by HCRMA/GEC	Date sent to Pulice	Date of revised plans from Pulice	Date recommended by GEC to be Released for construction	Released for Construction	Notes
	Hi Line Rd Bridge Foundatior	06/20/22	06/30/22	N/A	N/A	06/30/22	07/05/22	No VECP revisions to these plans
2	Floodway Bridge foundation	06/21/22	N/A	N/A	N/A	N/A	N/A	Pulice revised and resent as package 4
3	Hi Line Rd. Walls	06/23/22	07/13/22	07/13/22		07/19/22	07/19/22	08/17 - Pulice resubmitted Package 003 with revisions. 08/23 - GEC sends email to RMA that no exceptions are taken to the revision
4	Floodway Bridge foundation	07/06/22	07/14/22	07/14/22	N/A	07/16/22	07/19/22	pending environmental documentation; HDR sent email to HCRMA on 8/4 allowing release for drilled shaft construction
5	Hi Line Rd Bridge Sub and Su	07/15/22	07/22/22	07/22/22	08/01/22	08/08/22	08/08/22	08/20 - Pulice resubmitted Package 003 with revisions. 08/23 - GEC sends email to RMA that no exceptions are taken to the revision
6	FM 494 (Shary Road) bridge	08/03/22	08/09/22	08/09/22	08/22/22	8/22/2022 (pending revisions to U- turn)		08/03 - RMA forwards package and GEC begins review 08/09 - GEC completes preliminary review and forwards information to Pulice 08/22 - Pulice responds to GEC comments 08/24 - GEC reviews Pulice 08/22 responds and requests that plans are finalized 11/15 - At direction of RMA, Pulice directed to adjust U-turn for correct design vehicle. Currently in Pulice's court
	roadway begin to station 987+00 (package 1 L&G section)	08/03/22	08/23/22	08/23/22	08/07/22	9/14/2022 (pending final signed and sealed geotechnical report)		09/14 - GEC forwarded comments from REV01 back to Pulice. They are very minor, but pavement design and modulus of rupture testing requirements must be finalized between RMA and Pulice before plans can be recommended for released 09/21 - Pulice provided RMA O&M information concerning pavement 10/04 - GEC sent comments back to Pulice concerning O&M calculations 10/10 - Pulice forwarded revised plans to HCRMA and GEC; however still waiting on modulus of rupture testing requirements and response from Pulice concerning pavement design (forwarded comments to Pulice on 10/04) 11/04 - Signed and sealed plans sent to HCRMA. 11/09 - GEC forwarded a request for final signed and sealed geotechnical report. Once this is received, this package can be recommended to be released for construction Currently in Pulice's court (waiting on consolidated final signed and sealed geotechnical report)
8	Levee details	08/15/22	09/13/22	N/A	N/A	09/13/22	09/13/22	Note: Pulice forwarded to HCRMA but GEC received them on 9/12/22. There are no VECP revisions to these plans
9	San Juan Canal Bridge	09/12/22	09/16/22	09/16/22	09/26/22	09/30/22		09/13 - GEC begins review 09/16 - MPM forwards review comments to Pulice/RMA 09/29 - GEC reviews Pulice's responses 09/30 - GEC responds and requests plans are finalized Currently in Pulice's court

