

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](#)

I. Call To Order

II. Roll Call

III. Public Comments – May be submitted online or may be submitted in paper form specifying the matter you wish to address.

IV. Consent Agenda

1. Approval of Minute(s) for:

September 8, 2022

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

Presenter: **JP Terrazas, TAC Chairman**

Item Summary: Approval of the September 8, 2022, Regular Meeting minutes

2. RFP Presentations

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

Presenter: **Fernando Cantu, RGVMPO**

Item Summary: The TAC subcommittee met on 11/17 and scored the 4 consulting firms accordingly:

Study	Firm	Score
FM 509 Corridor	Kimley-Horn	84.5
	TEDSI	86.67
Sustainability & Resilience	ATG	79.83
	TRC	80.83

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.

3. Presentation on the Final Report for the Spring 2022 CMP Multimodal Transportation Performance and Assesses Alternative Strategies

Action Possible Action Information

Presenter: Steve Taylor, CoPlan, LLC

Summary: 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.

Background: 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 RGVMPPO may wish to undertake to address identified areas of concern and operational improvement updates.

4. Discussion and Action on FY 2023 - 2026 TIP & 2045 MTP Amendments

Action Possible Action Information

Presenter: Rudy Zamora Jr., Transportation Planner II

Summary: 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. Staff is available to address questions or concerns.

Background: The 2023-2026 Statewide Transportation Improvement Program has been approved and RGVMPPO 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.

5. Discussion on TASA

Action Possible Action Information

Presenter: Eva Garcia, RGVMPPO

Summary: As a follow-up to the September meetings, RGVMPPO staff will report on the status of FY2019-2020 and FY2021-2022 TASA projects to ensure transparency with the RGVMPPO's policymakers and transportation professionals.

Background: RGVMPPO staff emailed TAC and Policy members a FY2019-2020 TASA schedule of activities on October 6th to ensure the timely obligation of programmed funds. Staff continues to work with TxDOT and local government agencies to monitor projects that have been awarded TASA funds.

6. Draft 2024 UTP CAT 2

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

Presenter: **Melba Schuaus, TxDOT**

Summary: A number of CAT 2 Projects in the 2024 UTP have shifted out year due to fiscal constraint and/or project development. These changes are represented by the red text. (See Attachment).

7. City of McAllen- 2018 Traffic Improvement Bond

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

Presenters: **Marlen Garza, PE, Assistant Director of Engineering – Traffic Operations, City of McAllen**
James Robertson, PhD, PE, PTOE, Project Manager, Lee Engineering

Summary: Overview of the City of McAllen's Traffic Improvement bond that was passed in 2018 to improve traffic flow on major City streets.

Background: City of McAllen and Lee Engineering will be providing a summary of improvements that helped improve traffic flow along major North/South and East/West corridors within the City of McAllen limits. Improvements included upgrades to traffic signal infrastructure, communications to traffic signals with software that provides updates on intersection performance and a signal timing study.

V. RGVMPD EXECUTIVE DIRECTORS' REPORT AND UPDATES

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

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

Item Summary: 1. Financial Update
2. Intro. New staff
3. Legislative Workshop
4. Transportation Forum
5. RGV Days
6. 2023 Meeting Calendar

VI. STATUS REPORTS

A. TxDOT Project Status Report

Action Possible Action Information

Presenter: **Maria Champine, TxDOT**

B. Cameron County RMA

Action Possible Action Information

Presenter: **Pete Sepulveda**

C. Hidalgo County RMA

Action Possible Action Information

Presenter: **Ramon Navarro**

D. McAllen Metro

Action Possible Action Information

Presenter: **Jon Bocanegra**

E. Brownsville Metro

Action Possible Action Information

Presenter: **Simon Ortiz**

F. Valley Metro

Action Possible Action Information

Presenter: **Nancy Sanchez**

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

VIII. Next Meeting: The next RGVMPPO 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
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 RGVMPPO 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 RGVMPPO 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:

- o 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.
- o 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
- o 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 RGVMPPO 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 RGVMPPO 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 RGVMPPO Policy Board Chairman. RGVMPPO 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. RGVMPPO 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, RGV TAC Packet.

Item Summary: Category 7, Metropolitan Mobility (STBG) Funding - for the selection of regionally significant Off-System Projects in consultation with TxDOT - RGVMPPO 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 RGVMPPO 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

- o LRGVDC Ken Jones Boardroom (Weslaco) Wednesday, September 14th from 9:30pm to 11:30am

VI) STATUS REPORTS

A. TxDOT Project Status Report

Melba Schaus, (TxDOT) provided an updated TxDOT Project Status Report (Virtually) within the RGVMPPO 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 year's 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 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. 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.

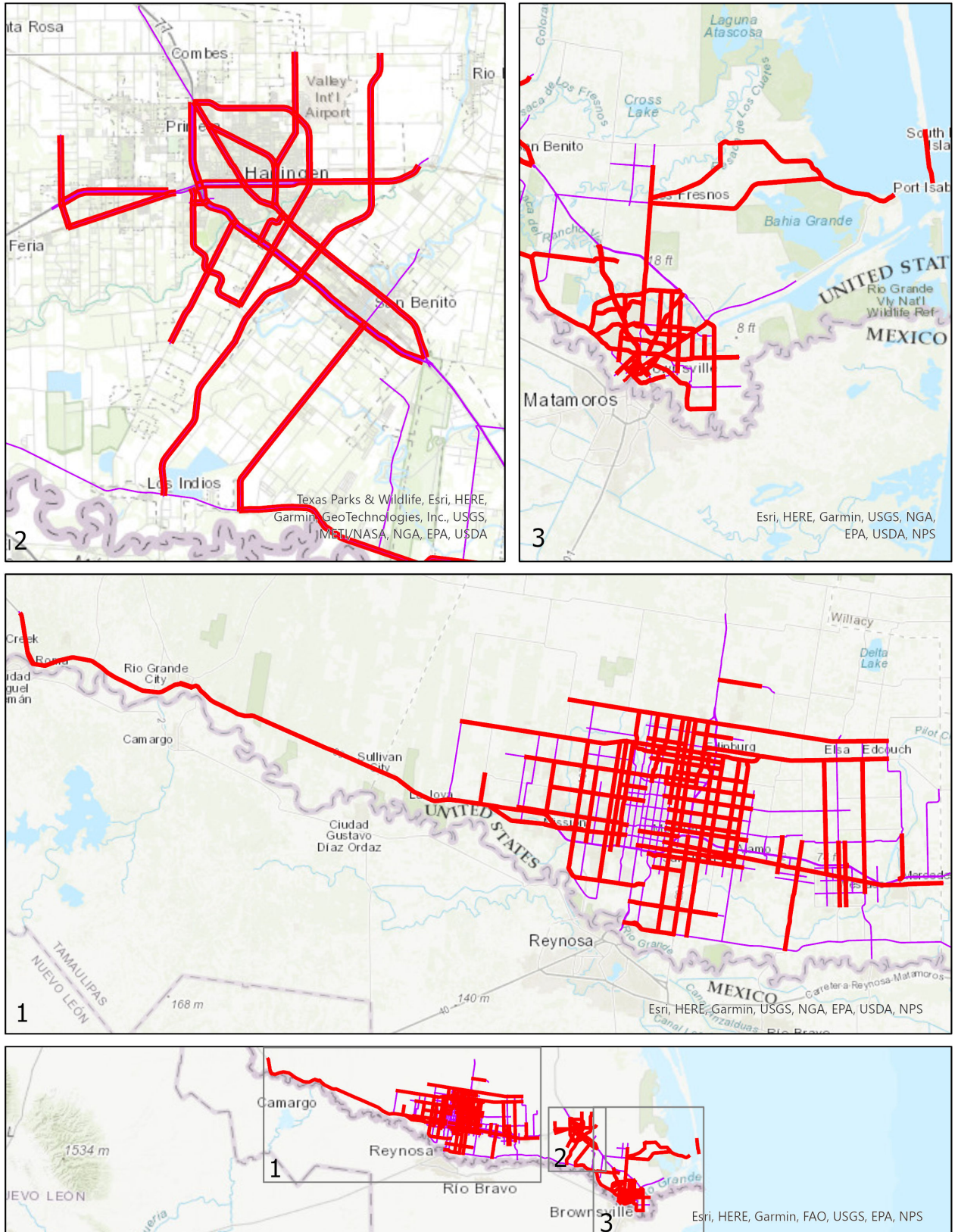


Figure E-1- Spring 2022 CMP Routes

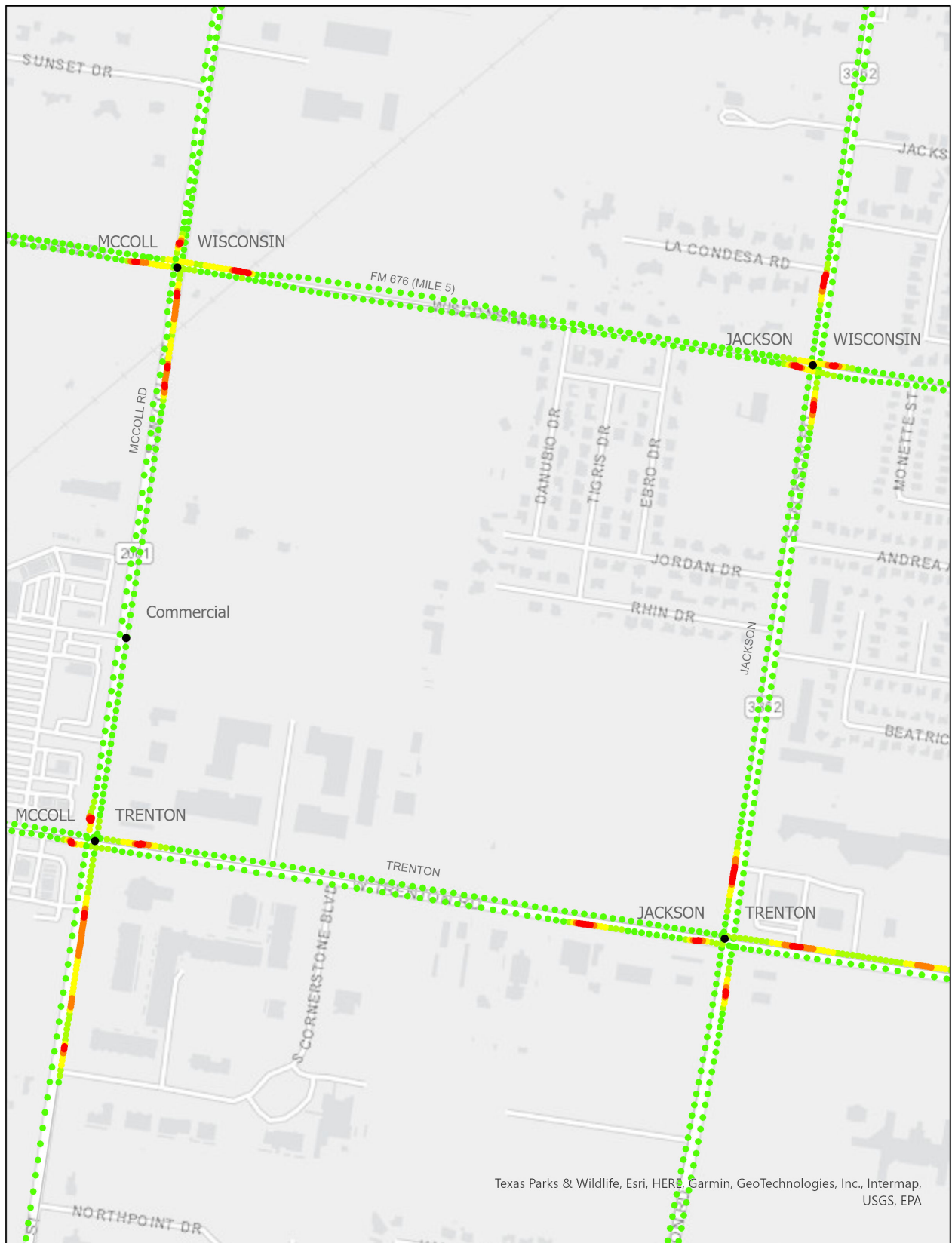


Figure E-2 – Example Raw 1-Second Travel Time Data

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

Season	Measure	Roadway Condition			Total
		Free Flow	Stable	Congested < 0.75	
Spring 2022	Number of Miles	214.0	587.7	614.1	1415.8
	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.

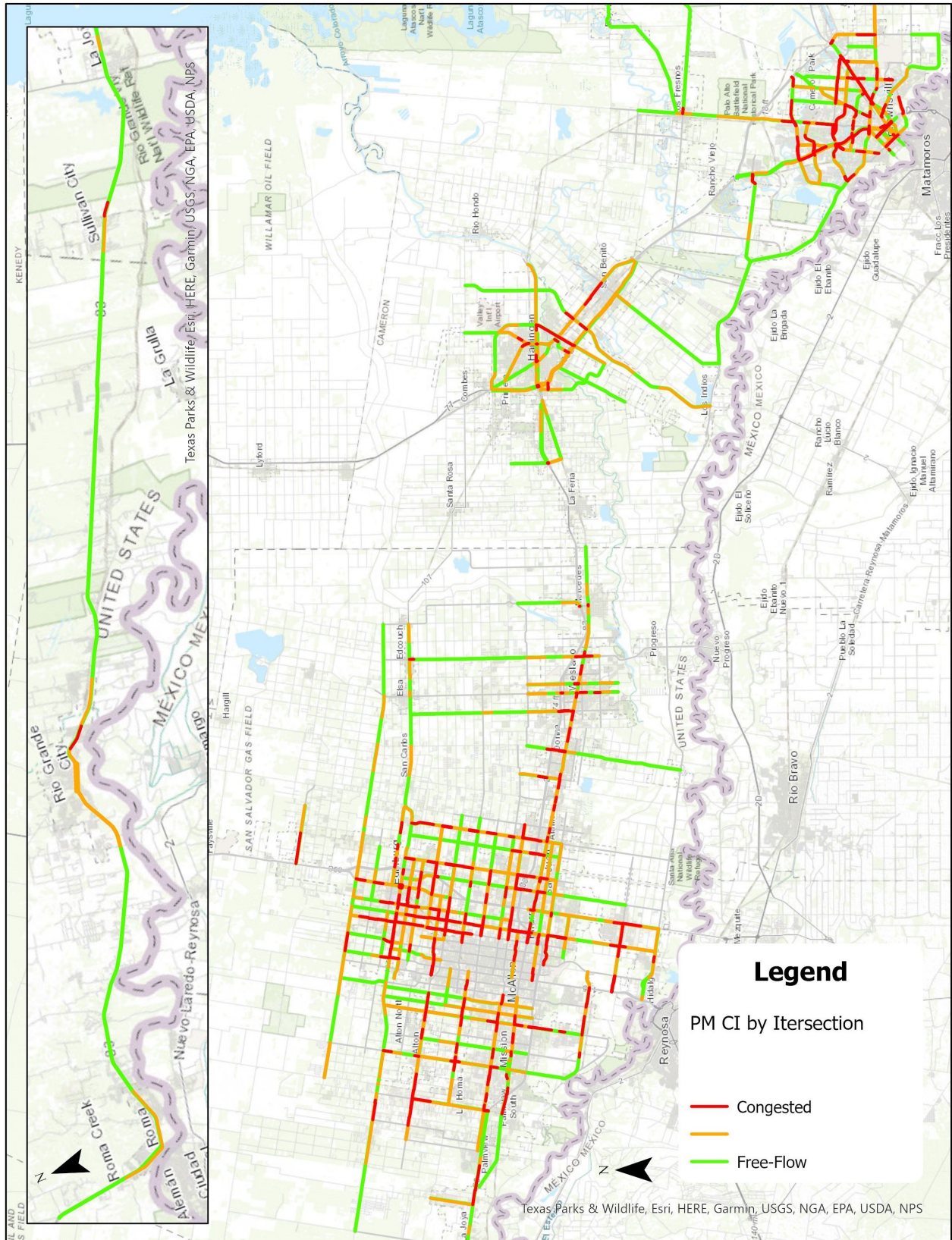


Figure E-3 – Spring 2022 Congestion Index (Intersection Segments)

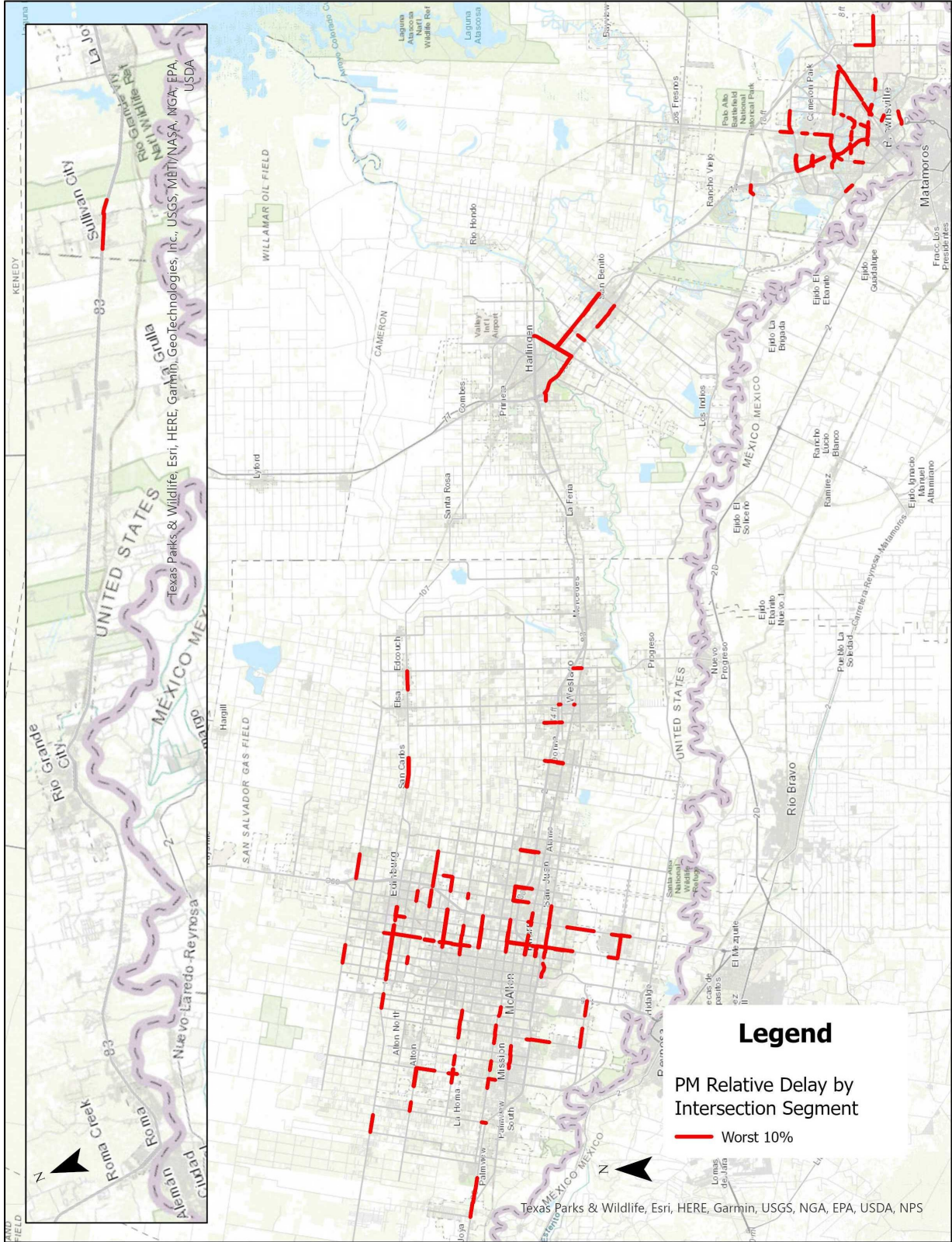


Figure E-4 – Spring 2022 Volume Delay (Intersection Segments)

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**

Season	Measure	Roadway Condition			Total
		Free Flow	Stable	Congested < 0.75	
Spring 2022	Number of Miles	458.7	793.5	163.6	1,415.8
	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.