HCRMA - 365 tollroad Status of Pulice Review Packages

last update 11/15/22

	iasi upuate	11/15/22						
package #	Title of package	Date HCRMA received	Date review completed by HCRMA/GEC	Date sent to Pulice	Date of revised plans from Pulice	Date recommended by GEC to be Released for construction	Released for Construction	Notes
10	Floodway Bridge Substructure	09/12/22	09/19/22	09/19/22	10/10/22	10/14/22		09/12 - HCRMA forwards to GEC 09/13 - GEC begins review 09/19 - GEC completes review and forwards information to Pulice 10/10 - Pulice submits revised plans 10/14 - GEC recommends release for construction currently in Pulice's court
11	traffic (BEGIN to STA 987+00)	09/15/22	09/29/22	09/29/22	11/07/22	11/15 (tentative based on RMC vs fiberglass conduit resolution)		09/15 - GEC begins review as of10/11 09/29 - GEC completes review and sends comments back to Pulice 10/11 - Pulice responds to GEC comments 10/19 - GEC took no exceptions and advised Pulice to proceed to Release of Construction 11/07 - Pulice sends signed and sealed package 11/07 - GEC reviewing final package 11/15 - GEC completes review & forwarded back to Pulice. One outstanding question based on the use of RMC vs fiberglass conduit. Currently in Pulice's court
12	McColl Road Bridge	09/14/22	09/20/22	09/22/22	09/27/22	09/30/22		09/14 - RMA received and forwarded to HDR 09/15 - GEC starts review 09/22 - Comments forwarded to Pulice 09/26 - Pulice responds to comments 09/29 - GEC reviews Pulice's responses 09/30 - GEC responds and requests plans are finalized Currently in Pulice's Hands
13	roadway station 987+00 to station 1135+00 (package 2- S&B section #1	09/19/22	09/28/22	09/29/22				09/19 - GEC receives package 09/22 - GEC begins review 09/29 - GEC completes review and sends comments back to Pulice 09/30 - email sent to S&B with questions (in S&B's) Pulice awaiting S&Bs response 11/14 - in S&B's court
14	Floodway Bridge	10/13/22	11/09/22	11/09/22				11/09 - GEC completes review Currently in Pulice's court
15	traffic (STA 987+00 to STA 1135+00)	10/21/22	11/02/22	11/03/22				10/24/2022 - RMA forwarded package to HDR to begin review 10/25/2022 - HDR begins review 11/03/2022 - GEC comments sent to Pulice Currently in Pulice's court
16	SH 366 Bridge	10/28/22	11/03/22	11/07/22				11/07/22 - GEC comments sent to Pulice Currently in Pulice's court
17	Drainage Ditch Bridge	11/04/22	11/08/22	11/09/22				11/04 - GEC receives package 11/09 - GEC forwards comments to Pulice Currently in Pulice's court
18	Anaya Bridge	11/07/22	11/07/22					Currently in GEC's hands

WETLAND MITIGATION SITE







► ADVANCE PLANNING

- □ Environmental:
- ■Received official agency correspondence on Conservation Easement from Office of Counsel and the Army Corps of Engineers on 9/19/2022.
- Proceeding with securing and recording amended agreement with Valley Land Fund.
- □ Anticipate project's letting in early 2023.





PRE-ADVERTISEMENT AND INVITATION TO BIDDERS

Request for sealed bids for Hidalgo County Regional Mobility Authority for the 365 Tollway Project

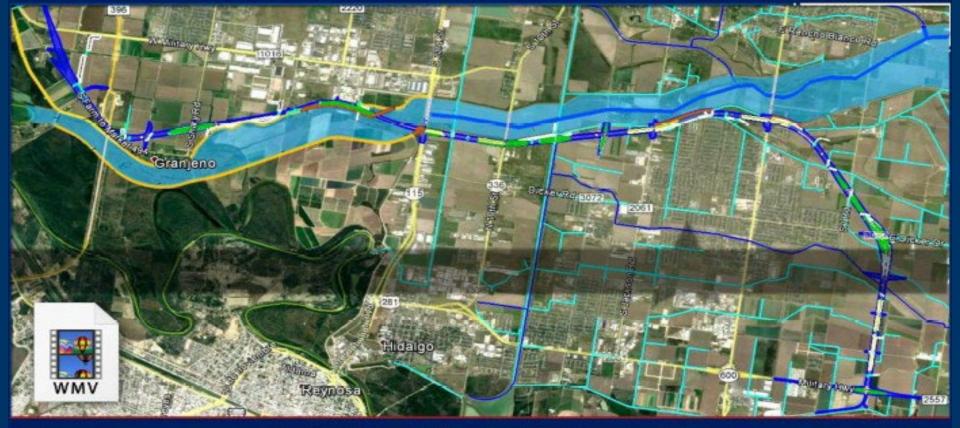
Segments 1 and 2 Toll Collection System Installation, Integration, and Maintenance

BID OPENING DECEMBER 9, 2022

HCRMA Pre-Advertisement Local Government Sponsor: Hidalgo County Regional Mobility Authority (HCRMA) Pilar Rodriguez, PE, Executive Director 203 W. Newcombe Ave Pharr, Texas 78577