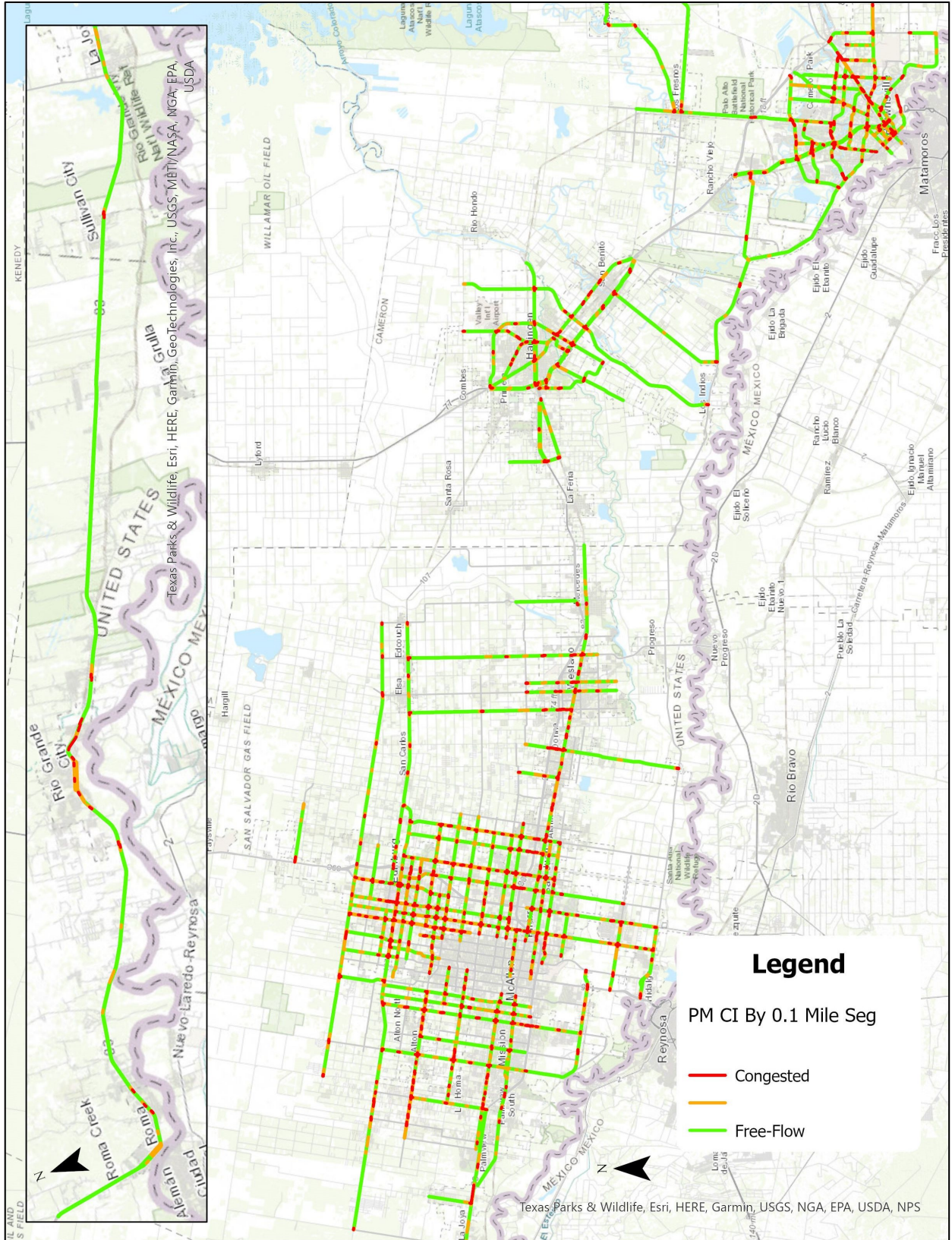


Figure E-5 – Summaries at 0.1-mile segment level for Spring 2022

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.

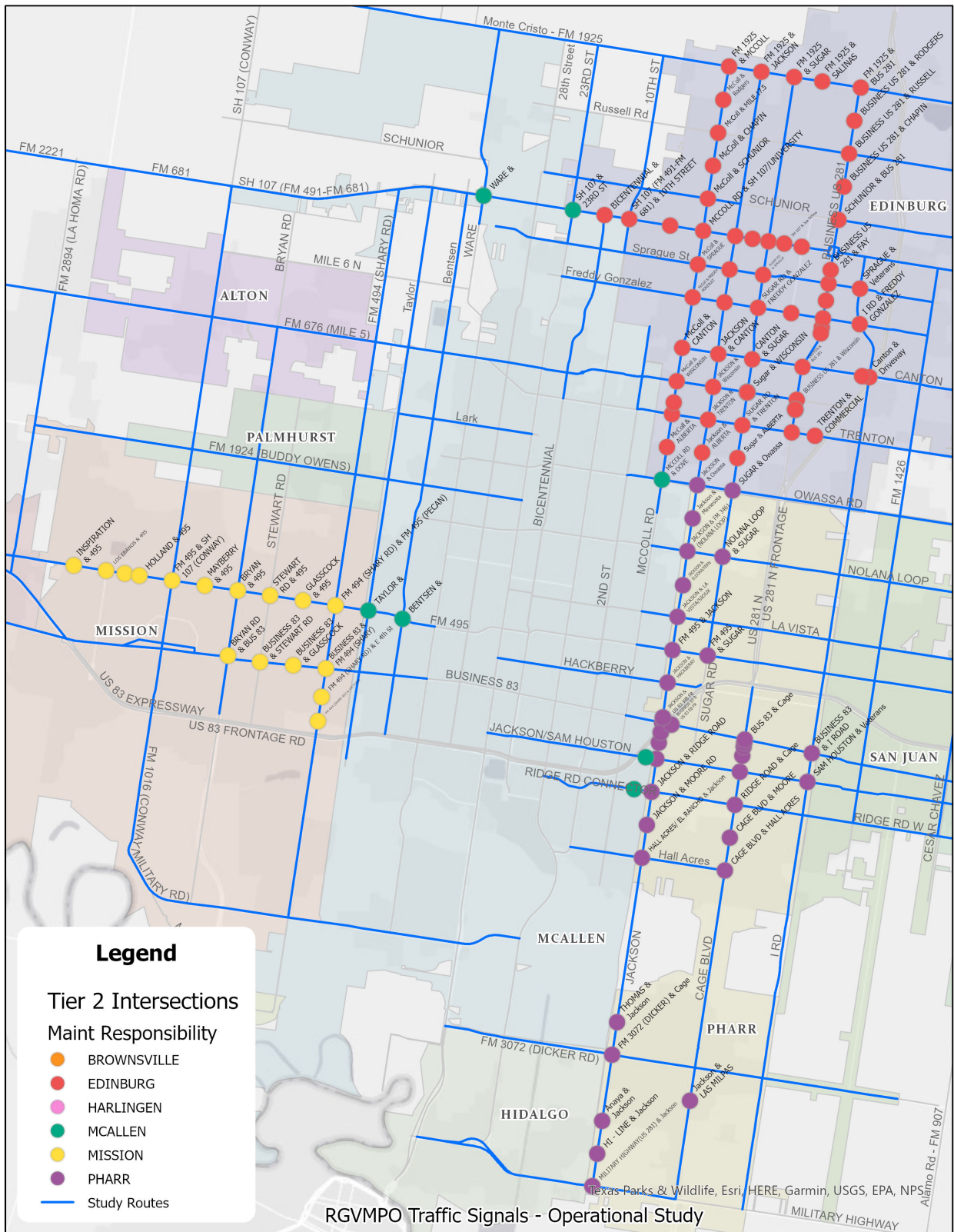


Figure E-6 – Hidalgo County Priority 1 Signals

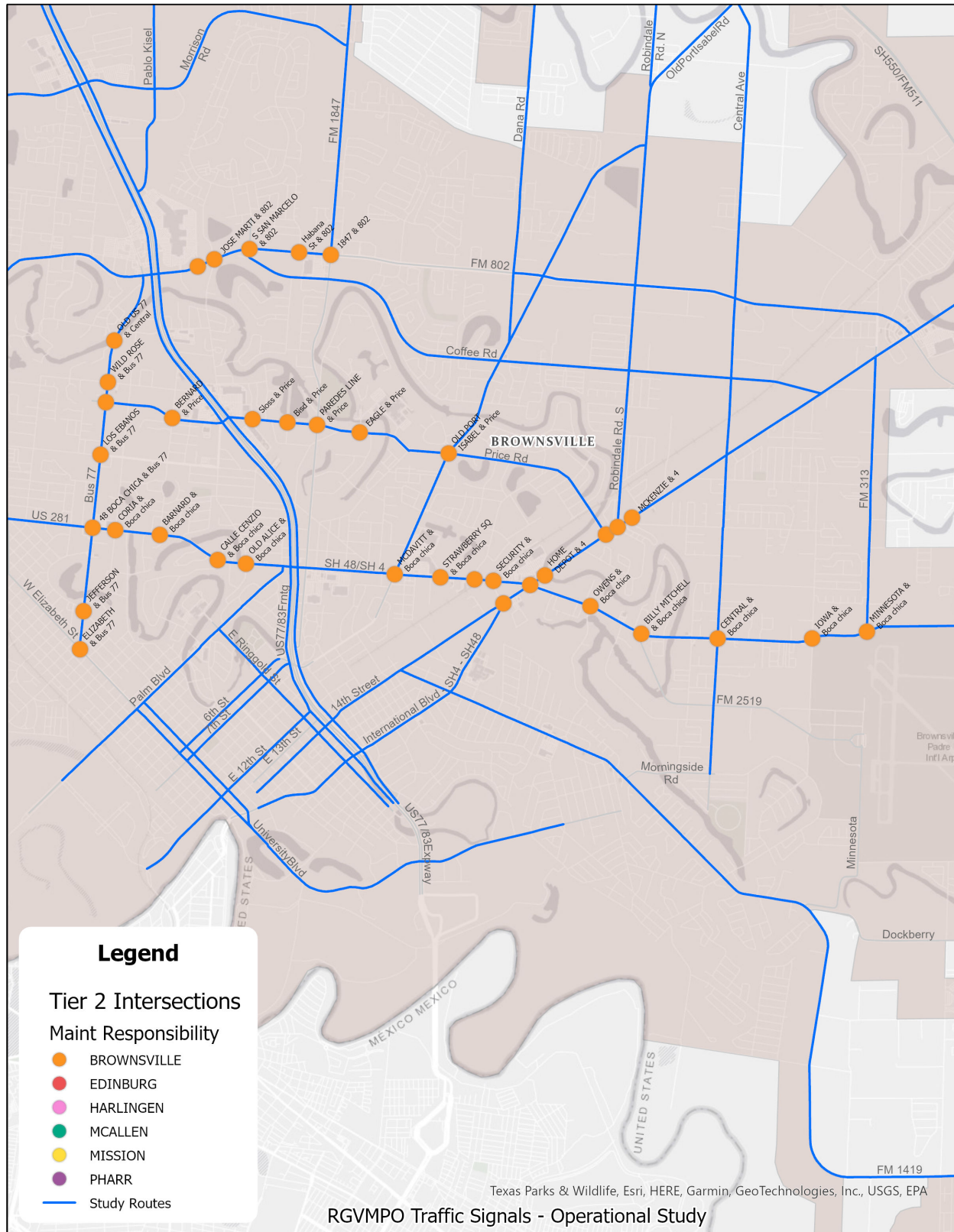


Figure E-7 – Brownsville Priority 1 Signals

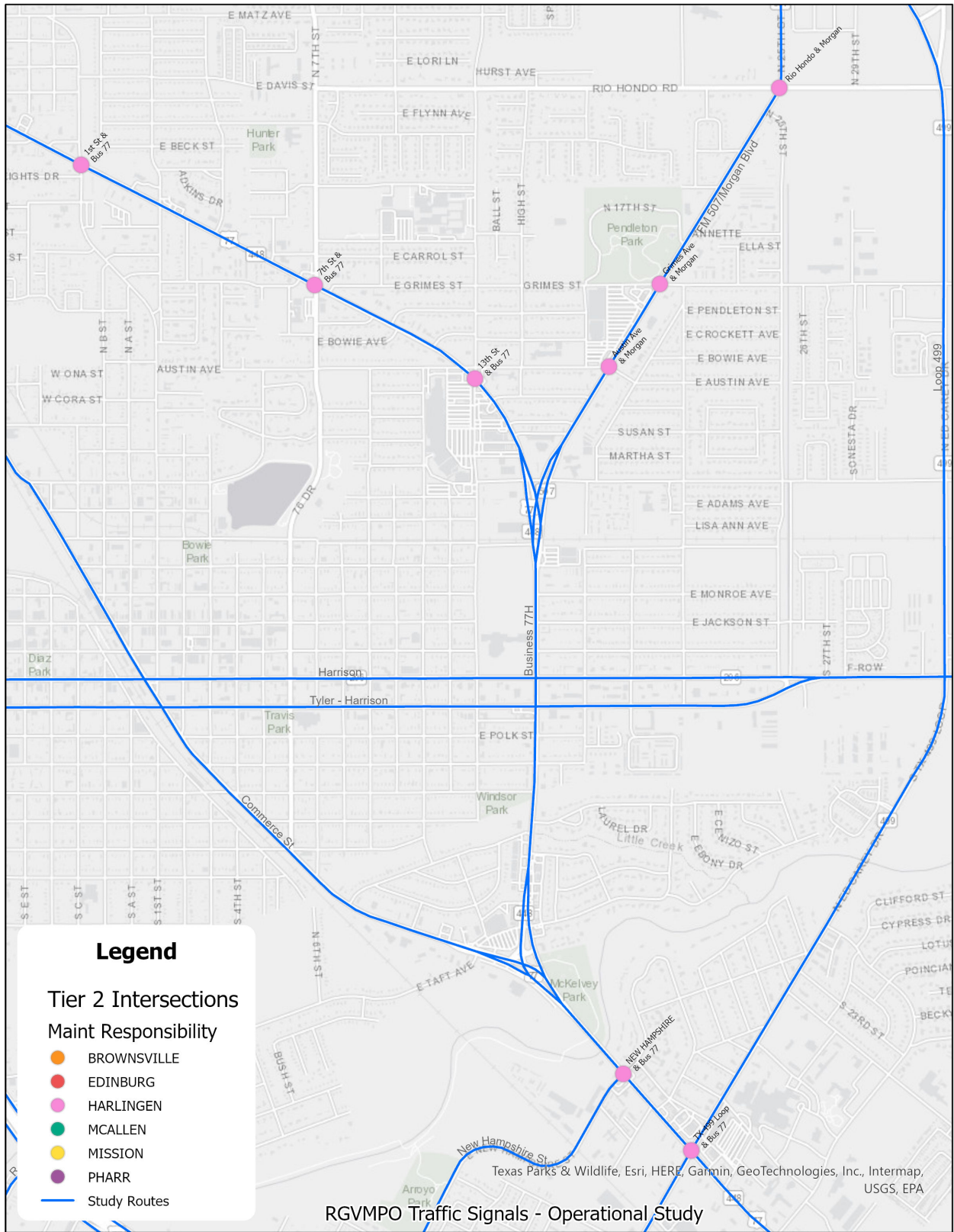


Figure E-8 – Harlingen Priority 1 Signals

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 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.

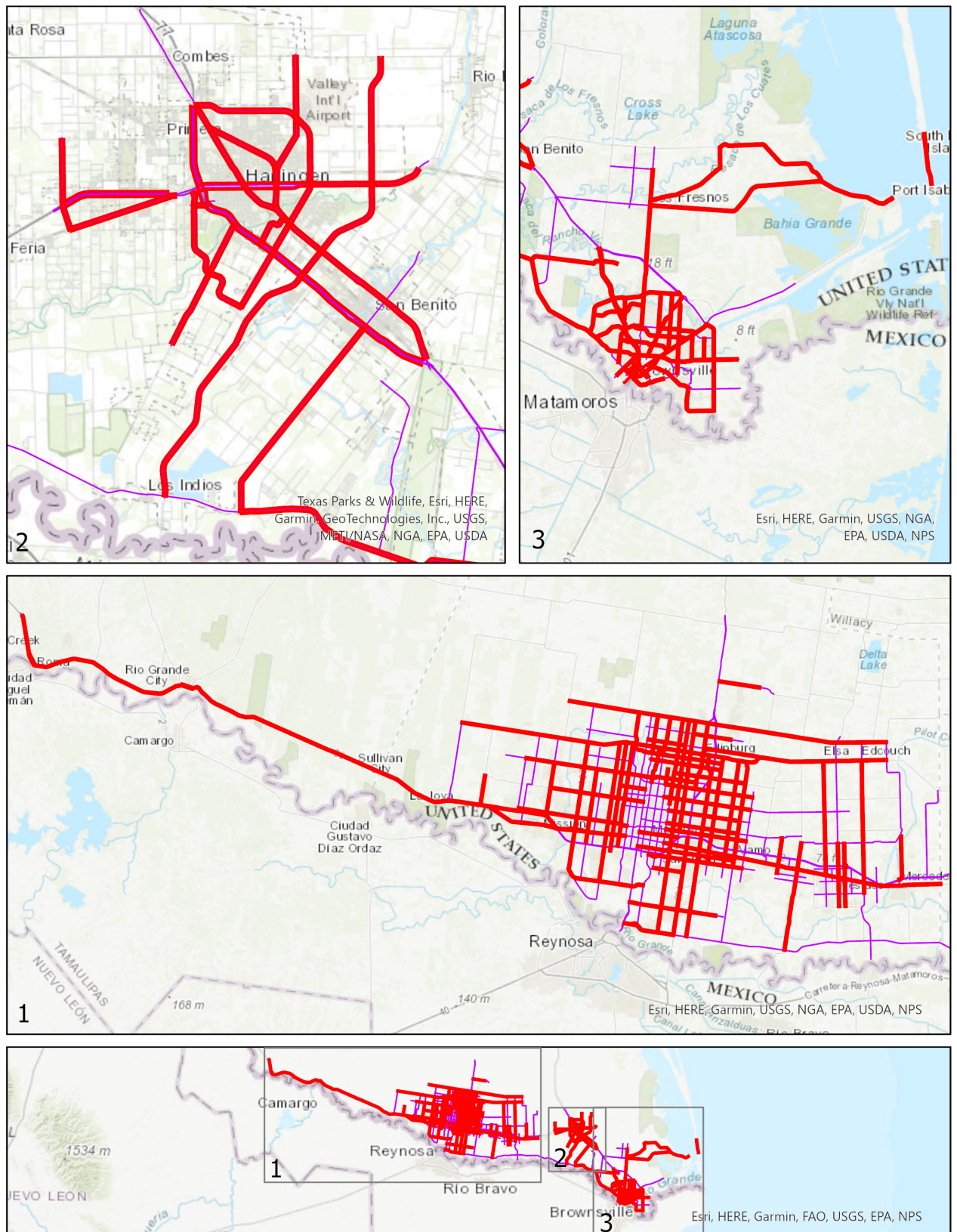


Figure 1- Spring 2022 CMP Routes

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 RGVMPPO 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 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 RGVMPPO. 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 RGVMPPO 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.

$$CI = \text{Actual Average Speed} / \text{Weighted Average Posted Speed Limit}$$

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 RGVMPPO 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

Congestion Index (CI)		
Congestion	Stable Flow	Free Flow
< 0.75	0.75 to 0.99	> 0.99

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 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.

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 RGVMPPO 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 CI’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

Season	Measure	Roadway Condition			Total
		Free Flow	Stable	Congested < 0.75	
Spring 2022	Number of Miles	214.0	587.7	614.1	1415.8
	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

Season	Measure	Roadway Condition			Total
		Free Flow	Stable	Congested < 0.60	
Spring 2022	Number of Miles	458.7	793.5	163.6	1415.8
	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.

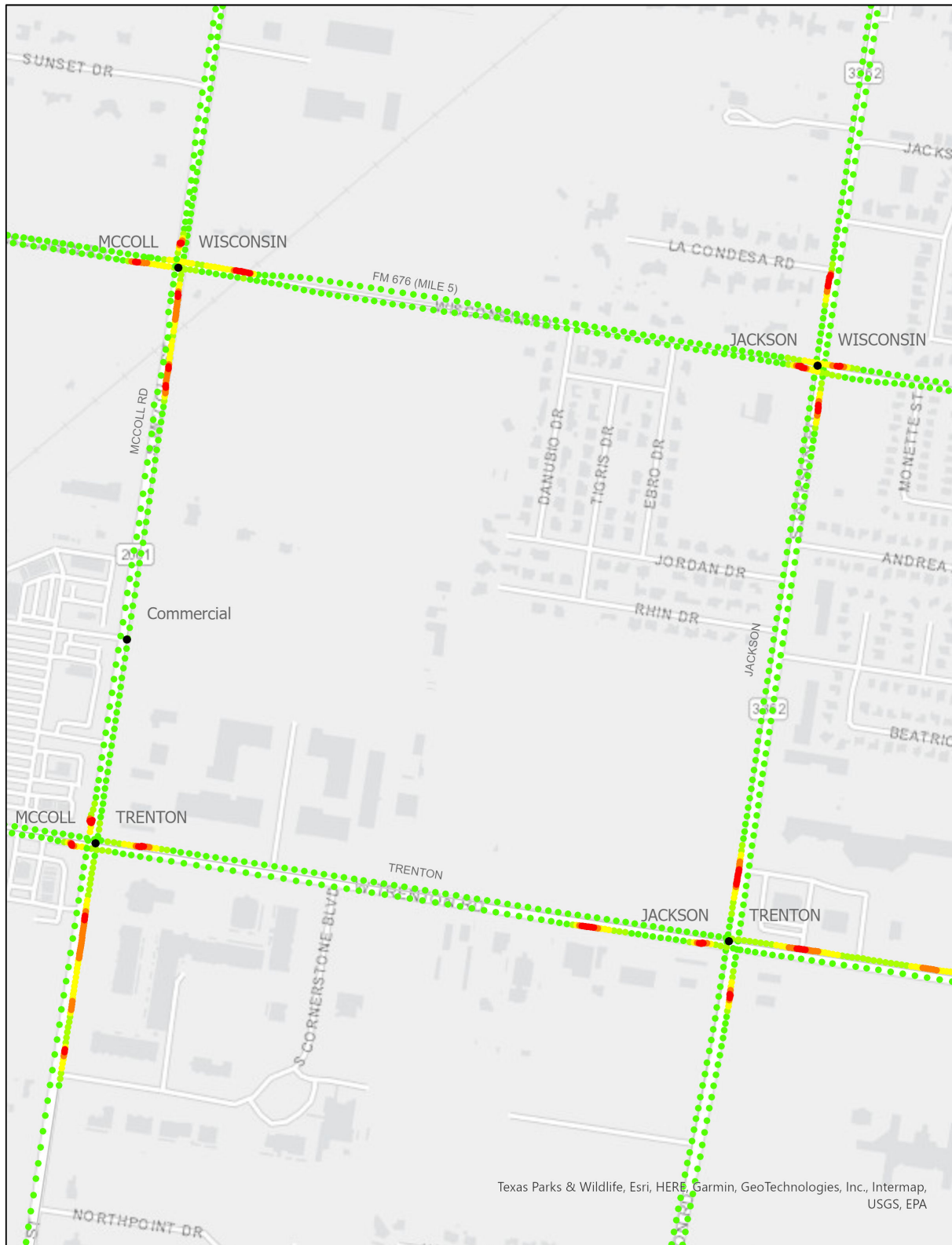


Figure 2 – Example 1-Second Speed on Congested Segment Near Signal

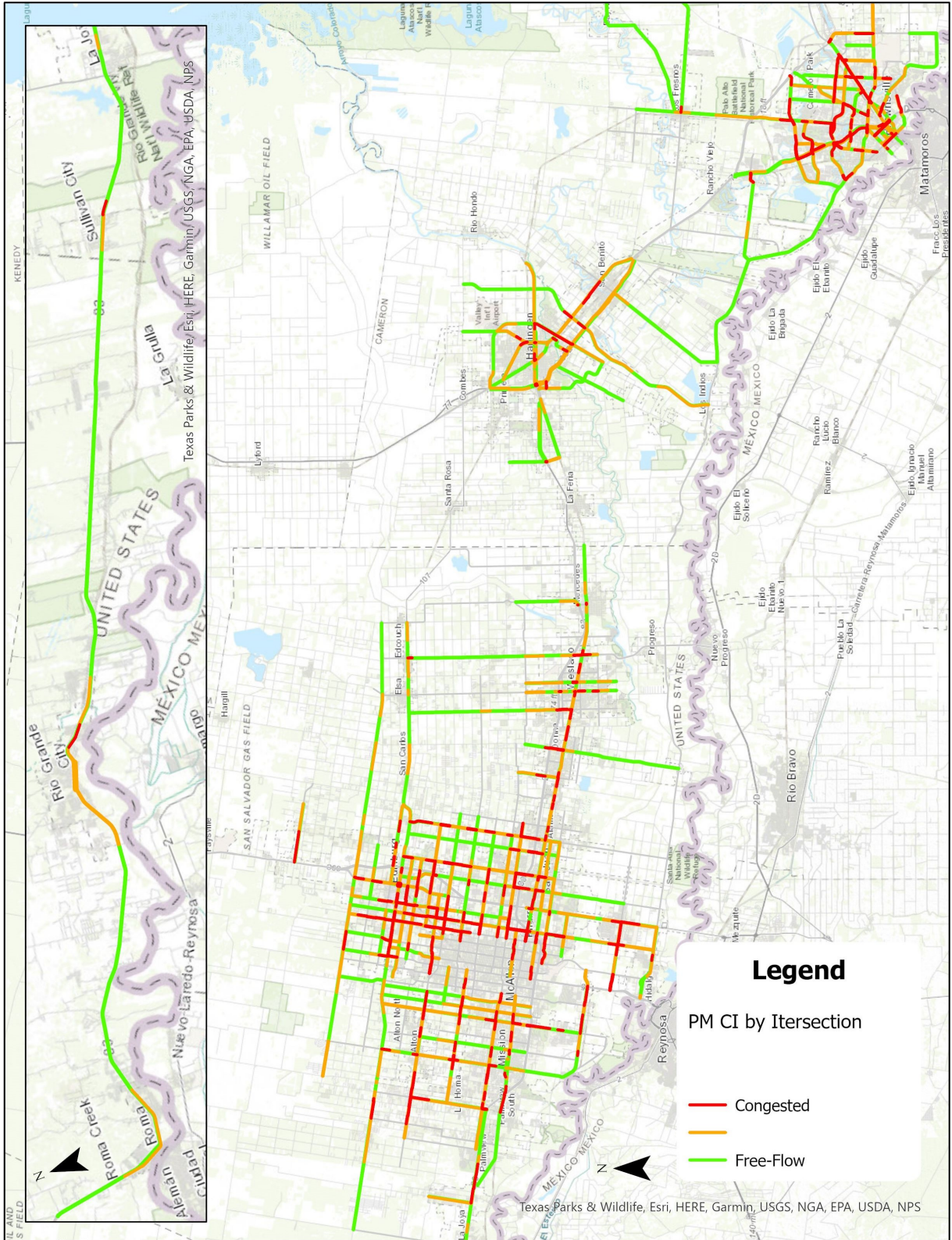


Figure 3 – Spring 2022 Congestion Index

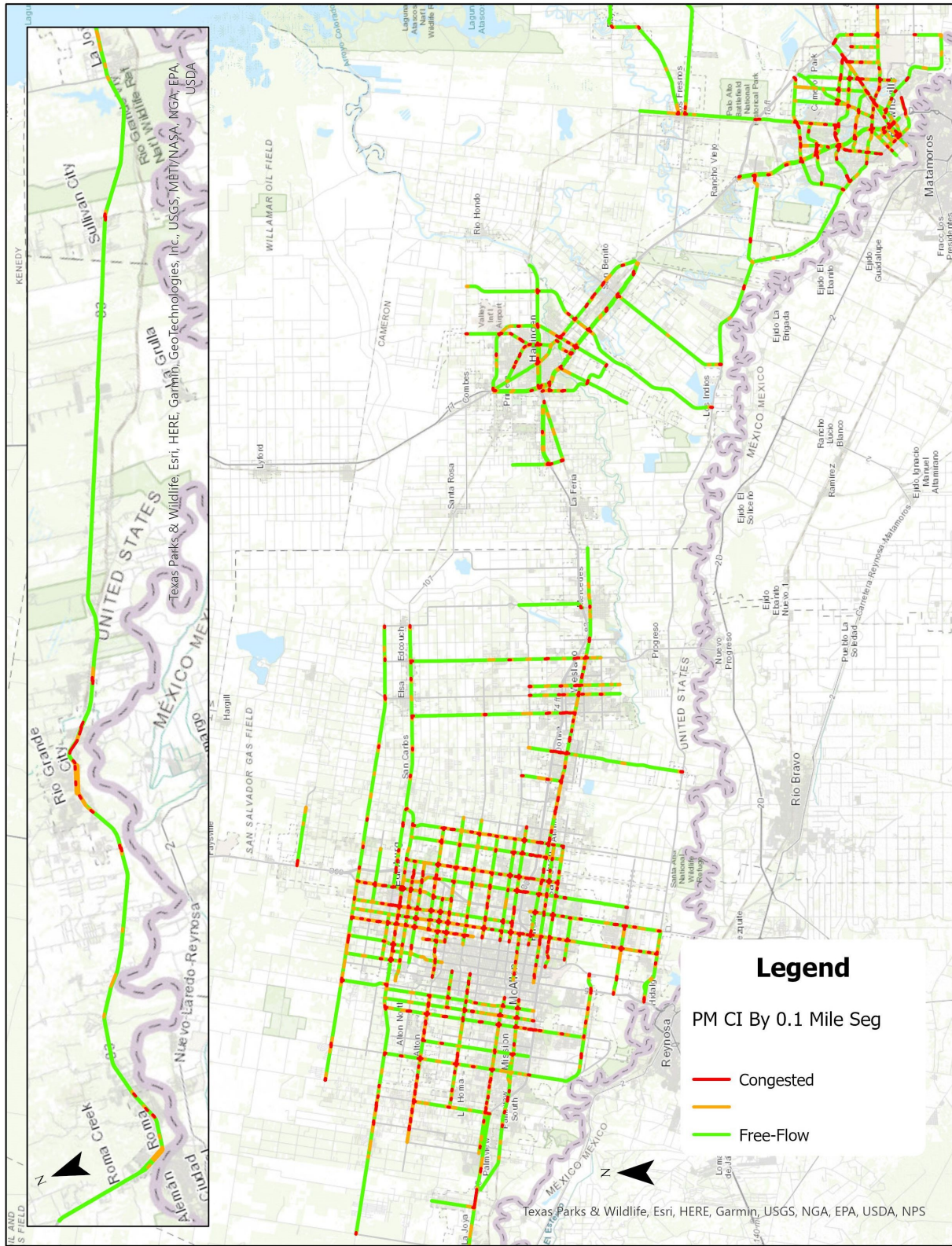


Figure 4 – Summaries at 0.1-mile segment level for Spring 2022

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.

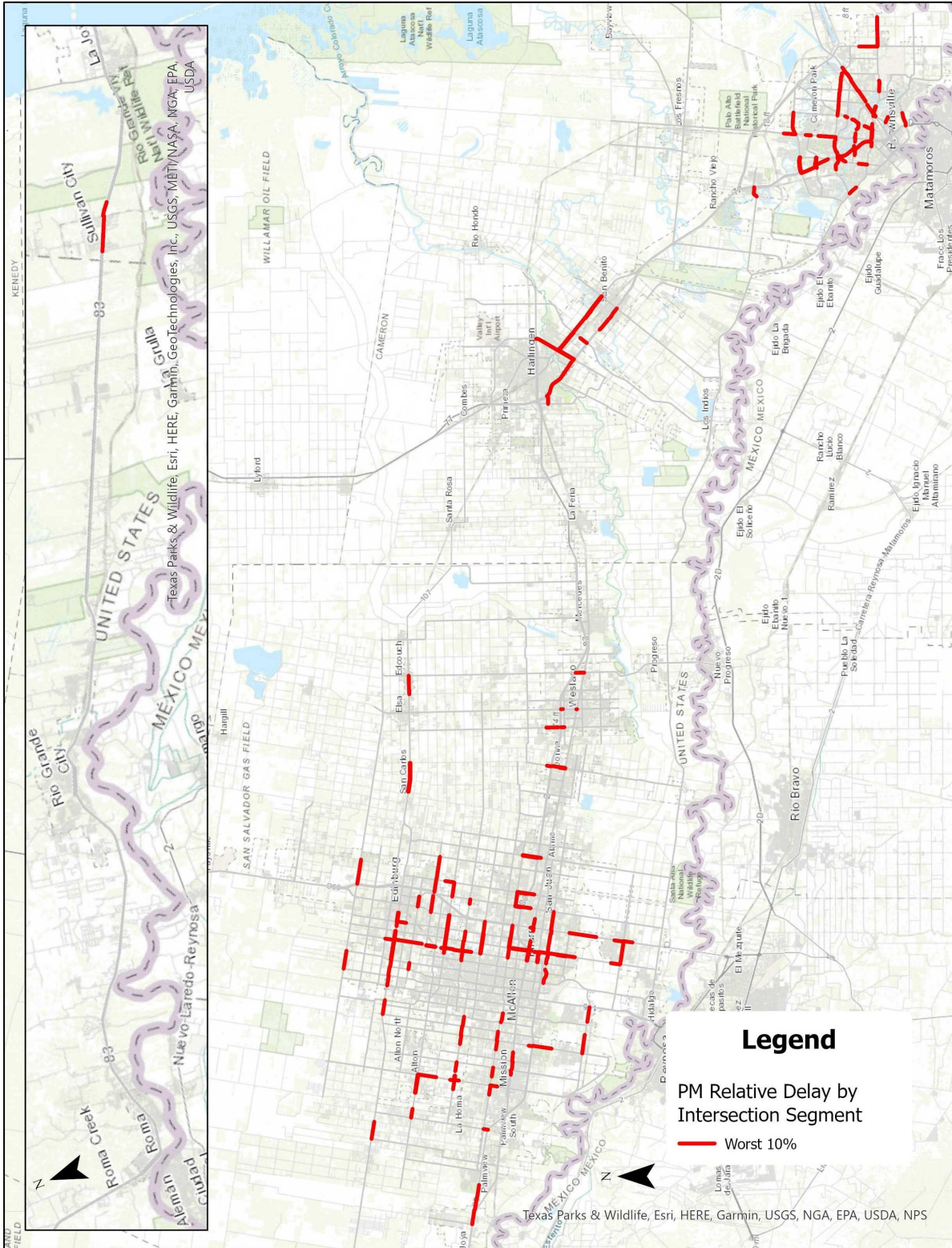


Figure 5 – Volume Weighted Delay for Spring 2022

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.