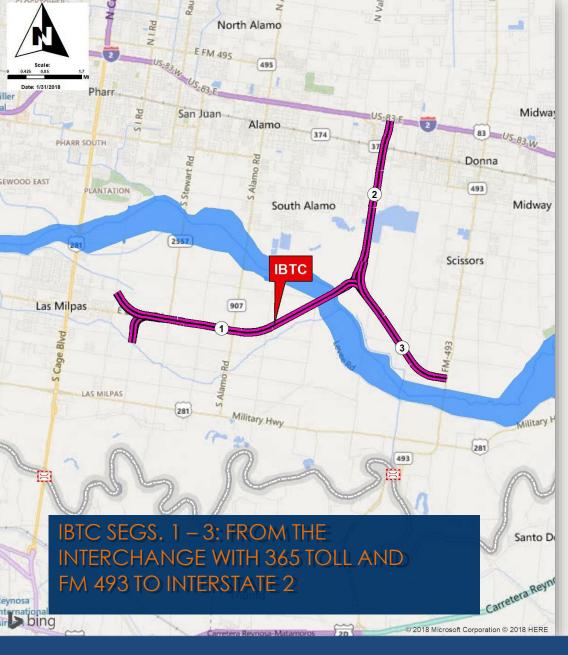
Telephone / Fax: (956) 402-4762 / (956) 468-2176













This 13.15-mile long project. The proposed project would construct a new location non-tolled facility beginning at 1) 365 Tollway (Dicker Road) and extends 5.43 miles in a west direction. The alignment splits just west of FM 1423 (Val Verde Road) and travels north, 2) the northern leg continues 4.21 miles to Interstate Highway 2. The east leg 3) travels 3.51 miles east to where it is proposed to connect to FM 493.

MAJOR MILESTONES:

OBTAINED EA ENV CLASSIFICATION: 11/2017

SCHEMATIC APPROVED: 11/2021

NEPA CLEARANCE: MID 2023

EST. LETTING: LATE 2027



► ADVANCE PLANNING



- □ Funding / UTP / TIP Status:
- Funding is non-toll and incorporates overweight corridor network fees to help finance project
- □ HCRMA requested via letter to TxDOT for On-System classification
- □ The project, as it stands, is not federalized since it is shown with only Local funds in the upcoming STIP. In the most recent RGVMPO Policy Board meeting in September 2022, the Board approved adding \$20 Million of Category 7 federal funds to the project for construction. Once these additional funds (federal) are included in the STIP through the next STIP Amendment (likely in February 2023), **TxDOT anticipates the environmental document can be approved in approximately early 2023**, when the project is in the STIP with the above mentioned federal funds.
- □ Submitted Infra (Mega) Grant for Phase 1 construction with TxDOT as supporting agency on May 23, 2022.

Environmental:

Submitted Final EA revisions 8/8/2022.

The Final EA document will need to be updated (Project Consistency Section of the EA) to illustrate the new funding for consistency and anticipate project's final determination by mid-2023.



The IBTC project is broken down into two phases, Phase I (Interim Design) and Phase II (Ultimate Design). Phase I includes the construction of frontage roads on the West and East legs of the roadway and the mainlanes in the North leg and is the subject of this grant application. There are no frontage roads included in the North leg of the IBTC. Typical sections for the East, West, and North legs for Phase I of the IBTC can be found below.



Figure 2: East Leg Phase I Typical Section

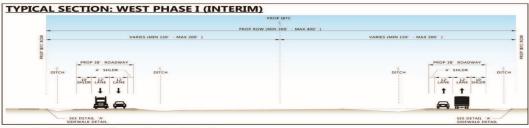


Figure 3: West Leg Phase I Typical Section

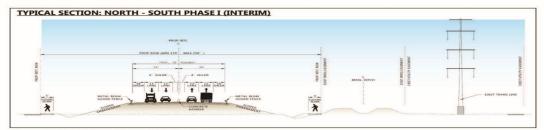


Figure 4: North Leg Phase I Typical Section

MPDG Grant Application - IBTC





Additional details on the proposed conditions for the West, East, and North legs in the Phase I design can be found below:

- East Leg: The East Leg of the project consists of one frontage road with one 12-foot-wide lane in each direction (two lanes total), 10-foot-wide inside and outside shoulders, a 12-foot-wide inside ditch, and an 8 to 10 feet outside ditch.
- West Leg: The West Leg includes two frontage roads with one 12-foot-wide lane in each direction (four lanes total), a 10-foot-wide outside shoulder, and a 4-foot-wide inside shoulder separated by a variable width grassy median. Also included is a 20-foot-wide outside ditch and variable width inside ditch.
- North Leg: The North Leg of the project includes two 12-foot-wide mainlanes in each direction (four lanes total), a 10-foot-wide outside shoulder, and a 4-foot-wide inside shoulder separated by a concrete barrier.