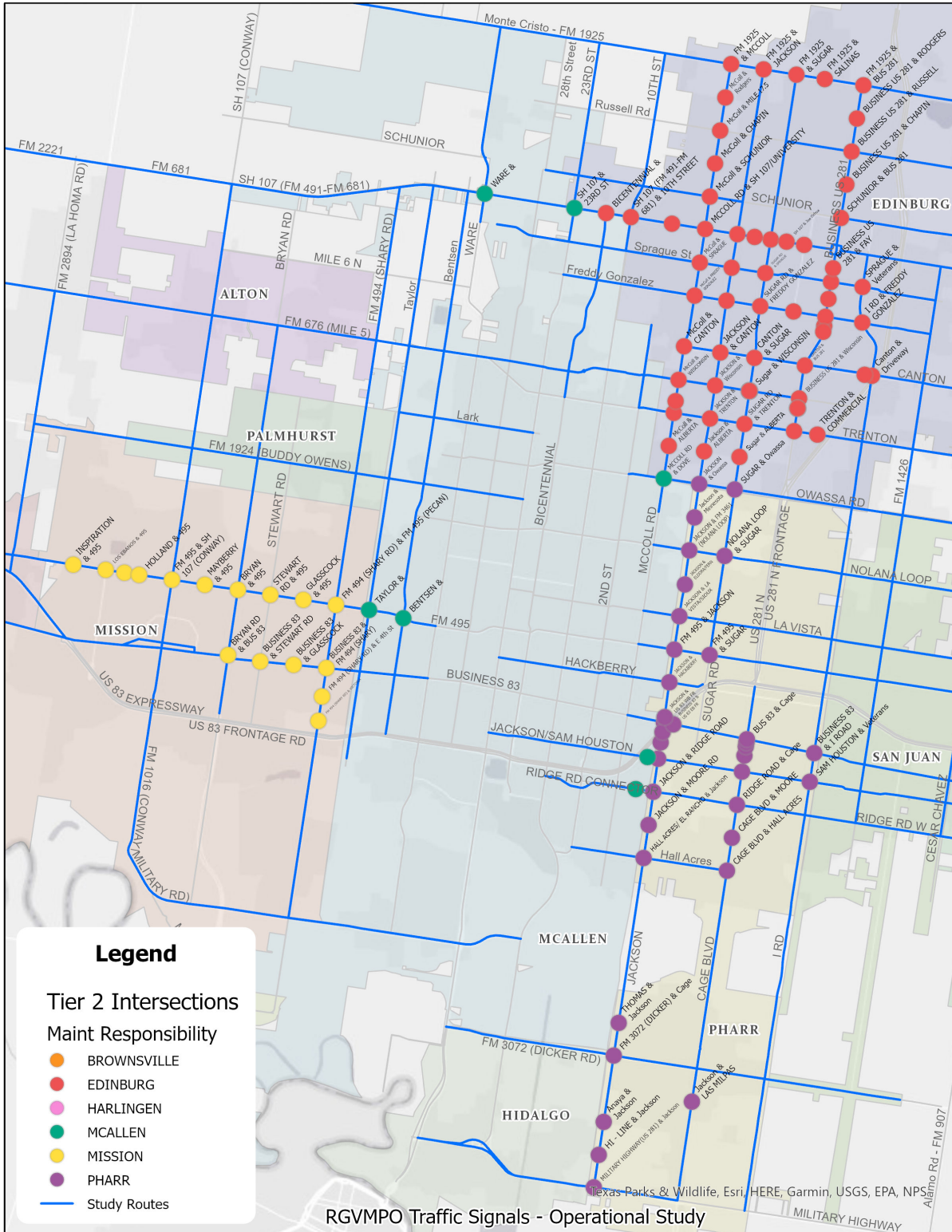


Figure 6 – Hidalgo County Priority 1 Signals

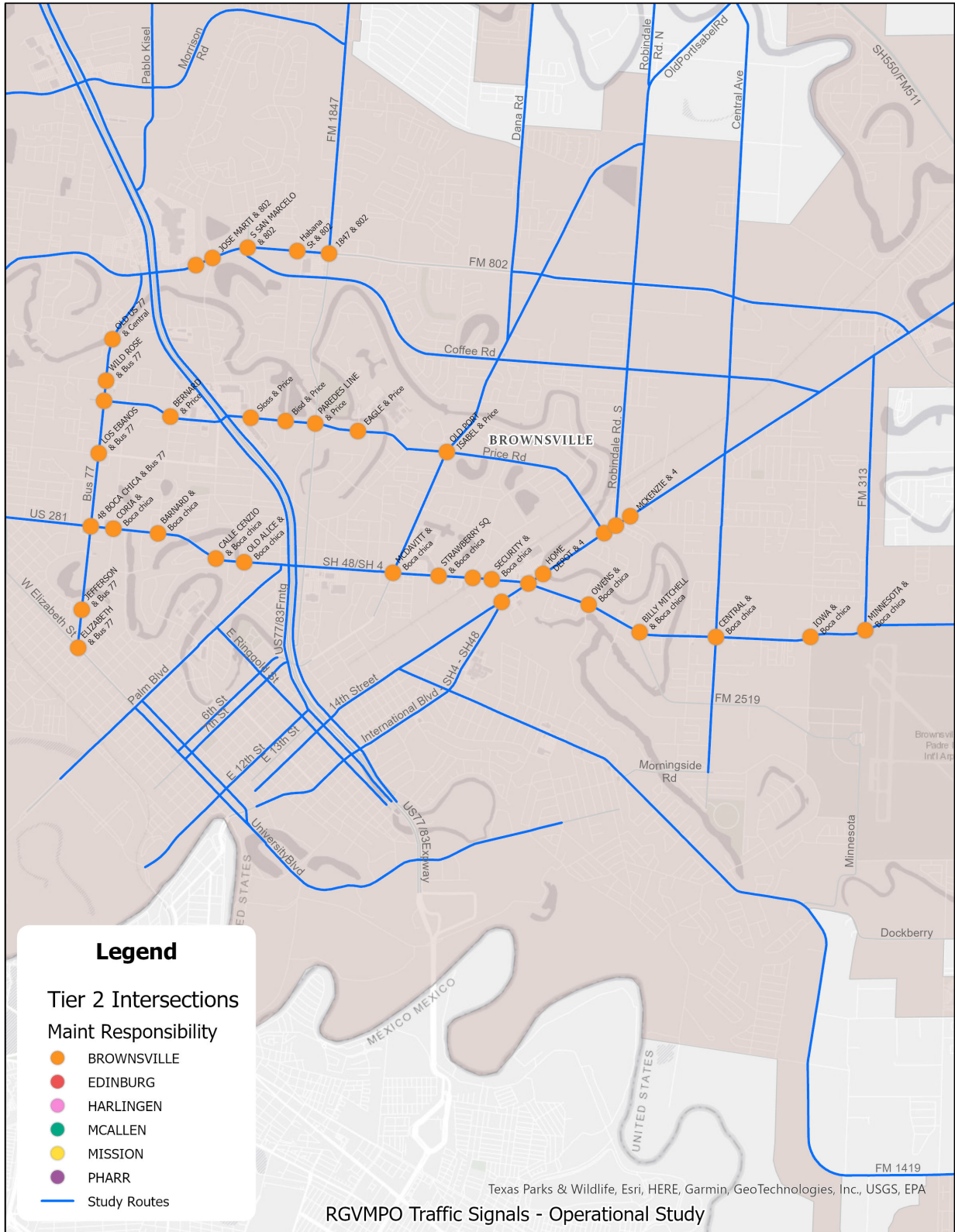


Figure 7 – Brownsville Priority 1 Signals

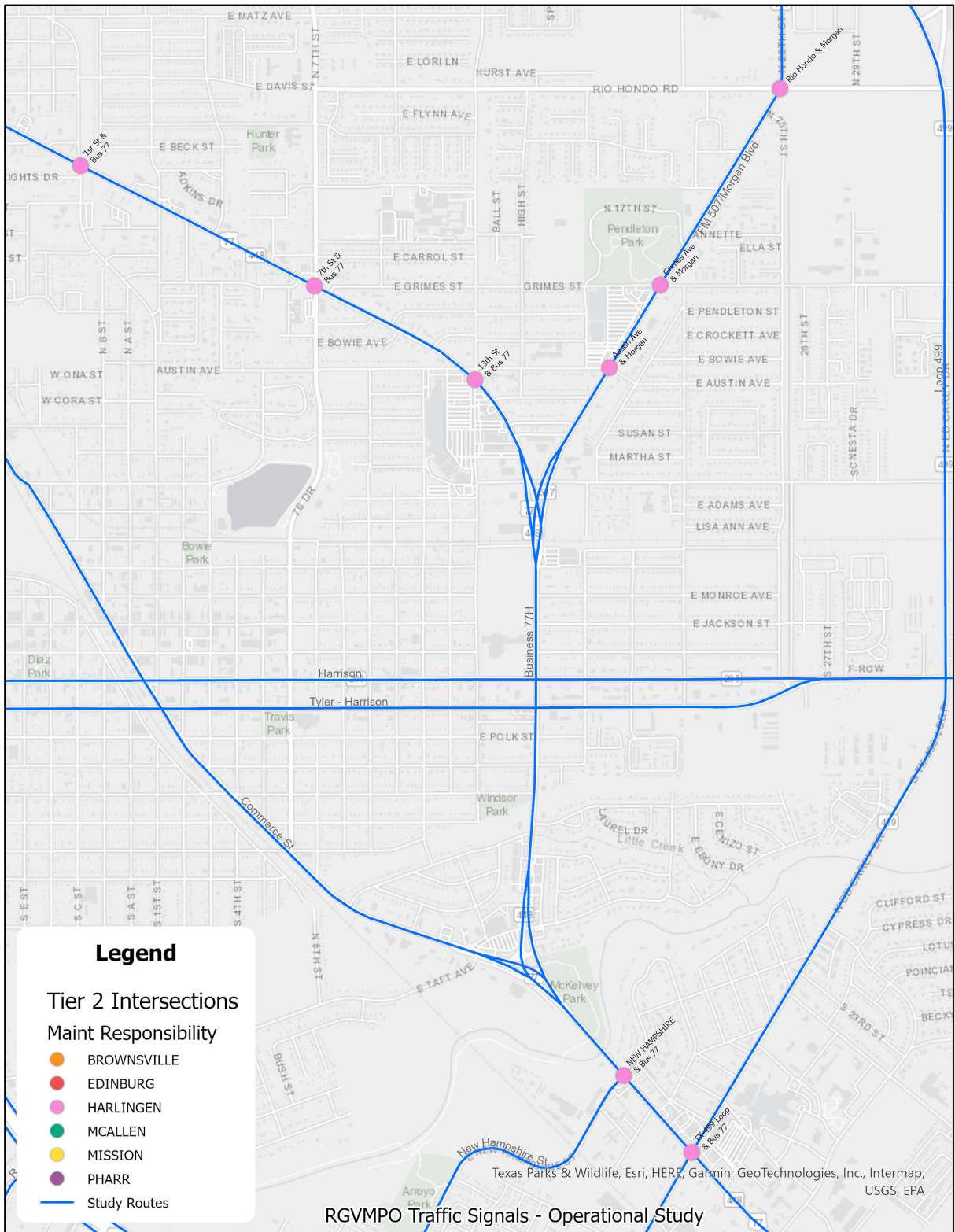


Figure 8 – Harlingen Priority 1 Signals

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

617 WEST UNIVERSITY DRIVE
EDINBURG, TX 78539
(956) 682-3481

PLANNING PARTNERS:

Judge Eddie Treviño, Jr.
Chairman
Cameron County

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.

Cameron Co Spaceport Dev Corp

STAFF

Andrew A. Canon
Executive Director

Luis M. Diaz
Assistant Director

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:

<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



Twitter

www.rgvmpo.org





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, RGVMPPO 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. RGVMPPO 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 Totals	
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

Project Name & CSJ #	FY 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Current Amount Programmed	Scoring Percentage	Letting Date
Cameron County <i>(Sponsor)</i>													
CCRMA SH 550 Gap II (0684-01-068)	\$1,420,000										\$19.35M: FY 2023	73.53%	FY 2023
Cameron County S. Parallel Corridor (0921-06-257)				\$6,765,000							Local Funds: FY 2026	Pending	FY 2026
CCRMA Old Alice Rd. (0921-06-290)							\$1,200,000				\$19.3M: FY 2029	61.77%	FY 2029
CCRMA East Loop (0921-06-315)			\$20,000,000								Local Funds: FY 2025	64.71%	FY 2025

Totals (Millions):	\$1,420,000		\$20,000,000	\$6,765,000			\$1,200,000					\$29,385,000	
--------------------	-------------	--	--------------	-------------	--	--	-------------	--	--	--	--	--------------	--

Hidalgo County <i>(Sponsor)</i>													
City of Mission Taylor Rd., Sec. 2 (0921-02-328)		\$2,500,000									\$8.49M: FY 2024	52.94%	FY 2023
City of McAllen Inspiration/Military Pkwy (0921-02-395)		\$2,500,000		\$500,000							\$3M: FY 2023	61.77%	FY 2024
City of Mission Bentsen Rd. (0921-02-512)			\$2,160,840								\$1.9M: FY 2025	35.29%	FY 2025
City of McAllen Russell Rd. (0921-02-362)					1,650,000						Local Funds: FY 2024	Pending	FY 2024
Pct. 4 Nolana Loop (0921-02-361)			\$2,633,301		\$3,300,000						\$14.84M: FY 2025	61.77%	FY 2024
Pct. 2 Mile 10 N. (0921-02-360)				\$1,000,000			\$3,800,000				\$17.32M: FY 2023, 2029	55.88%	FY 2026
Pct. 1 Liberty Blvd., Ph. II (0921-02-322)						\$1,700,000					\$10.18M: FY 2028	64.71%	FY 2024
Pct. 3 International Bridge Trade Corridor (0921-02-142)				\$20,000,000							Local Funds: FY 2026	79.41%	FY 2026
HCRMA I Rd. (0921-02-363)		\$4,524,926									\$3.89M: FY 2024	54.12%	FY 2023
City of Pharr I Rd. (0921-02-499)				\$1,778,500							\$6.84M: FY 2026	48.24%	FY 2023

Totals (Millions):		\$9,524,926	\$4,794,141	\$23,278,500	\$4,950,000	\$1,700,000	\$3,800,000				\$48,047,567		
--------------------	--	-------------	-------------	--------------	-------------	-------------	-------------	--	--	--	--------------	--	--

2023 UTP Allocation:	\$328.80	Carryover from FY 2022:	\$75.12	Total Available:	\$403.92
----------------------	----------	-------------------------	---------	------------------	----------

Currently Programmed (as of May 2022):	\$346.9 M
--	-----------

Currently Programmed & Requests Combined:	\$424.3 M
---	-----------

Over-programmed:	\$20.41 M
------------------	-----------

*A benchmark (for over-programming) of \$20M was recommended during TPB on Aug. 31, 2022

*Harlingen-San Benito Area:	\$12.13 M	FY 2032
-----------------------------	-----------	---------

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	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Cameron 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	FY 2023-2026	\$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	1
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
7	BU 77X	Widen Non-Freeway - Harlingen 0039-12-254	COMMERCE ST.	ARROYO BRIDGE	FY 2027-2032	\$647,091	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$647,090 \$647,090	3
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	2
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	3
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 TOTAL	\$18,003,867 \$18,003,867	2
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	\$105,059,490 \$875,000 \$7,471,188 \$113,405,678	1
<i>Cat. 12 increased \$3.3M</i>											
Hidalgo County											
13	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	FY 2027-2032	\$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	\$480,000 \$144,343,809 \$1,253,569 \$146,077,378	1
<i>Cat. 4 increased \$860K</i>											
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	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
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 ----- <i>Cat. 2 increased \$844K</i>	\$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	3
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	1
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 ----- <i>Cat. 2 increased \$9.5M</i>	\$32,194,559 \$500,736 \$32,695,295	3
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	3
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 ----- <i>Cat. 2 increased \$3.0M</i>	\$3,281,601 \$29,869,560 \$33,151,161	3
30	FM 1925	Widen Non-Freeway - Edinburg 1803-01-095	FM 681	WALLACE ST.	FY 2027-2032	\$27,417,600	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$27,417,599 \$27,417,599	3
31	FM 1925	Widen Non-Freeway - Edinburg 1803-02-035	FM 907 (ALAMO RD)	SHARP RD.	FY 2023-2026	\$6,991,045	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$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 ----- <i>Cat. 2 increased \$1.0M</i>	\$21,300,871 \$21,300,871	3
34	FM 3362	Widen Non-Freeway - Pharr 3468-01-021	BUS 835	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	3
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 ----- <i>Cat. 12 increased \$12M</i>	\$120,104,926 \$5,500,000 \$12,068,412 \$137,673,338	1

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	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Kenedy County											
37	US 77	Upgrade to Freeway - Kenedy Co. (South) 0327-04-037	9.6 Miles North of Norias Rd	6.33 Miles North of Norias Rd	FY 2027-2032	\$43,859,572	No Funding Change	No	Cat. 12 Strategic Priority --Remaining funding TBD-- TOTAL	\$2,844,431 \$41,015,140 \$43,859,571	1
38	US 77	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 TOTAL	\$17,076,458 \$17,076,458	2
39	US 77	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 Cat. 12 Strategic Priority TOTAL ----- <i>Cat. 4 increased \$6.8M and Cat. 12 increased \$21M</i>	\$79,032,498 \$59,131,569 \$138,164,067	1
Starr County											
40	US 83	Widen Non-Freeway - Starr County 0038-06-047	0.31 MI SOUTH OF PLACIDO RD.	0.09 MI NORTH OF LOMA BLANCA RD.	FY 2023-2026	\$27,210,268	Funding Adjustment	No	Cat. 1 Cat. 2 Metro/Urban Corridor Cat. 4 Rural TOTAL ----- <i>Cat. 2 increased \$13.1M</i>	\$1,007,788 \$13,101,240 \$13,101,240 \$27,210,268	1
41	SL 195	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 --Remaining funding TBD-- TOTAL	\$22,398,441 \$22,398,441 \$44,796,882	1
Willacy County											
42	IH 69E	Freeway Improvements - Sebastian 0327-10-063	CAMERON/WILLACY CL	SPUR 413	FY 2023-2026	\$4,380,000	No Funding Change	No	Cat. 4 Rural TOTAL	\$4,380,000 \$4,380,000	1
Zapata County											
43	US 83	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 TOTAL ----- <i>Cat. 4 increased \$5M</i>	\$31,117,441 \$31,117,441	1

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

		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			\$2,582,409	\$2,582,409			\$3,281,601	\$3,281,601	\$5,864,010	\$5,864,010
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$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
3	Non-Traditionally Funded Transportation Project	\$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
3DB	Design Build (DB)										
4	Urban and Regional Connectivity			\$13,101,240	\$13,101,240	\$144,823,810	\$144,823,810			\$157,925,050	\$157,925,050
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										
10	Supplemental Transportation	\$2,686,011	\$2,686,011			\$1,186,736	\$1,186,736			\$3,872,747	\$3,872,747
10 CBI	Corridor Border	\$3,465,955	\$3,465,955							\$3,465,955	\$3,465,955
11	District Discretionary			\$3,894,456	\$3,894,456			\$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			\$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	\$409,906,935	\$409,906,935	\$420,989,995	\$420,989,995	\$519,458,505	\$519,458,505	\$1,458,495,207	\$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

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



Brownsville Area - RGV MPO
FY 2023 - 2026 Transportation Improvement Program

Funding by Category

Adopted: Pending

Funding Category	Description	FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023-2026	
		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
Total	\$28,280,393	\$33,465,569	\$119,391,410	\$28,753,814	\$209,891,186

Annotations

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Pharr	Cameron	0921-06-292	CS	PE	Los Fresnos	CCRMA	\$380,300	
LIMITS FROM:		On Whipple Rd, from FM 1575				REVISION DATE:		11/1/2022
LIMITS TO:		FM 1847				MPO PROJ NUMBER:		BMPO-E5
PROJECT DESCRIPTION:		Widening of Existing Roadway to include Continuous Left Turn Lane				FUNDING CAT(S):		7
REMARKS				PROJECT HISTORY:				
P7:								

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$380,300						
ROW PURCHASE:	\$0		\$304,240		\$76,060		\$380,300
CONST COST:	\$6,399,646						
CONST ENG:	\$440,000	\$380,300					
CONTING:	\$260,000						
POT CHG ORDER:							
IND COSTS:	\$260,000						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$7,739,946		TOTALS \$304,240	\$0	\$76,060	\$0	\$380,300

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	CAMERON	0921-06-315	CS	PE	BROWNSVILLE	CCRMA	\$3,875,000	
LIMITS FROM:		ON EAST LOOP FROM I-69E				REVISION DATE:		11/1/2022
LIMITS TO:		SH 4				MPO PROJ NUMBER:		BMPO-E4
PROJECT DESCRIPTION:		CONSTRUCTION OF 4 TO 6 LANE ROADWAY PARTIALLY ON NEW LOCATION				FUNDING CAT(S):		3 LC
REMARKS				PROJECT HISTORY:				
P7:				Revised Cost				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$3,875,000						
ROW PURCHASE:	\$5,600,000					\$3,875,000	\$3,875,000
CONST COST:	\$113,405,678						
CONST ENG:	\$4,831,833	\$3,875,000					
CONTING:	\$4,900,000						
IND COSTS:							
BND FINANCING:							
POT CHG ORDER:							
TOTAL PROJECT COST:	\$132,612,511		TOTALS \$0	\$0	\$0	\$3,875,000	\$3,875,000

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

Admin.