Phase I of the IBTC includes several proposed structures to help facilitate traffic flow and mitigate potential flooding impacts to the roadway. An underpass at Border Road, a bridge over the International Boundary and Water Commission (IBWC) Main Floodway Channel, a bridge/culvert at the Donna Reservoir, and an overpass at Business Highway 83 are all proposed as part of the Phase I design. The maximum depth of impacts for the

Phase I includes the construction of frontage roads on the West and East legs of the roadway and the mainlanes in the North leg and is the subject of this grant application.

proposed project would be 3 feet in areas for the new pavement, a maximum depth of 10 feet for cross-culverts, and a maximum depth of 10 feet for drainage ditches. At bridge structures, the depth of impacts may extend to 25 feet deep for drilled shafts or pile foundations.

While this MPDG application is for the Phase I (Interim) Design, the IBTC will eventually be built out to include the Phase II (Ultimate) Design. Typical sections for the Phase II Design can be found below for reference.

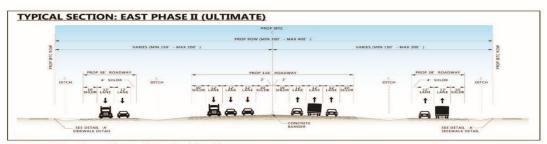


Figure 5: East Leg Phase II Typical Section





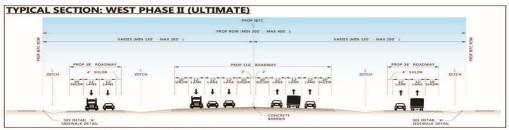


Figure 6: West Leg Phase II Typical Section

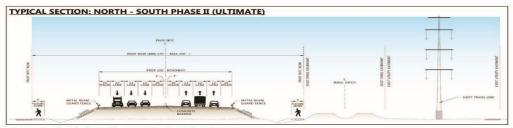


Figure 7: North Leg Phase II Typical Section

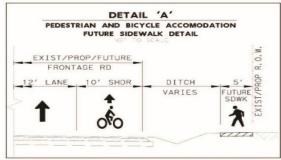


Figure 8: Pedestrian and Bicycle for Potential Future Accommodations Typical Section (East and West Legs)

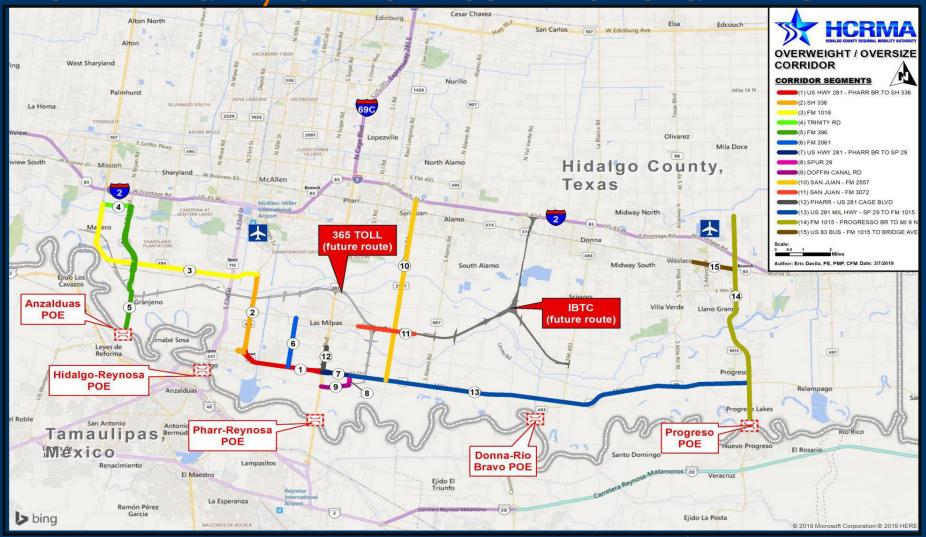
While this MPDG application is for the Phase I (Interim) Design, the IBTC will eventually be built out to include the Phase II (Ultimate) Design.