Brownsville 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	CAMERON	0684-01-068	SH 550	C, E	BROWNSVILLE	CCRMA	\$22,925,093	
LIMITS FROM:		0.203 MI S OF FM 1847				REVISION DATE:		11/1/2022
LIMITS TO:		1.13 MI SE OF UPRR OVRPSS FM 3248				MPO PROJ NUMBER:		BMPO-CCR1
PROJECT DESCRIPTION:		CONSTRUCT CONTROLLED ACCESS TOLLED FACILITY				FUNDING CAT(S):		CAT 7, CRRSAA
REMARKS P7:		E= Preliminary and Construction Engineering *(CRRSAA) - Coronavirus Response and Relief Supplemental Appropriations Act				PROJECT HISTORY: CAT 7 Funding Increase		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,000,000		CAT 7	\$16,610,740		\$4,152,685		\$20,763,425
ROW PURCHASE:	\$0							
CONST COST:	\$21,293,590							
CONST ENG:	\$1,631,503	\$22,925,093	CAT 7 (CRRSAA)	\$2,161,668				\$2,161,668
CONTING:	\$743,425							
IND COSTS:	\$0							
BND FINANCING:	\$0							
POT CHG ORDER:	\$0							
TOTAL PROJECT COST:	\$24,668,518		TOTALS	\$18,772,408	\$0	\$4,152,685	\$0	\$22,925,093

Revision

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	CAMERON	0921-06-290	CS	E	BROWNSVILLE	CAMERON COUNTY	\$1,100,000	
LIMITS FROM:		ON OLD ALICE ROAD, FROM Sports Park Blvd				REVISION DATE:		11/1/2022
LIMITS TO:		SH 100				MPO PROJ NUMBER:		BMPO-E2
PROJECT DESCRIPTION:		WIDEN FROM 2 LANE TO 4 LANE URBAN ROADWAY				FUNDING CAT(S):		CAT 3LC
REMARKS P7:		E= PRELIMINARY ENGINEERING TRANSPORTATION DEVELOPMENT CREDITS (TDC) TO BE APPLIED FOR ALL NON FEDERAL PARTICIPATION				PROJECT HISTORY: Added to STIP		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,100,000		CAT 3 LC				\$1,100,000	\$1,100,000
ROW PURCHASE:	\$0							
CONST COST:	\$20,902,028							
CONST ENG:	\$1,650,000	\$1,100,000						
CONTING:	\$839,814							
IND COSTS:	\$0							
BND FINANCING:	\$0							
POT CHG ORDER:	\$0							
TOTAL PROJECT COST:	\$24,491,842		TOTALS	\$0	\$0	\$0	\$1,100,000	\$1,100,000

Revision

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

Brownsville Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-163	CS	PE, R	South Padre Island	CCRMA	\$20,600,000
LIMITS FROM: On SPI 2nd Access, from SH 100, across the Laguna Madre						REVISION DATE:	11/1/2022
LIMITS TO: PR 100						MPO PROJ NUMBER:	BMPO-SPI2
PROJECT DESCRIPTION: Constructing New Causeway at New Location						FUNDING CAT(S):	3LC
REMARKS P7:						PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
				FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$15,000,000	COST OF APPROVED PHASES:	CAT 3 LC						
ROW PURCHASE:	\$5,600,000							\$20,600,000	\$20,600,000
CONST COST:	\$448,000,000								
CONST ENG:	\$18,000,000			\$20,600,000					
CONTING:									
IND COSTS:									
POT CHG ORDER:									
BND FINANCING:	\$0								
TOTAL PROJECT COST:	\$486,600,000		TOTALS	\$0		\$0	\$20,600,000	\$20,600,000	

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-340	CS	E,C,CE	BROWNSVILLE	CCRMA	\$7,265,569
LIMITS FROM: On West Blvd., from FM 3248 (Alton Gloor)						REVISION DATE:	11/1/2022
LIMITS TO: FM 802 (Ruben Torres Blvd.)						MPO PROJ NUMBER:	BMPO-WBL
PROJECT DESCRIPTION: Roadway/Trail Construction phase of multimodal corridor						FUNDING CAT(S):	3LC
REMARKS P7:						PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
				FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$312,566	COST OF APPROVED PHASES:	CAT 3 LC						
ROW PURCHASE:	\$6,634,058							\$7,265,569	\$7,265,569
CONST COST:	\$318,945			\$7,265,569					
CONST ENG:	\$414,629								
CONTING:									
IND COSTS:									
POT CHG ORDER:									
BND FINANCING:	\$0								
TOTAL PROJECT COST:	\$7,680,198		TOTALS:				\$7,265,569	\$7,265,569	

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

Admin

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

Brownsville Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
PHARR	CAMERON	0921-06-315	CS	R	BROWNSVILLE	CCRMA	\$5,600,000		
LIMITS FROM:		ON EAST LOOP FROM I-69E				REVISION DATE:	11/1/2022		
LIMITS TO:		SH 4				MPO PROJ NUMBER:	BMPO-E4		
PROJECT DESCRIPTION:		CONSTRUCTION OF 4 TO 6 LANE ROADWAY PARTIALLY ON NEW LOCATION				FUNDING CAT(S):	3 LC		
REMARKS P7:		Revised Cost							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$3,875,000	COST OF APPROVED PHASES:	\$5,600,000	FEDERAL STATE LOCAL LC TOTAL					
ROW PURCHASE:	\$5,600,000			CAT 3 LC					
CONST COST:	\$113,405,678			\$5,600,000					
CONST ENG:	\$4,831,833			\$5,600,000					
CONTING:	\$4,900,000			\$5,600,000					
IND COSTS:				\$5,600,000					
BND FINANCING:		\$5,600,000							
POT CHG ORDER:		\$5,600,000							
TOTAL PROJECT COST:	\$132,612,511			TOTALS	\$0	\$0	\$0	\$5,600,000	\$5,600,000

Admin

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

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

Brownsville Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-315	CS	C,CE	BROWNSVILLE	CCRMA	\$118,237,511
LIMITS FROM:		ON EAST LOOP FROM I-69E				REVISION DATE: 11/1/2022	
LIMITS TO:		SH 4				MPO PROJ NUMBER: BMPO-E4	
PROJECT DESCRIPTION:		CONSTRUCTION OF 4 TO 6 LANE ROADWAY PARTIALLY ON NEW LOCATION				FUNDING CAT(S): 3LC, 12, 7	
REMARKS P7:		Pending TPB Approved CAT 7 Increase - FC				PROJECT HISTORY: Funding and Cost Revised as per UTP	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$3,875,000		CAT 3 LC				\$109,891,323	\$109,891,323
ROW PURCHASE:	\$5,600,000		CAT 12	\$5,976,950	\$1,494,238			\$7,471,188
CONST COST:	\$113,405,678	\$118,237,511	CAT 7	\$700,000		\$175,000		\$875,000
CONST ENG:	\$4,831,833							
CONTING:	\$4,900,000							
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$132,612,511		TOTALS	\$6,676,950	\$1,494,238	\$175,000	\$113,064,894	\$118,237,511

Revision

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-289	VA	C, CE	BROWNSVILLE	BROWNSVILLE	\$1,153,899
LIMITS FROM:		SOUTHMOST NATURE TRAIL, From La Posada Dr.				REVISION DATE: 11/1/2022	
LIMITS TO:		Alamada Dr./Monsees Rd.				MPO PROJ NUMBER: BMPO-ST2	
PROJECT DESCRIPTION:		CONSTRUCT 10' CONCRETE HIKE AND BIKE TRAIL				FUNDING CAT(S): CAT 7, 3LC	
REMARKS P7:		SOUTHMOST NATURE TRAIL PHASE IV				PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:			CAT 7	\$750,504		\$187,626		\$938,130
ROW PURCHASE:			CAT 3 LC				\$215,769	\$215,769
CONST COST:	\$1,013,180	\$1,153,899						
CONST ENG:	\$46,906							
CONTING:	\$93,813							
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$1,153,899		TOTALS	\$750,504	\$0	\$187,626	\$215,769	\$1,153,899

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

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-334	Los Fresnos Hike N Bike Trail	C	Los Fresnos	Los Fresnos	\$3,661,580

LIMITS FROM: Circles the City of Los Fresnos	REVISION DATE: 11/1/2022
LIMITS TO:	MPO PROJ NUMBER: BMPO-LF2
PROJECT DESCRIPTION: Establish Hike and Bike Trail	FUNDING CAT(S): 7, 3
REMARKS P7:	PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$160,194	COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:			CAT 7	\$2,421,680		\$605,420		\$3,027,100
CONST COST:	\$3,661,580		CAT 3 LC				\$634,480	\$634,480
CONST ENG:								
CONTING:	\$65,058							
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$3,886,833	TOTALS	\$2,421,680	\$0	\$605,420	\$634,480	\$3,661,580	

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-291	CS	C,CE	Brownsville	CCRMA	\$8,563,534

LIMITS FROM: On Morrison Rd., from FM 1847	REVISION DATE: 11/1/2022
LIMITS TO: Dana Rd.	MPO PROJ NUMBER: BMPO-M1
PROJECT DESCRIPTION: Construct 4 lane urban roadway	FUNDING CAT(S): CAT 3
REMARKS P7: Segment 1	PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$151,163	COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:			CAT 3 LC				\$8,563,534	\$8,563,534
CONST COST:	\$7,959,467							
CONST ENG:	\$604,067							
CONTING:	\$319,800							
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$9,034,497	TOTALS	\$0	\$0	\$0	\$8,563,534	\$8,563,534	

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

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0220-04-049	US 281	C	BROWNSVILLE	TXDOT	\$14,000,000

LIMITS FROM: 0.5 Mi W. of FM 1577 REVISION DATE: 11/1/2022

LIMITS TO: FM 1421 MPO PROJ NUMBER: BMPO-D3

PROJECT DESCRIPTION: Widen from 2 lanes to 4 lanes rural FUNDING CAT(S): 2

PROJECT HISTORY:

REMARKS
P7:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$651,026						
ROW PURCHASE:			CAT 2	\$11,200,000	\$2,800,000		\$14,000,000
CONST COST:	\$14,000,000						
CONST ENG:	\$789,203	\$14,000,000					
CONTING:	\$786,250						
IND COSTS:	\$2,275,301						
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$18,501,780		TOTALS	\$11,200,000	\$2,800,000	\$0	\$0
							\$14,000,000

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-360	VA	C	BROWNSVILLE	BROWNSVILLE	\$2,528,700

LIMITS FROM: Southmost NT Ph. III, from Southmost Blvd REVISION DATE: 11/1/2022

LIMITS TO: Manzano St. MPO PROJ NUMBER: BMPO-ST3

PROJECT DESCRIPTION: CONSTRUCT 10' CONCRETE HIKE AND BIKE TRAIL FUNDING CAT(S): CAT 7, 3LC

PROJECT HISTORY:

REMARKS
P7:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:							
ROW PURCHASE:			CAT 7	\$1,806,214	\$451,554		\$2,257,768
CONST COST:	\$2,528,700		CAT 3 LC			\$270,932	\$270,932
CONST ENG:	\$112,888	\$2,528,700					
CONTING:	\$225,777						
IND COSTS:							
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$2,867,365		TOTALS	\$1,806,214	\$0	\$451,554	\$270,932
							\$2,528,700

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

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

* FUNDING NOT FIXED



Harlingen San Benito Area - RGV MPO
FY 2023 - 2026 Transportation Improvement Program

Funding by Category

Adopted: Pending

Funding Category	Description	FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
		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

Harlingen San Benito 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	CAMERON	0921-06-257	CS	PE, R	HARLINGEN	CAMERON COUNTY	\$2,400,000
LIMITS FROM:		On S. Parallel Corridor, from FM 2520				REVISION DATE: 11/1/2022	
LIMITS TO:		FM 1577				MPO PROJ NUMBER: HSB-110	
PROJECT DESCRIPTION:		New Location - 2 lane rural roadway in a proposed 120 ft. ROW				FUNDING CAT(S): CAT 3 LC	
REMARKS P7:		CONST phase in 2026 - Pending FC				PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$1,200,000	COST OF APPROVED PHASES:						
ROW PURCHASE:	\$1,200,000		3LC				\$2,400,000	\$2,400,000
CONST COST:	\$10,080,000							
CONST ENG:	\$765,000		\$2,400,000					
CONTING:	\$405,000							
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$13,650,000		TOTALS	\$0	\$0	\$0	\$2,400,000	\$2,400,000

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-359	VA	C	HARLINGEN	TXDOT	\$3,465,955
LIMITS FROM:		GSA Facility				REVISION DATE: 11/1/2022	
LIMITS TO:		Los Indios Free Trade Int'l Bridge				MPO PROJ NUMBER: HSB-L11	
PROJECT DESCRIPTION:		Construction of Border Safety Inspection Facility (BSIF)				FUNDING CAT(S): 10 BI,	
REMARKS P7:						Admin. - Cost & Funding Reduced	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$173,687	COST OF APPROVED PHASES:						
ROW PURCHASE:	\$3,465,955		CAT 10 BI	\$2,772,764	\$693,191			\$3,465,955
CONST COST:	\$155,964		\$3,465,955					
CONST ENG:	\$78,677							
CONTING:	\$102,794							
IND COSTS:								
POT CHG ORDER:								
TOTAL PROJECT COST:	\$3,977,077		TOTALS	\$2,772,764	\$693,191	\$0	\$0	\$3,465,955

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

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

Harlingen San Benito 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	CAMERON	0039-07-257	IH-69E	C	HARLINGEN	TXDOT	\$2,813,724
LIMITS FROM:		INDUSTRIAL BLVD			REVISION DATE:		11/1/2022
LIMITS TO:		LOOP 499/ PRIMERA RD			MPO PROJ NUMBER:		HSB-115
PROJECT DESCRIPTION:		NB AND SB RAMPS REVERSAL			FUNDING CAT(S):		CAT 2U
REMARKS				PROJECT HISTORY:			
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$134,966		CAT 2U	\$2,376,979	\$436,745			\$2,813,724
ROW PURCHASE:	\$0							
CONST COST:	\$2,813,724							
CONST ENG:	\$210,162	\$2,813,724						
CONTING:	\$232,749							
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$3,391,601		TOTALS	\$2,376,979	\$436,745	\$0	\$0	\$2,813,724

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

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

Harlingen San Benito Area - RGV MPO
FY 2023-2026 Transportation Improvement Program
Pharr District Projects
FY 2024

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

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

Harlingen San Benito Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	CAMERON	0921-06-254	FM 509	C,E,R	HARLINGEN	CCRMA	\$11,056,949	
LIMITS FROM:		FM 508					REVISION DATE:	11/1/2022
LIMITS TO:		FM 1599					MPO PROJ NUMBER:	HSB-509
PROJECT DESCRIPTION:		NEW LOCATION-CONSTRUCT 2 LANE RURAL ROADWAY				FUNDING CAT(S):	CAT 2U, 10, 3LC	
REMARKS P7:		Admin - Cost & Funding Reduced						

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$686,000		CAT 2	\$5,824,000	\$1,456,000	\$0	\$0	\$7,280,000
ROW PURCHASE:	\$2,000,000		CAT 10	\$686,000	\$0	\$0	\$0	\$686,000
CONST COST:	\$7,560,000							
CONST ENG:	\$686,000	\$11,056,949	3LC				\$3,090,949	\$3,090,949
CONTING:	\$124,949							
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$11,056,949		TOTALS	\$6,510,000	\$1,456,000	\$0	\$3,090,949	\$11,056,949

Admin.

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

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

* FUNDING NOT FIXED

Harlingen San Benito Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2026

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-257	CS	C,CE	HARLINGEN	CAMERON COUNTY	\$10,845,000

LIMITS FROM: On S. Parallel Corridor, from FM 2520 REVISION DATE: 11/1/2022

LIMITS TO: FM 1577 MPO PROJ NUMBER: HSB-110

PROJECT DESCRIPTION: New Location - 2 lane rural roadway in a proposed 120 ft. ROW FUNDING CAT(S): CAT 3 LC

REMARKS P7: Pending FC PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,200,000	\$10,845,000	3LC					
ROW PURCHASE:	\$1,200,000						\$10,845,000	\$10,845,000
CONST COST:	\$10,080,000							
CONST ENG:	\$765,000							
CONTING:	\$405,000							
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$13,650,000		TOTALS	\$0	\$0	\$0	\$10,845,000	\$10,845,000

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0220-04-050	US 281	C	HARLINGEN	TXDOT	\$13,440,000

LIMITS FROM: FM 732 REVISION DATE: 11/1/2022

LIMITS TO: .5 Mi. W. of FM 1577 MPO PROJ NUMBER: HSB-081

PROJECT DESCRIPTION: Widen from 2 to 4 Lane Rural FUNDING CAT(S): 2

REMARKS P7: PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$624,985	\$13,440,000	CAT 2					
ROW PURCHASE:	\$13,440,000				\$10,752,000	\$2,688,000		\$13,440,000
CONST COST:	\$757,635							
CONST ENG:	\$754,800							
CONTING:	\$1,111,889							
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$16,689,309		TOTALS	\$10,752,000	\$2,688,000	\$0	\$0	\$13,440,000

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

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

Harlingen San Benito Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2026

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST			
PHARR	CAMERON	0327-08-098	BU 77X	C	HARLINGEN	TXDOT	\$2,883,574			
LIMITS FROM:		SS 206		REVISION DATE:		11/1/2022				
LIMITS TO:		Commerce St.		MPO PROJ NUMBER:		HSB-77				
PROJECT DESCRIPTION:		Construct Raised Median		FUNDING CAT(S):		2				
REMARKS P7:				PROJECT HISTORY:		Revised Funding and Cost as per UTP				
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$120,201	COST OF APPROVED PHASES:	\$2,883,574	CAT 2	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:					\$2,306,859	\$576,715				\$2,883,574
CONST COST:	\$2,883,574									
CONST ENG:	\$110,879									
CONTING:	\$1,716									
IND COSTS:	\$71,139									
POT CHG ORDER:										
BND FINANCING:										
TOTAL PROJECT COST:	\$3,187,509			TOTALS	\$2,306,859	\$576,715	\$0	\$0	\$2,883,574	

Admin.