MPDG Grant Application - IBTC





OVERWEIGHT / OVERSIZE CORRIDOR SEGMENTS





► OVERWEIGHT REPORT FOR OCTOBER 2022: January 1,2022 – October 31,2022

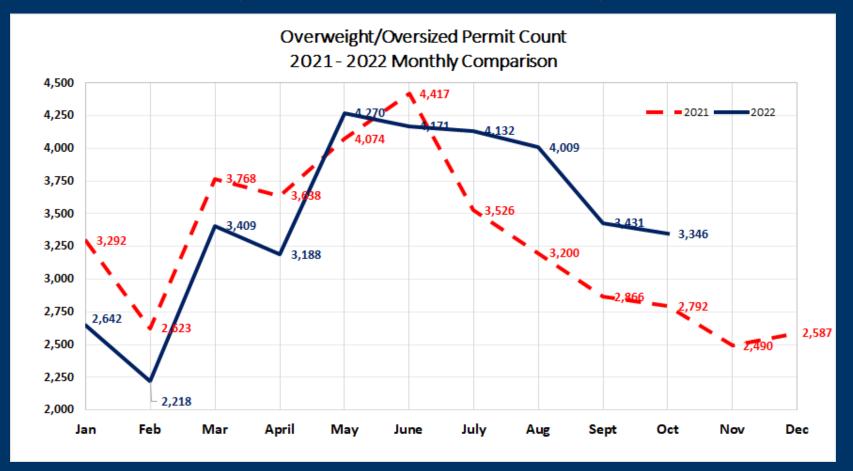
OW

Total Permits Issued:	34,816
Total Amount Collected:	\$7,066,868
■ Convenience Fees:	\$ 103,668
■ Total Permit Fees:	\$ 6,963,200
– Pro Miles:	\$104,448
- TxDOT:	\$ 5,918,720
- HCRMA:	\$ 940,032



► OVERWEIGHT REPORT FOR October 2022: JANUARY 1, 2022 – October 31, 2022





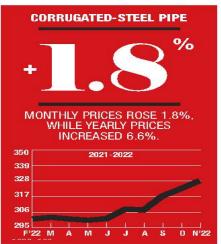
Notes:

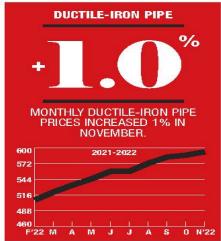
- 1. The permit count for 2021 (39,273) ended with a +9.0% (increase) compared to 2020 (36,040).
- 2. Monthly permit count of 3,346 represents a +19.5% (increase, 545) compared to the same month in 2021.

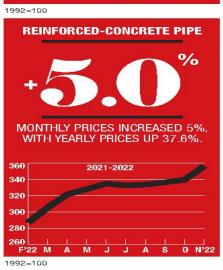
► CONSTR. ECONOMICS NOVEMBER 2022



ENR's Materials Prices For November 2022







PVC WATER PIPE **MONTHLY PRICES FOR PVC WATER PIPE ROSE 1.2% IN NOVEMBER.** 275 2021-2022 259 243 227 211 195 F'22 M A M J J A S 0 N'22

20-CITY AVERAGE

ITEM	UNIT	\$PRICE	%MONTH	%YEAR
REINFORCED	-CONCRETE F	PIPE (RCI	P)	
12"	FT	25.19	+4.8	+32.4
24"	FT	51.34	+5.0	+37.6
36"	FT	108.43	+2.2	+41.6
48"	FT	176.64	+1.3	+37.9

CORRUGATED-STEEL PIPE (CSP)					
12"	EI	13.16	+2.2	+8.0	
36"	FT	42.57	+1.8	+6.6	
60"	FT	91.18	+1.7	+4.9	

POLYETHYLENE PIPE	E (PE): (JNDERD	RAIN	
4"	FT	0.92	+0.2	+26.0

POLYVINYL-CHLORIDE PIPE (PVC)					
Sewer, 46	FT	2.89	+2.0	+59.4	
8"	FT	9.24	+3.4	+49.3	
Water, 6"	FT	10.10	+1.6	+45.3	
8"	ET	13.08	+1.2	+29.9	
12"	FT	22.79	+1.0	+21.5	