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

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

* FUNDING NOT FIXED



Hidalgo Area - RGVMP
FY 2023 - 2026 Transportation Improvement Program

Funding by Category

Adopted: Pending

Funding Category	Description	FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
		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
Total	\$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 Liberty Blvd., from Mile 3				REVISION DATE:		11/1/2022
LIMITS TO:		US 83				MPO PROJ NUMBER:		HC-284a
PROJECT DESCRIPTION:		Widening and new location, from 2 to 4 lanes with dedicated left turn lane				FUNDING CAT(S):		7, 12, 3LC, 10
REMARKS				PROJECT HISTORY:				
P7:				Revised Cost & Funding				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,291,874		CAT 7	\$8,428,382		\$2,107,095		\$10,535,477
ROW PURCHASE:	\$686,011		PHASES: CAT 12	\$320,000		\$80,000		\$400,000
CONST COST:	\$10,953,888		CAT 10 Earmark	\$548,809		\$137,202		\$686,011
CONST ENG:	\$1,086,619	\$12,726,518	CAT 3 LC				\$1,105,030	\$1,105,030
CONTING:								
IND COSTS:								
POT CHG ORD:								
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$14,018,392		TOTALS	\$9,297,190	\$0	\$2,324,298	\$1,105,030	\$12,726,518

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-375	CS	C,E,R	PHARR	PHARR	\$8,327,054	
LIMITS FROM:		ON HI LINE EAST, FROM CAGE BLVD				REVISION DATE:		11/1/2022
LIMITS TO:		VETERANS RD				MPO PROJ NUMBER:		HC-336
PROJECT DESCRIPTION:		WIDEN TO 2 LANE WITH CONTINUOUS LEFT TURN LANE AND SHOULDERS				FUNDING CAT(S):		7,3LC
REMARKS				PROJECT HISTORY:				
P7: E= Construction Engineering				Admin - Cost & Funding Reduced				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$376,399		CAT 7	\$5,332,218		\$1,333,055		\$6,665,273
ROW PURCHASE:	\$350,000		PHASES: CAT 3 LC				\$1,661,781	\$1,661,781
CONST COST:	\$7,386,161							
CONST ENG:	\$590,893	\$8,327,054						
CONTING:	\$480,100							
IND COSTS:	\$457,942							
POT CHG ORD:	\$196,068							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$9,837,563		TOTALS	\$5,332,218	\$0	\$1,333,055	\$1,661,781	\$8,327,054

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

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

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	0921-02-322	CS	R	PENITAS	HC 3	\$2,030,000
LIMITS FROM:		On Liberty Blvd. (Ph. II), from FM 2221				REVISION DATE:	11/1/2022
LIMITS TO:		Mile 3				MPO PROJ NUMBER:	HC-284br
PROJECT DESCRIPTION:		Construct 2 lane roadway w/ shoulders (on new location from Mile 4 to FM 2221)				FUNDING CAT(S):	7
REMARKS P7:		Admin - Revised Cost					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	Cat 7	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$347,998							
ROW PURCHASE:	\$2,030,000			\$1,624,000		\$406,000		\$2,030,000
CONST COST:	\$10,606,273							
CONST ENG:	\$1,576,755	\$2,030,000						
CONTING:								
IND COSTS:								
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$14,561,026		TOTALS	\$1,624,000	\$0	\$406,000	\$0	\$2,030,000

Admin.

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0865-01-108	CS	R	Palmview	TXDOT	\$2,699,360
LIMITS FROM:		On Veterans (SH 495), From IH-2/US 83				REVISION DATE:	11/1/2022
LIMITS TO:		SH 364 (La Homa Rd)				MPO PROJ NUMBER:	HC-50r
PROJECT DESCRIPTION:		Construct 4 Lane Divided Urban section				FUNDING CAT(S):	7
REMARKS P7:		Const. Cost Updated per UTP					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	Cat 7	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$758,148							
ROW PURCHASE:	\$2,699,360			\$2,159,488		\$539,872		\$2,699,360
CONST COST:	\$15,139,057							
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

Admin.

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

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

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	1064-01-032	FM 676	C	ALTON	TXDOT	\$16,149,113
LIMITS FROM:		SH 364 E. (La Homa Rd.)				REVISION DATE:	11/1/2022
LIMITS TO:		SH 107 (Conway)				MPO PROJ NUMBER:	HC-117b
PROJECT DESCRIPTION:		Widen from 2 lane to 4 lane divided				FUNDING CAT(S):	2
REMARKS P7:				PROJECT HISTORY:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$841,080	COST OF APPROVED PHASES:	CAT 2					
ROW PURCHASE:	\$3,783,390				\$16,149,113			\$16,149,113
CONST COST:	\$16,149,113							
CONST ENG:	\$1,019,595			\$16,149,113				
CONTING:	\$1,015,779							
IND COSTS:	\$497,782							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$23,306,739		TOTALS	\$0	\$16,149,113	\$0	\$0	\$16,149,113

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-286	CS	R	COUNTY	HC 1	\$4,396,313
LIMITS FROM:		On Mile 6 W., from SH 107				REVISION DATE:	11/1/2022
LIMITS TO:		MILE 11 N				MPO PROJ NUMBER:	HC-148bbr
PROJECT DESCRIPTION:		ROW ACQUISITION FOR RECONSTRUCTION AND WIDEN FROM 2 TO 4 LANES				FUNDING CAT(S):	7
REMARKS P7:				PROJECT HISTORY:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$992,000	COST OF APPROVED PHASES:	CAT 7					
ROW PURCHASE:	\$4,396,313				\$3,517,050	\$879,263		\$4,396,313
CONST COST:	\$31,202,489							
CONST ENG:	\$3,410,000			\$4,396,313				
CONTING:	\$1,316,000							
IND COSTS:	\$1,255,000							
POT CHG ORD:	\$1,260,436							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$43,832,238		TOTALS	\$3,517,050	\$0	\$879,263	\$0	\$4,396,313

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

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

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	0921-02-328	CS	R	Mission	HC 3	\$2,011,852
-------	---------	-------------	----	---	---------	------	-------------

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 Lanes to 4 Lane Divided Urban	FUNDING CAT(S): 7
---	-------------------

REMARKS P7:	PROJECT HISTORY: Admin - Revised Cost
-------------	---------------------------------------

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$743,333	COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$2,011,852		Admin.	Cat 7	\$1,609,482		\$402,370
CONST COST:	\$13,709,138						
CONST ENG:	\$1,138,003						
CONTING:	\$376,725						
IND COSTS:	\$292,316						
BND FINANCING:	\$0						
PT CHG ORD							
TOTAL PROJECT COST:	\$18,271,367		TOTALS	\$1,609,482	\$0	\$402,370	\$0 \$2,011,852

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

PHARR	HIDALGO	0921-02-361	CS	R	MCALLEN	HC 2	\$2,000,000
-------	---------	-------------	----	---	---------	------	-------------

LIMITS FROM: On Nolana Loop (S1), from FM 1426 (Raul Longoria)	REVISION DATE: 11/1/2022
--	--------------------------

LIMITS TO: FM 907	MPO PROJ NUMBER: HC-152ar
-------------------	---------------------------

PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANE DIVIDED	FUNDING CAT(S): 10
---	--------------------

REMARKS P7:	PROJECT HISTORY: Admin - Revised Cost
-------------	---------------------------------------

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$230,275	COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$2,000,000		Admin.	CAT 10 Earmark	\$1,600,000		\$400,000
CONST COST:	\$17,287,844						
CONST ENG:	\$1,920,871						
CONTING:	\$1,074,017						
IND COSTS:	\$526,321						
BND FINANCING:							
PT CHG ORD							
TOTAL PROJECT COST:	\$23,039,328		TOTALS	\$1,600,000	\$0	\$400,000	\$0 \$2,000,000

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

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

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	0921-02-405	CS	PE, R	VARIOUS	HC 2	\$5,721,217
-------	---------	-------------	----	-------	---------	------	-------------

LIMITS FROM: On Cesar Chavez, from Business 83 REVISION DATE: 11/1/2022

LIMITS TO: Nolana Loop MPO PROJ NUMBER: HC-326r

PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANES FUNDING CAT(S): 7, 3LC

REMARKS PROJECT HISTORY:

P7:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,151,217	COST OF APPROVED PHASES:	CAT 7	\$3,656,000		\$914,000		\$4,570,000
ROW PURCHASE:	\$4,570,000		CAT 3LC				\$1,151,217	\$1,151,217
CONST COST:	\$20,232,066							
CONST ENG:	\$2,567,723							
CONTING:								
IND COSTS:								
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$28,521,006		TOTALS	\$3,656,000	\$0	\$914,000	\$1,151,217	\$5,721,217

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

PHARR	HIDALGO	0921-02-399	CS	R	VARIOUS	HC 2	\$1,000,000
-------	---------	-------------	----	---	---------	------	-------------

LIMITS FROM: On Cesar Chavez, from Business 83 REVISION DATE: 11/1/2022

LIMITS TO: Ridge Rd. MPO PROJ NUMBER: HC-344r

PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANES FUNDING CAT(S): 7

REMARKS PROJECT HISTORY:

P7:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$249,994	COST OF APPROVED PHASES:	CAT 7	\$800,000		\$200,000		\$1,000,000
ROW PURCHASE:	\$1,000,000							
CONST COST:	\$6,936,384							
CONST ENG:	\$655,000							
CONTING:								
IND COSTS:	\$879,434							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$9,720,812		TOTALS	\$800,000	\$0	\$200,000	\$0	\$1,000,000

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

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

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	0921-02-493	Mile 5 HID	R	MCALLEN	HC 4	\$1,000,000
LIMITS FROM:		ON MILE 5, FROM TAYLOR RD			REVISION DATE:		11/1/2022
LIMITS TO:		FM 2220 (WARE RD)			MPO PROJ NUMBER:		HC-144
PROJECT DESCRIPTION:		ROW ACQUISITION FOR DRAINAGE DITCH			FUNDING CAT(S):		7
REMARKS				PROJECT HISTORY:			
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$1,839,870	COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$1,000,000		\$1,000,000	CAT 7	\$800,000		\$200,000
CONST COST:	\$8,263,107						
CONST ENG:							
CONTING:							
IND COSTS:							
BND FINANCING:							
PT CHG ORD							
TOTAL PROJECT COST:	\$11,102,977		TOTALS	\$800,000	\$0	\$200,000	\$0
				\$0	\$200,000	\$0	\$1,000,000

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-142	CS	PE	Hidalgo County	HCRMA	\$13,118,273
LIMITS FROM:		On IBTC, from 365 Tollway at FM 493			REVISION DATE:		11/1/2022
LIMITS TO:		IH-2			MPO PROJ NUMBER:		RMA-3
PROJECT DESCRIPTION:		CONSTRUCT NON-TOLLED 4 LANE DIVIDED (AT GRADE) HIGHWAY (INTERIM)			FUNDING CAT(S):		3LC
REMARKS				PROJECT HISTORY:			
P7:				Admin - Revised Cost			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$13,118,273	COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$44,584,210		\$13,118,273	CAT 3 LC			\$13,118,273
CONST COST:	\$137,673,338						
CONST ENG:	\$9,444,203						
CONTING:	\$16,223,533						
IND COSTS:	\$3,906,761						
BND FINANCING:							
PT CHG ORD							
TOTAL PROJECT COST:	\$224,950,318		TOTALS	\$0	\$0	\$0	\$13,118,273
				\$0	\$0	\$0	\$13,118,273

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

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

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
----------	--------	-----	-----	-------	------	-----------------	----------

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

Hidalgo County Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0921-02-424	Pharr Bridge	C, CE	Pharr	Pharr	\$12,362,987
LIMITS FROM:						REVISION DATE:	11/1/2022
LIMITS TO: At Pharr/Reynosa Int'l Bridge						MPO PROJ NUMBER:	HC-372
PROJECT DESCRIPTION: Dock Expansion Phase I						FUNDING CAT(S):	Rider 11 B, 3LC
REMARKS P7:						PROJECT HISTORY: Admin - Cost & Funding Reduced	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$330,000						
ROW PURCHASE:			Rider 11 B \$2,400,000	\$600,000			\$3,000,000
CONST COST:	\$11,428,895		3LC			\$9,362,987	\$9,362,987
CONST ENG:	\$934,092	\$12,362,987					
CONTING:	\$366,688						
IND COSTS:	\$367,478						
POT CHG ORD:							
BND FINANCING:							
TOTAL PROJECT COST:	\$13,427,153		TOTALS	\$2,400,000	\$600,000	\$0	\$9,362,987

Revision

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0921-02-425	Pharr Bridge	C,CE	Pharr	Pharr	\$13,147,185
LIMITS FROM:						REVISION DATE:	11/1/2022
LIMITS TO: At Pharr/ Reynosa Int'l Bridge						MPO PROJ NUMBER:	HC-373
PROJECT DESCRIPTION: Dock Expansion Phase II						FUNDING CAT(S):	Rider 11 B, 3LC
REMARKS P7:						PROJECT HISTORY: Admin - Cost & Funding Reduced	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$690,000						
ROW PURCHASE:			Rider 11 B \$4,000,000	\$1,000,000			\$5,000,000
CONST COST:	\$12,153,842		3LC			\$8,147,185	\$8,147,185
CONST ENG:	\$993,343	\$13,147,185					
CONTING:	\$389,947						
IND COSTS:							
POT CHG ORD:							
BND FINANCING:							
TOTAL PROJECT COST:	\$14,227,132		TOTALS	\$4,000,000	\$1,000,000	\$0	\$8,147,185

Revision

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

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

* FUNDING NOT FIXED

Hidalgo County Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
----------	--------	-----	-----	-------	------	-----------------	----------

Pharr	Hidalgo	0921-02-423	Pharr Bridge	C,CE	Pharr	Pharr	\$6,680,435
LIMITS FROM:			At Pharr/ Reynosa Int'l Bridge			REVISION DATE: 11/1/2022	
LIMITS TO:						MPO PROJ NUMBER: HC-374	
PROJECT DESCRIPTION:			Pharr Bridge Commercial Vehicle Staging Site			FUNDING CAT(S): Rider 11 B, 3LC	
REMARKS P7:			PROJECT HISTORY: Admin - Cost & Funding Reduced				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$450,000		Rider 11 B	\$3,200,000	\$800,000			\$4,000,000
ROW PURCHASE:			3LC				\$2,680,435	\$2,680,435
CONST COST:	\$6,175,691	\$6,680,435	Revision					
CONST ENG:	\$504,744							
CONTING:								
IND COSTS:								
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$7,130,435		TOTALS	\$3,200,000	\$800,000	\$0	\$2,680,435	\$6,680,435

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

Pharr	Hidalgo	0921-02-433	Pharr Bridge Ag. Lab	C,CE	Pharr	Pharr	\$18,513,305
LIMITS FROM:			At Pharr/ Reynosa Int'l Bridge			REVISION DATE: 11/1/2022	
LIMITS TO:						MPO PROJ NUMBER: HC-376	
PROJECT DESCRIPTION:			Agricultural Lab & Training Center			FUNDING CAT(S): Rider 11 B, Cat 3	
REMARKS P7:			PROJECT HISTORY: Admin - Cost & Funding Reduced				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$843,545		Rider 11 B	\$6,400,000	\$1,600,000			\$8,000,000
ROW PURCHASE:	\$0		3LC				\$10,513,305	\$10,513,305
CONST COST:	\$17,385,710	\$18,513,305	Admin.					
CONST ENG:	\$1,127,595							
CONTING:	\$498,167							
IND COSTS:								
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$19,855,017		TOTALS	\$6,400,000	\$1,600,000	\$0	\$10,513,305	\$18,513,305

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

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

Hidalgo County Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Pharr	Hidalgo	2094-01-063	FM 2220 (Ware Rd)	C	McAllen	TxDOT	\$21,300,871	
LIMITS FROM:		FM 1925 (Monte Cristo)				REVISION DATE:		11/1/2022
LIMITS TO:		SH 107				MPO PROJ NUMBER:		HC-20
PROJECT DESCRIPTION:		Widen from 2 to 6 Lanes With Median				FUNDING CAT(S):		2
REMARKS				PROJECT HISTORY:				
P7:				Revised Funding and Cost as per UTP				
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$1,066,725	COST OF APPROVED PHASES:	CAT 2	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$6,608,600			\$17,040,697	\$4,260,174			\$21,300,871
CONST COST:	\$21,300,871							
CONST ENG:	\$1,293,132	\$21,300,871						
CONTING:	\$1,288,293							
IND COSTS:	\$631,327							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$32,188,948		TOTALS	\$17,040,697	\$4,260,174	\$0	\$0	\$21,300,871
Performance Measures								
PM 1: Safety	✓							
PM 2: Pavement Conditions								
PM 3: System Performance	✓							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Pharr	Hidalgo	1803-01-092	FM 1925	C	McAllen	TxDOT	\$10,088,000	
LIMITS FROM:		10th Street				REVISION DATE:		11/1/2022
LIMITS TO:		McColl Rd				MPO PROJ NUMBER:		HC-290
PROJECT DESCRIPTION:		Widen from 2 to 6 lane with raised median				FUNDING CAT(S):		2, 3LC
REMARKS				PROJECT HISTORY:				
P7:				Revised Funding and Costs as per UTP				
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$505,196	COST OF APPROVED PHASES:	CAT 2	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$4,190,706			\$8,041,680	\$2,010,420			\$10,052,100
CONST COST:	\$10,088,000		CAT 3LC				\$35,900	\$35,900
CONST ENG:	\$612,422	\$10,088,000						
CONTING:	\$610,130							
IND COSTS:	\$298,994							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$16,305,448		TOTALS	\$8,041,680	\$2,010,420	\$0	\$35,900	\$10,088,000
Performance Measures								
PM 1: Safety	✓							
PM 2: Pavement Conditions								
PM 3: System Performance	✓							

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

* FUNDING NOT FIXED

Hidalgo County Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	1803-02-035	FM 1925	C	COUNTY	TXDOT	\$6,991,045	
LIMITS FROM:		FM 907 (ALAMO RD)				REVISION DATE:	11/1/2022	
LIMITS TO:		SHARP RD				MPO PROJ NUMBER:	HC-12aa	
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANE DIVIDED				FUNDING CAT(S):	2	
REMARKS		PROJECT HISTORY:						
P7:		Revised Funding and Cost as per UTP						
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$350,104	COST OF APPROVED	CAT 2	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$1,154,700	PHASES:		\$5,592,836	\$1,398,209			\$6,991,045
CONST COST:	\$6,991,045							
CONST ENG:	\$424,412	\$6,991,045						
CONTING:	\$422,824							
IND COSTS:	\$207,205							
POT CHG ORD:								
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$9,550,290		TOTALS	\$5,592,836	\$1,398,209	\$0	\$0	\$6,991,045
Performance Measures								
PM 1: Safety		✓						
PM 2: Pavement Conditions								
PM 3: System Performance		✓						

Admin.

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-479	Pharr Bridge	C, CE	PHARR	PHARR	\$39,937,500	
LIMITS FROM:		At Pharr/Reynosa International Bridge				REVISION DATE:	7/1/2022	
LIMITS TO:						MPO PROJ NUMBER:	HC-12bb	
PROJECT DESCRIPTION:		Construct Twin Span Bridge				FUNDING CAT(S):	7, 3LC	
REMARKS		PROJECT HISTORY:						
P7:		Admin - Cost & Funding Reduced						
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$3,037,402	COST OF APPROVED	CAT 7	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		PHASES:	3LC	\$1,600,000		\$400,000		\$2,000,000
CONST COST:	\$36,920,000							
CONST ENG:	\$3,017,500	\$39,937,500						\$37,937,500
CONTING:								
IND COSTS:								
POT CHG ORD:								
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$42,974,902		TOTALS	\$1,600,000	\$0	\$400,000	\$37,937,500	\$39,937,500
Performance Measures								
PM 1: Safety		✓						
PM 2: Pavement Conditions								
PM 3: System Performance								

Admin.