DUCTILE-IRON PIPE (DIP)						
6"	FT	25.00	+1.7	+30.9		
8"	FT	35.89	+1.0	+25.7		
12"	FT	54.87	+0.9	+24.0		

COPPER WATER TUBING: TYPE L						
1/2"	FT	2.36	-1.9	+17.9		
11/2"	FT	9.69	-1.3	+18.4		

SOURCE: ENR

68 - ENR - November 14/21, 2022 enr.com





Valley Metro Transit Report October Data

October 2022 Ridership 70,612

Valley Metro

23,640

UTRGV STC

TSTC

Valley Metro

46,384

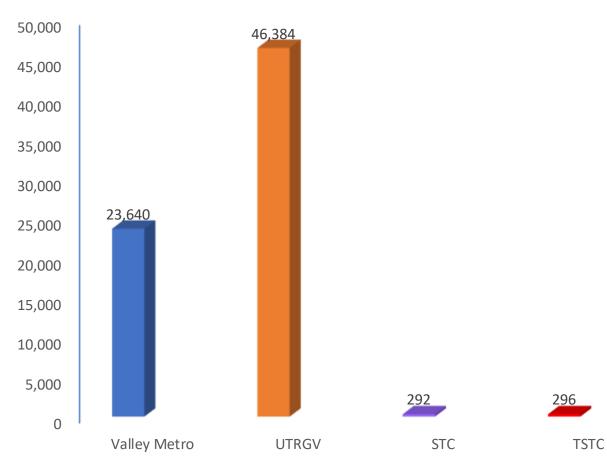
292

296

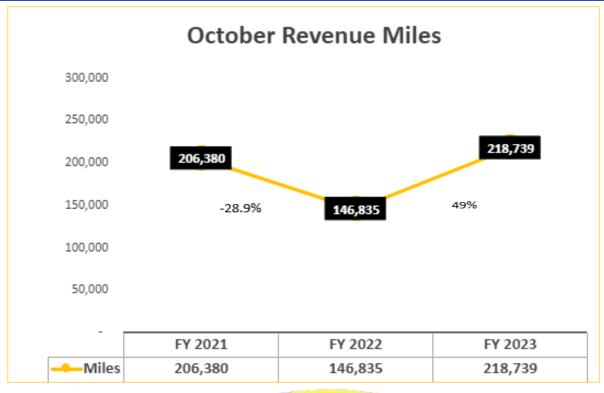


Passenger Trips

Ridership by Agency- October 2022 Total Ridership: 70,612

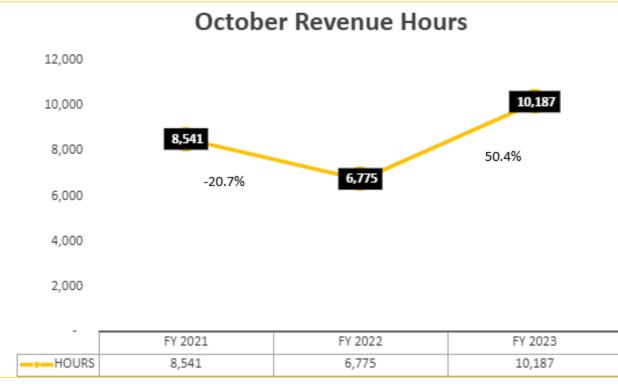


Valley Metro Miles & Hours









Public Outreach Events

Date	Location	Event Name	Time
10/10/2022	Lyford	Willacy County Sheriff's Office 2nd Annual NNO	6-7:30 pm
10/11/2022	Lasara	Willacy County Sheriff's Office 2nd Annual NNO	6-7:30 pm
10/12/2022	Sebastian	Willacy County Sheriff's Office 2nd Annual NNO	6-7:30 pm
10/13/2022	San Perlita	Willacy County Sheriff's Office 2nd Annual NNO	6-7:30 pm

VALLEY METRO 956-969-5761 PLANNING DEPARTMENT

Follow Valley Metro

VM Transit Website



Route Maps with locations





ValleyMetro Weslaco

Ride Systems



Track our buses in real time

VM Regional Call Center 1-800-574-8322