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

Hidalgo County Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-363	CS	C, CE	PHARR	PHARR	\$11,632,926
LIMITS FROM:		On I Rd., from .4 Mi. South of Rancho Blanco Rd.				REVISION DATE:	11/1/2022
LIMITS TO:		Dicker Rd.				MPO PROJ NUMBER:	HC-12ac
PROJECT DESCRIPTION:		Widen to a 2-lane divided roadway with continuous center turning lane and shoulders				FUNDING CAT(S):	7,3LC, CRRSAA
REMARKS P7:		*CRRSAA - Coronavirus Response and Relief Supplemental App. Act				PROJECT HISTORY: Added CAT 7 Funding and Revised Cost	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$308,700		CAT 7	\$6,729,075		\$1,682,269		\$8,411,344
ROW PURCHASE:			PHASES: CAT 7 (CRRSAA)	\$2,413,582				\$2,413,582
CONST COST:	\$10,908,000		CAT 3 LC				\$808,000	\$808,000
CONST ENG:	\$724,926	\$11,632,926	Revision					
CONTING:	\$760,408							
IND COSTS:	\$725,312							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$13,427,346		TOTALS	\$9,142,657.20	\$0	\$1,682,269	\$808,000	\$11,632,926

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-435	CS	R	PHARR	PHARR	\$455,000
LIMITS FROM:		On Las Milpas, from Cage Blvd.				REVISION DATE:	7/1/2022
LIMITS TO:		I Rd.				MPO PROJ NUMBER:	HC-378
PROJECT DESCRIPTION:		Widen from 2 to 4 lane curb & gutter				FUNDING CAT(S):	7
REMARKS P7:						PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$330,482		CAT 7	\$364,000		\$91,000		\$455,000
ROW PURCHASE:	\$455,000		PHASES:					
CONST COST:	\$7,862,400							
CONST ENG:	\$597,125	\$455,000						
CONTING:								
IND COSTS:								
BND FINANCING:								
TOTAL PROJECT COST:	\$9,245,007		TOTALS	\$364,000	\$0	\$91,000	\$0	\$455,000

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

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

* FUNDING NOT FIXED

Hidalgo County Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
----------	--------	-----	-----	-------	------	-----------------	----------

PHARR	HIDALGO	0921-02-434	CS	R	PHARR	PHARR	\$792,000
LIMITS FROM:		On Las Milpas Rd., from Jackson Rd.				REVISION DATE: 7/1/2022	
LIMITS TO:		Cage Blvd.				MPO PROJ NUMBER: HC-377	
PROJECT DESCRIPTION:		Widen from 2 to 4 lane curb & gutter				FUNDING CAT(S): 7	
REMARKS		PROJECT HISTORY:					
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$275,625		CAT 7	\$633,600		\$158,400		\$792,000
ROW PURCHASE:	\$792,000							
CONST COST:	\$6,300,000							
CONST ENG:	\$618,750	\$792,000						
CONTING:								
IND COSTS:								
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$7,986,375		TOTALS	\$633,600	\$0	\$158,400	\$0	\$792,000

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

PHARR	HIDALGO	0921-02-436	CS	PE	PHARR	PHARR	\$335,286
LIMITS FROM:		On Moore Rd., from Jackson Rd.				REVISION DATE: 7/1/2022	
LIMITS TO:		Cage Blvd.				MPO PROJ NUMBER: HC-379	
PROJECT DESCRIPTION:		Widen to a 2-lane divided roadway with continuous center turning lane and shoulders				FUNDING CAT(S): 3LC	
REMARKS		PROJECT HISTORY:					
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$335,286		CAT 3 LC				\$335,286	\$335,286
ROW PURCHASE:	\$605,000							
CONST COST:	\$6,814,080							
CONST ENG:	\$486,720	\$335,286						
CONTING:								
IND COSTS:								
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$8,241,086		TOTALS	\$0	\$0	\$0	\$335,286	\$335,286

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

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

* FUNDING NOT FIXED

Hidalgo County Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0864-01-068	FM 494	C	McAllen	TXDOT	\$18,061,421
LIMITS FROM:		SH 107		REVISION DATE:		11/1/2022	
LIMITS TO:		FM 676 (Mile 5)		MPO PROJ NUMBER:		HC-292a	
PROJECT DESCRIPTION:		Widen from 2 to 4 lanes		FUNDING CAT(S):		2	
REMARKS				PROJECT HISTORY:			
P7:				Revised Funding and Cost as per UTP			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
				FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$904,497	COST OF APPROVED PHASES: \$18,061,421	CAT 2	\$14,449,137	\$3,612,284			\$18,061,421	
ROW PURCHASE:									
CONST COST:	\$18,061,421								
CONST ENG:	\$1,096,472								
CONTING:	\$1,092,369								
IND COSTS:	\$535,314								
POT. CHG ORDER:									
TOTAL PROJECT COST:	\$21,690,073		TOTALS	\$14,449,137	\$3,612,284	\$0	\$0	\$18,061,421	

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

Admin.

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-437	CS	PE	PHARR	PHARR	\$330,482
LIMITS FROM:		On Moore Rd., from Cage Blvd.		REVISION DATE:		7/1/2022	
LIMITS TO:		I Rd.		MPO PROJ NUMBER:		HC-380	
PROJECT DESCRIPTION:		Widen to a 2-lane divided roadway with continuous center turning lane and shoulders		FUNDING CAT(S):		3LC	
REMARKS				PROJECT HISTORY:			
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
				FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$330,482	COST OF APPROVED PHASES: \$330,482	CAT 3 LC				\$330,482	\$330,482	
ROW PURCHASE:	\$605,000								
CONST COST:	\$8,777,781								
CONST ENG:	\$597,125								
CONTING:									
IND COSTS:									
BND FINANCING:	\$0								
TOTAL PROJECT COST:	\$10,310,388		TOTALS	\$0	\$0	\$0	\$330,482	\$330,482	

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

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

Hidalgo County Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST			
PHARR	HIDALGO	0921-02-394	CS	C	DONNA	DONNA	\$41,860,063			
LIMITS FROM:		@ DONNA INT'L BRIDGE				REVISION DATE: 11/1/2020				
LIMITS TO:						MPO PROJ NUMBER: HC-361				
PROJECT DESCRIPTION:		CONSTRUCTION OF ROADWAY & COMMERCIAL FACILITIES FOR NORTHBOUND LOADED / EMPTY AND SOUTHBOUND LOADED TRUCKS				FUNDING CAT(S): 3LC, 11 B				
REMARKS P7:		Admin - Cost & Funding Reduced								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$2,017,023	COST OF APPROVED PHASES:	\$41,860,063	FEDERAL		STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$0			CAT 3 - LOCAL					\$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			Admin.						
CONTING:	\$913,676									
IND COSTS:	\$1,193,748									
BND FINANCING:										
PT CHG ORD										
TOTAL PROJECT COST:	\$47,795,714	TOTALS		\$7,120,000	\$1,780,000	\$0	\$32,960,063	\$41,860,063		

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST			
PHARR	HIDALGO	0921-02-362		C,E,R	McAllen	PCT 4	\$3,221,300			
LIMITS FROM:		On Russell Rd., from FM 2220 (Ware Rd)				REVISION DATE: 11/1/2022				
LIMITS TO:		Rooth Rd.				MPO PROJ NUMBER: HC-RU1				
PROJECT DESCRIPTION:		Realignment - Wdening from 2 to 4 lane urban roadway				FUNDING CAT(S): 3LC				
REMARKS P7:		Admin - Cost & Funding Reduced								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$58,800	COST OF APPROVED PHASES:	\$3,221,300	FEDERAL		STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$350,000			CAT 3 - LOCAL					\$3,221,300	\$3,221,300
CONST COST:	\$2,600,000			Admin.						
CONST ENG:	\$212,500									
CONTING:	\$0									
IND COSTS:	\$0									
BND FINANCING:	\$0									
PT CHG ORD										
TOTAL PROJECT COST:	\$3,221,300	TOTALS		\$0	\$0	\$0	\$3,221,300	\$3,221,300		

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

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

Hidalgo County Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Pharr	Hidalgo	0865-01-108	SH 495	C	Palmview	TxDOT	\$15,139,057	
LIMITS FROM:		Veterans Blvd, from IH-2				REVISION DATE:		11/1/2022
LIMITS TO:		SH 364 (La Homa Rd)				MPO PROJ NUMBER:		HC-50
PROJECT DESCRIPTION:		Construct 4 lane divided urban section				FUNDING CAT(S):		1, 2
REMARKS				PROJECT HISTORY:				
P7:				Revised Funding and Cost as per UTP				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$758,148						
ROW PURCHASE:	\$2,699,360		CAT 1	\$60,719	\$15,180		\$75,899
CONST COST:	\$15,139,057		CAT 2	\$12,050,526	\$3,012,632		\$15,063,158
CONST ENG:	\$919,061	\$15,139,057					
CONTING:	\$915,622						
IND COSTS:	\$448,700						
POT CHG ORD:							
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$20,879,948		TOTALS	\$12,111,246	\$3,027,811	\$0	\$0
							\$15,139,057

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

Admin.

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-328	CS	C,CE	VARIOUS	HC 3	\$14,847,141	
LIMITS FROM:		ON TAYLOR RD @MILE 2 N.				REVISION DATE:		11/1/2022
LIMITS TO:		BUSINESS 83				MPO PROJ NUMBER:		HC-257
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANES DIVIDED URBAN				FUNDING CAT(S):		7, 3LC
REMARKS				PROJECT HISTORY:				
P7:				Added CAT 7 and Revised Cost				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$743,333						
ROW PURCHASE:	\$2,011,852		CAT 7	\$10,790,242		\$2,697,560	\$13,487,802
CONST COST:	\$13,709,138		CAT 3 LC			\$1,359,339	\$1,359,339
CONST ENG:	\$1,138,003	\$14,847,141					
CONTING:	\$376,725						
IND COSTS:	\$292,316						
POT CHG ORD:							
BND FINANCING:							
TOTAL PROJECT COST:	\$18,271,367		TOTALS	\$10,790,242	\$0	\$2,697,560	\$1,359,339
							\$14,847,141

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

Revision

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

Hidalgo County Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-327	CS	C, CE	MISSION	HC 3	\$5,174,155	
LIMITS FROM:		ON TAYLOR RD, FROM BUSINESS 83				REVISION DATE:		7/1/2022
LIMITS TO:		I-2 (US 83)				MPO PROJ NUMBER:		HC-256
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANES w/ LEFT TURN LANE				FUNDING CAT(S):		7, 3LC, CRRSAA
REMARKS				PROJECT HISTORY:				
P7:				Admin - Cost & Funding Reduced				
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$1,989,553	COST OF APPROVED PHASES:	CAT 7	\$395,504		\$98,876	\$494,380	
ROW PURCHASE:	\$1,192,488		CAT 7 (CRRSAA)	\$4,500,000			\$4,500,000	
CONST COST:	\$4,674,155		CAT 3 LC			\$179,775	\$179,775	
CONST ENG:	\$500,000	\$5,174,155	Admin					
CONTING:								
IND COSTS:								
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$8,356,196		TOTALS	\$4,895,504	\$0	\$98,876	\$179,775	\$5,174,155

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Pharr	Hidalgo	0342-01-093	SH 107	C	Edinburg	TxDOT	\$20,498,722	
LIMITS FROM:		Bus 281-W				REVISION DATE:		11/1/2022
LIMITS TO:		I-69C (US 281)				MPO PROJ NUMBER:		HC-337
PROJECT DESCRIPTION:		Operational Improvements and Rehabilitation				FUNDING CAT(S):		1, 2
REMARKS				PROJECT HISTORY:				
P7:				Revised Funding and Cost as per UTP				
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$1,007,914	COST OF APPROVED PHASES:	CAT 2	\$15,200,000	\$3,800,000		\$19,000,000	
ROW PURCHASE:	\$3,676,572		CAT 1	\$1,198,978	\$299,744		\$1,498,722	
CONST COST:	\$20,498,722		Admin					
CONST ENG:	\$1,662,030	\$20,498,722						
CONTING:	\$859,370							
IND COSTS:	\$596,521							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$28,301,129		TOTALS	\$16,398,978	\$4,099,744	\$0	\$0	\$20,498,722

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

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

Hidalgo County Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
----------	--------	-----	-----	-------	------	-----------------	----------

Pharr	Hidalgo	0921-02-376	CS	C,R,E	Pharr	Pharr	\$8,277,271
-------	---------	-------------	----	-------	-------	-------	-------------

LIMITS FROM:	On Hi-Line West, From Jackson Rd	REVISION DATE:	7/1/2022
LIMITS TO:	Cage Blvd	MPO PROJ NUMBER:	HC-339
PROJECT DESCRIPTION:	Widen to 2 lane with continuous left turn lane	FUNDING CAT(S):	7, 3LC
REMARKS P7:	E=Construction Engineering	PROJECT HISTORY:	Admin. - Cost & Funding Reduced

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$254,800	COST OF APPROVED PHASES:	Cat 7		\$1,226,372		\$6,131,860	
ROW PURCHASE:	\$100,000		CAT 3 LC	\$4,905,488			\$2,145,411	\$2,145,411
CONST COST:	\$7,559,432							
CONST ENG:	\$617,839							
CONTING:								
IND COSTS:								
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$8,532,071		TOTALS	\$4,905,488	\$0	\$1,226,372	\$2,145,411	\$8,277,271

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

Pharr	Hidalgo	1064-01-043	FM 676	C	McAllen	TXDOT/HC 4	\$8,894,456
-------	---------	-------------	--------	---	---------	------------	-------------

LIMITS FROM:	Taylor Rd	REVISION DATE:	7/1/2022
LIMITS TO:	FM 2220	MPO PROJ NUMBER:	HC-144
PROJECT DESCRIPTION:	Widen From 2 to 4 Lane Divided	FUNDING CAT(S):	7, 11
REMARKS P7:		PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$1,839,870	COST OF APPROVED PHASES:	CAT 7	\$4,000,000	\$1,000,000		\$5,000,000	
ROW PURCHASE:	\$1,000,000		CAT 11	\$3,115,565	\$778,891		\$3,894,456	
CONST COST:	\$8,894,456							
CONST ENG:								
CONTING:								
IND COSTS:								
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$11,734,326		TOTALS	\$7,115,565	\$1,778,891	\$0	\$0	\$8,894,456

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

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

Hidalgo County Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0528-01-118	SH 107 (Conway)	C	Palmhurst	TxDOT	\$21,386,280
LIMITS FROM:		FM 1924 (Mile 3 N)				REVISION DATE:	11/1/2022
LIMITS TO:		SH 495				MPO PROJ NUMBER:	HC-383
PROJECT DESCRIPTION:		Widen from 4 to 6 Lanes w/Raised Median				FUNDING CAT(S):	2
REMARKS		PROJECT HISTORY: Revised funding as per UTP					
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,071,002						
ROW PURCHASE:	\$0						
CONST COST:	\$21,386,280		CAT 2	\$17,109,024	\$4,277,256		\$21,386,280
CONST ENG:	\$1,298,317	\$21,386,280					
CONTING:	\$1,293,459						
IND COSTS:	\$633,859						
POT CHG ORD:							
BND FINANCING:							
TOTAL PROJECT COST:	\$25,682,917		TOTALS	\$17,109,024	\$4,277,256	\$0	\$0

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-142	CS	R	Hidalgo County	HCRMA	\$44,584,210
LIMITS FROM:		On IBTC, from 365 Tollway at FM 493				REVISION DATE:	7/1/2022
LIMITS TO:		IH-2				MPO PROJ NUMBER:	RMA-3
PROJECT DESCRIPTION:		CONSTRUCT NON-TOLLED 4 LANE DIVIDED (AT GRADE) HIGHWAY (INTERIM)				FUNDING CAT(S):	3LC
REMARKS		PROJECT HISTORY: Admin - Revised Cost					
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$13,118,273						
ROW PURCHASE:	\$44,584,210		CAT 3 LC			\$44,584,210	\$44,584,210
CONST COST:	\$137,673,338						
CONST ENG:	\$9,444,203	\$44,584,210					
CONTING:	\$16,223,533						
IND COSTS:	\$3,906,761						
BND FINANCING:							
PT CHG ORD							
TOTAL PROJECT COST:	\$224,950,318		TOTALS	\$0	\$0	\$0	\$44,584,210

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

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

Hidalgo County Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-440	CS	R	Edinburg	Edinburg	\$560,000

LIMITS FROM: On Freddy Gonzalez Dr., from SH 336 (10th St.) REVISION DATE: 11/1/2022

LIMITS TO: FM 2061 (McCull Rd) MPO PROJ NUMBER: HC-120

PROJECT DESCRIPTION: WIDEN AND RECONSTRUCT TO 4 LANES DIVIDED URBAN FUNDING CAT(S): 7

REMARKS: P7: PROJECT HISTORY: Moved from FY 2026

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$270,663	\$560,000						
ROW PURCHASE:	\$560,000		CAT 7	\$448,000		\$112,000		\$560,000
CONST COST:	\$5,820,468							
CONST ENG:	\$328,109							
CONTING:	\$326,882							
IND COSTS:	\$160,188							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$7,466,310		TOTALS	\$448,000	\$0	\$112,000	\$0	\$560,000

Admin.

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

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

Hidalgo County Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST	
PHARR	HIDALGO	0921-02-254	CS	C,E,R		HC 1	\$7,860,000	
LIMITS FROM:		On Mile 1 East, from BUS 83				REVISION DATE:		11/1/2022
LIMITS TO:		Mile 8 North				MPO PROJ NUMBER:		HC-269
PROJECT DESCRIPTION:		Reconstruct & widen to urban 2 lanes & shoulders				FUNDING CAT(S):		3LC, 7, CRRSAA
REMARKS P7:		E=Construction Engineering				PROJECT HISTORY:		Admin -Cost & Funding Reduced

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$778,050							
ROW PURCHASE:	\$502,000							
CONST COST:	\$6,480,000							
CONST ENG:	\$878,000	\$7,860,000	\$5,642,269		\$1,410,567		\$7,052,836	
CONTING:	\$588,485							
IND COSTS:	\$561,324							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$9,787,859		TOTALS	\$5,969,433	\$0	\$1,410,567	\$480,000	\$7,860,000

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

Admin.

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST	
PHARR	HIDALGO	0921-02-361	CS	C,CE	MCALLEN	HC 2	\$19,208,715	
LIMITS FROM:		On Nolana Loop, from FM 1426				REVISION DATE:		11/1/2022
LIMITS TO:		FM 907				MPO PROJ NUMBER:		HC-152a
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANE DIVIDED				FUNDING CAT(S):		7, 3LC
REMARKS P7:		Nolana Loop (S1)				PROJECT HISTORY:		Revised Funding and Cost

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$230,275							
ROW PURCHASE:	\$2,000,000							
CONST COST:	\$17,287,844							
CONST ENG:	\$1,920,871	\$19,208,715	\$13,978,975		\$3,494,744		\$17,473,719	
CONTING:	\$1,074,017							
IND COSTS:	\$526,321							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$23,039,328		TOTALS	\$13,978,975	\$0	\$3,494,744	\$1,734,996	\$19,208,715

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

Admin.

Hidalgo County Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-332	CS	R,E,C		HC 3	\$8,555,927
LIMITS FROM: On Mile 3 N. (Phase II), from FM 2221						REVISION DATE:	11/1/2022
LIMITS TO: Tom Gill Rd.						MPO PROJ NUMBER:	HC-286b
PROJECT DESCRIPTION: New Location - 2 Lane Rural Roadway						FUNDING CAT(S):	7, 3LC
REMARKS P7:						PROJECT HISTORY:	
						Admin - Cost & Funding Reduced	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$368,672		CAT 7	\$5,752,000		\$1,438,000		\$7,190,000
ROW PURCHASE:	\$375,520		CAT 3 LC				\$1,365,927	\$1,365,927
CONST COST:	\$7,689,095	\$8,555,927	Admin.					
CONST ENG:	\$491,312							
CONTING:	\$404,389							
IND COSTS:	\$218,194							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$9,547,182		TOTALS	\$5,752,000	\$0	\$1,438,000	\$1,365,927	\$8,555,927

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-512	CS	C	MCALLEN	MCALLEN	\$10,264,320
LIMITS FROM: On Bentsen Rd., from FM 676 (Mile 5)						REVISION DATE:	11/1/2022
LIMITS TO: FM 1924 (Mile 3)						MPO PROJ NUMBER:	HC-900
PROJECT DESCRIPTION: Widen from 2 to 4 lanes and continuous turn lane w/ curb and gutter						FUNDING CAT(S):	7, 3LC
REMARKS P7:						PROJECT HISTORY:	
						Added CAT 7 Funding	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$275,000		CAT 7	\$3,248,672		\$812,168		\$4,060,840
ROW PURCHASE:	\$1,100,000		CAT 3 LC				\$6,203,480	\$6,203,480
CONST COST:	\$10,264,320	\$10,264,320	Revision					
CONST ENG:	\$825,000							
CONTING:								
IND COSTS:								
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$12,464,320		TOTALS	\$3,248,672	\$0	\$812,168	\$6,203,480	\$10,264,320

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

Hidalgo County Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	1064-01-027	FM 676	C	MISSION	TXDOT	\$32,695,295	
LIMITS FROM:		SH 107 (Conway)				REVISION DATE:		11/1/2022
LIMITS TO:		Taylor Rd.				MPO PROJ NUMBER:		HC-117c
PROJECT DESCRIPTION:		Widen from 2 to 4 Lanes w/ Left Turn Lane				FUNDING CAT(S):		2,10
REMARKS P7:		PROJECT HISTORY: Revised Cost & Funding as per UTP						

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
ITEM	AMOUNT	COST OF APPROVED PHASES:	PHASE	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,576,703							
ROW PURCHASE:	\$4,465,587		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						
CONTING:	\$1,904,198							
IND COSTS:	\$933,151							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$43,486,285		TOTALS	\$26,156,236	\$6,539,059	\$0	\$0	\$32,695,295

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0255-07-140	US 281	C		TXDOT	\$146,077,379	
LIMITS FROM:		0.273 mi S. SH 186				REVISION DATE:		11/1/2022
LIMITS TO:		0.023 mi N. FM 490				MPO PROJ NUMBER:		HC-384
PROJECT DESCRIPTION:		Rural Expy Facility- Construct 4 lanes with overpasses & two - 2 lane frontage roads				FUNDING CAT(S):		4,12
REMARKS P7:		PROJECT HISTORY: Revised Cost and Funding as per UTP						

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
ITEM	AMOUNT	COST OF APPROVED PHASES:	PHASE	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$7,239,311							
ROW PURCHASE:	\$5,265,959		CAT 4	\$115,859,048	\$28,964,762			\$144,823,810
CONST COST:	\$146,077,379		CAT 12	\$1,002,855	\$250,714			\$1,253,569
CONST ENG:	\$11,272,641	\$146,077,379						
CONTING:	\$12,484,206							
IND COSTS:	\$4,284,490							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$186,623,986		TOTALS	\$116,861,903	\$29,215,476	\$0	\$0	\$146,077,379

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

Hidalgo County Area - RGV MPO
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
PHARR	HIDALGO	0255-06-069	US 281	C		TXDOT	\$65,880,000

LIMITS FROM:	3.9 Mi. N. of SH 186	REVISION DATE:	11/1/2022
LIMITS TO:	0.315 Mi. N. of SH 186	MPO PROJ NUMBER:	HC-281

PROJECT DESCRIPTION: Construct 4 Lanes with overpasses and two-2 lane frontage roads	FUNDING CAT(S): 12
--	--------------------

REMARKS P7:	PROJECT HISTORY: Revised Funding and Cost as per UTP
-------------	--

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$3,285,210	\$65,880,000						
ROW PURCHASE:	\$5,265,959							
CONST COST:	\$65,880,000		CAT 12	\$52,704,000	\$13,176,000			\$65,880,000
CONST ENG:	\$3,613,731							
CONTING:	\$6,045,100							
IND COSTS:	\$1,944,308							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$86,034,308		TOTALS	\$52,704,000	\$13,176,000	\$0	\$0	\$65,880,000

Admin.

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-395	CS	R	MISSION	HIDALGO COUNTY	\$3,500,000
LIMITS FROM: ON INSPIRATION RD/MILITARY PARKWAY LOOP, FROM IH-2						REVISION DATE:	11/1/2022
LIMITS TO: FM 1016						MPO PROJ NUMBER:	HC-341r
PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANE DIVIDED						FUNDING CAT(S):	7
REMARKS P7:						PROJECT HISTORY: Added CAT 7 and Moved from FY 2023	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,276,483		CAT 7	\$2,800,000		\$700,000		\$3,500,000
ROW PURCHASE:	\$3,500,000							
CONST COST:	\$20,047,928							
CONST ENG:	\$2,205,272	\$3,500,000						
CONTING:								
IND COSTS:								
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$27,029,683		TOTALS	\$2,800,000	\$0	\$700,000	\$0	\$3,500,000

Admin.

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-442	CS	PE,R	Edinburg	HC 4	\$1,700,162
LIMITS FROM: On Trenton Rd., from I-69C						REVISION DATE:	11/1/2022
LIMITS TO: FM 907						MPO PROJ NUMBER:	HC-177a
PROJECT DESCRIPTION: Widen and Reconstruct Roadway from 2 to 4 lanes divided urban						FUNDING CAT(S):	7, 3LC
REMARKS P7:						PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$985,162		CAT 7	\$572,000		\$143,000		\$715,000
ROW PURCHASE:	\$715,000							
CONST COST:	\$22,517,985		CAT 3 LC				\$985,162	\$985,162
CONST ENG:	\$1,708,954	\$1,700,162						
CONTING:								
IND COSTS:								
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$25,927,101		TOTALS	\$572,000	\$0	\$143,000	\$985,162	\$1,700,162

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-499	CS	C,CE	Pharr	Pharr	\$9,594,500
LIMITS FROM:		On I Rd., from FM 3072 (Dicker Rd.)				REVISION DATE:	11/1/2022
LIMITS TO:		US 281 (Military HWY)				MPO PROJ NUMBER:	HC-499
PROJECT DESCRIPTION:		Widen to a 2-lane divided roadway with continuous center turning lane and shoulders				FUNDING CAT(S):	7, 3LC
REMARKS P7:		PROJECT HISTORY: Revised Cost and Added CAT 7 funding					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$349,033		CAT 7	\$6,896,869		\$1,724,217		\$8,621,086
ROW PURCHASE:			CAT 3 LC				\$973,414	\$973,414
CONST COST:	\$9,016,000							
CONST ENG:	\$578,500	\$9,594,500						
CONTING:	\$280,546							
IND COSTS:	\$206,571							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$10,430,650		TOTALS	\$6,896,869	\$0	\$1,724,217	\$973,414	\$9,594,500

Admin.

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-142	CS	C, CE	Hidalgo County	HRMA	\$147,117,541
LIMITS FROM:		On IBTC, from 365 Tollway at FM 493				REVISION DATE:	11/1/2022
LIMITS TO:		IH-2				MPO PROJ NUMBER:	RMA-3
PROJECT DESCRIPTION:		CONSTRUCT NON-TOLLED 4 LANE DIVIDED (AT GRADE) HIGHWAY (INTERIM)				FUNDING CAT(S):	3LC, 12
REMARKS P7:		PROJECT HISTORY: Revised Funding and Cost as per UTP					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$13,118,273		CAT 3 LC				\$129,549,129	\$129,549,129
ROW PURCHASE:	\$44,584,210		CAT 12	\$14,054,730	\$3,513,682			\$17,568,412
CONST COST:	\$137,673,338							
CONST ENG:	\$9,444,203	\$147,117,541						
CONTING:	\$16,223,533							
IND COSTS:	\$3,906,761							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$224,950,318		TOTALS	\$14,054,730	\$3,513,682	\$0	\$129,549,129	\$147,117,541

Revision

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
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 DESCRIPTION:		Widen from 2 to 4 lanes				FUNDING CAT(S):	7, 3LC
REMARKS P7:		PROJECT HISTORY:					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$631,273							
ROW PURCHASE:	\$2,797,654			\$18,089,991		\$4,522,498		\$22,612,489
CONST COST:	\$22,850,788						\$2,448,299	\$2,448,299
CONST ENG:	\$2,210,000	\$25,060,788						
CONTING:	\$837,455							
IND COSTS:	\$798,636							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$30,125,806		TOTALS	\$18,089,991	\$0	\$4,522,498	\$2,448,299	\$25,060,788

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	1803-01-094	FM 1925	C	McAllen	TXDOT	\$33,151,161
LIMITS FROM:		Wallace Rd				REVISION DATE:	11/1/2022
LIMITS TO:		10th St				MPO PROJ NUMBER:	HC-338
PROJECT DESCRIPTION:		Widen from 2 to 6 lanes with raised median				FUNDING CAT(S):	1, 2
REMARKS P7:		Revised Funding and Cost as per UTP					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,401,009							
ROW PURCHASE:	\$480,375			\$2,625,281	\$656,320			\$3,281,601
CONST COST:	\$33,151,161			\$23,895,648	\$5,973,912			\$29,869,560
CONST ENG:	\$1,698,365	\$33,151,161						
CONTING:	\$1,692,010							
IND COSTS:	\$829,168							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$39,252,088		TOTALS	\$26,520,929	\$6,630,232	\$0	\$0	\$33,151,161

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

Admin.

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	3629-01-001	SH 68	C	Mission	TXDOT	\$209,744,640
LIMITS FROM:		US 83		REVISION DATE:			11/1/2022
LIMITS TO:		FM 1925		MPO PROJ NUMBER:			HC-295C
PROJECT DESCRIPTION:		Construct new 4 lane divided rural highway facility		FUNDING CAT(S):			12, 11
REMARKS P7:				PROJECT HISTORY:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$9,763,613		CAT 11		\$53,164,640			\$53,164,640
ROW PURCHASE:	\$21,996,250		CAT 12		\$156,580,000			\$156,580,000
CONST COST:	\$209,744,640							
CONST ENG:	\$7,751,113	\$209,744,640						
CONTING:	\$11,985,408							
IND COSTS:	\$5,778,465							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$267,019,489		TOTALS	\$0	\$209,744,640	\$0	\$0	\$209,744,640

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-436	CS	E,R,C	PHARR	PHARR	\$7,905,800
LIMITS FROM:		On Moore Rd. from Jackson Rd.		REVISION DATE:			11/1/2022
LIMITS TO:		Cage Blvd.		MPO PROJ NUMBER:			HC-379
PROJECT DESCRIPTION:		Widen to a 2-lane divided roadway with continuous center turning lane and shoulders		FUNDING CAT(S):			3LC, 7
REMARKS P7:		E= Construction Engineering		PROJECT HISTORY:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$335,286		CAT 7	\$4,867,200		\$1,216,800		\$6,084,000
ROW PURCHASE:	\$605,000		CAT 3 LC				\$1,821,800	\$1,821,800
CONST COST:	\$6,814,080							
CONST ENG:	\$486,720	\$7,905,800						
CONTING:								
IND COSTS:								
BND FINANCING:								
TOTAL PROJECT COST:	\$8,241,086		TOTALS	\$4,867,200	\$0	\$1,216,800	\$1,821,800	\$7,905,800

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-360	CS	R	WESLACO	HC 1	\$3,200,000
LIMITS FROM:		ON MILE 10 N., FROM MILE 6 (WESTGATE)				REVISION DATE:	11/1/2022
LIMITS TO:		FM 1015				MPO PROJ NUMBER:	HC-264r
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANES				FUNDING CAT(S):	7
REMARKS P7:		PROJECT HISTORY: Moved from FY 2023 - Revised Funding and Cost					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,240,022		CAT 7	\$2,560,000		\$640,000		\$3,200,000
ROW PURCHASE:	\$3,200,000							
CONST COST:	\$20,875,865							
CONST ENG:	\$2,300,000	\$3,200,000						
CONTING:								
IND COSTS:								
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$27,615,887		TOTALS	\$2,560,000	\$0	\$640,000	\$0	\$3,200,000

Admin.

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-440	CS	C, CE	Edinburg	Edinburg	\$6,148,577
LIMITS FROM:		On Freddy Gonzalez Dr., from SH 336 (10th St.)				REVISION DATE:	11/1/2022
LIMITS TO:		FM 2061 (McCull Rd)				MPO PROJ NUMBER:	HC-120
PROJECT DESCRIPTION:		WIDEN AND RECONSTRUCT TO 4 LANES DIVIDED URBAN				FUNDING CAT(S):	7, 3LC
REMARKS P7:		PROJECT HISTORY: Added to STIP					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$270,663		CAT 7	\$4,419,964		\$1,104,991		\$5,524,955
ROW PURCHASE:	\$560,000							
CONST COST:	\$5,820,468		CAT 3LC				\$623,622	\$623,622
CONST ENG:	\$328,109	\$6,148,577						
CONTING:	\$326,882							
IND COSTS:	\$160,188							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$7,466,310		TOTALS	\$4,419,964	\$0	\$1,104,991	\$623,622	\$6,148,577

Revision

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
PHARR	HIDALGO		PENDING	CS	C	Mission	\$16,412,948
LIMITS FROM:		On Los Ebanos Rd., from I-2				REVISION DATE:	11/1/2022
LIMITS TO:		FM 1016				MPO PROJ NUMBER:	HCLEb-1
PROJECT DESCRIPTION:		Construct 4-lane urban roadway				FUNDING CAT(S):	3LC
REMARKS P7:		Pending FC				PROJECT HISTORY:	Added to STIP

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:								
ROW PURCHASE:	\$1,255,000							
CONST COST:	\$16,412,948							
CONST ENG:	\$1,611,986	\$16,412,948				\$16,412,948	\$16,412,948	
CONTING:								
IND COSTS:								
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$19,279,934		TOTALS	\$0	\$0	\$0	\$16,412,948	\$16,412,948

Revision

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

Starr County Area - RGVMPPO
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			\$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

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

Starr County Area - RGVMP
 FY 2023-2026 Transportation Improvement Program
 Pharr District Projects
 FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	STARR	0921-26-113	CS	C	Rio Grande City	Rio Grande City	\$4,160,000
LIMITS FROM:		On International Dr., from Intersection of US 83/FM 755, South				REVISION DATE: 11/1/2022	
LIMITS TO:		Starr-Camargo Bridge POE @ Bridge Road				MPO PROJ NUMBER: ST-01	
PROJECT DESCRIPTION:		New Location - Construct 2 lane roadway				FUNDING CAT(S): 3LC	
REMARKS		PROJECT HISTORY:					
P7:		Admin - Cost & Funding Reduced					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$208,328	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		APPROVED	CAT 3-LOCAL			\$4,160,000	\$4,160,000
CONST COST:	\$4,160,000	PHASES:	Admin.				
CONST ENG:	\$252,545	\$4,160,000					
CONTING:	\$251,600						
IND COSTS:	\$123,296						
POT CHG ORD:							
BND 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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
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 DESCRIPTION:		WIDEN FROM 2 LANE RURAL TO 4 LANE DIVIDED				FUNDING CAT(S): 1, 4, 2	
REMARKS		PROJECT HISTORY:					
P7:		Revised Funding and Cost as per UTP					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$1,312,193	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$1,843,821	APPROVED	CAT 4	\$10,480,992	\$2,620,248		\$13,101,240
CONST COST:	\$27,210,268	PHASES:	CAT 1	\$806,230	\$201,558		\$1,007,788
CONST ENG:	\$1,590,699	\$27,210,268	CAT 2	\$10,480,992	\$2,620,248		\$13,101,240
CONTING:	\$1,584,746		Admin.				
IND COSTS:	\$776,604						
POT CHG ORD:							
BND FINANCING:							
TOTAL PROJECT COST:	\$34,318,331		TOTALS	\$21,768,214	\$5,442,054	\$0	\$0 \$27,210,268

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

FY 2020-2045 Metropolitan Transportation Plan (MTP) - Rio Grande Valley MPO

Project Phase	AFA Execution Year	Highway	From	To	MTP	CS#	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering (6% 2011 const cost)	CE Cost (52 M 7.5% \$2-\$10 M 4.5% >\$10 M 4.5% of 2011 const cost)	Contingencies (-\$2M 7%, \$2-\$25 M 6.5%, \$25-\$50 M 9%, >\$50M 7% of 2011 const cost)	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMF	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CB	CAT 10 Earmark	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL			
		FY 2020		FY 2020		FY 2020		FY 2020		FY 2020		FY 2020		FY 2020		FY 2020		FY 2020		FY 2020		FY 2020		FY 2020		FY 2020		FY 2020		FY 2020		FY 2020		FY 2020	
BROWNSVILLE																																			
C	2020	South Port Connector	On South Port Connector, From Ostos Road	S.H. 4	BMPO-PI	0921-06-288	2.1	Construct a direct connector at Port of Brownsville	BND	\$ 18,840,283	\$ 18,840,283	\$ 513,700	\$ 923,174	\$ 600,000	\$ 650,000	\$ 20,363,457	\$ 18,032,868			\$ 1.53		\$ 11.20			\$ 5.30									\$ 18.03	
C	2019	CS	B Metro Eastside Transfer Station	At Jose Colunga Jr & Billy Mitchell	BMPO-TE14	0921-06-304		Construct Bus Facility	City of Brownsville	\$ 812,862	\$ 812,862	\$ -	\$ 39,830	\$ 51,861	\$ 10,486	\$ 915,039	\$ 1,010,000							\$ 0.51								\$ 0.50	\$ 1.01		
C		FM 802	F.M. 1847	Old Port Isabel Rd.	BMPO-TT1	1140-02-038	1.3	Proposed 6 lanes with raised center median.	TxDOT	\$ 7,500,000	\$ 7,500,000	\$ -	\$ 256,487	\$ 259,628	\$ 104,165	\$ 6,050,478	\$ 6,354,499	\$ 14.00															\$ 14.00		
E	2020	Veterans International Bridge at Los Tomates	Port of Entry		BMPO-CCR2	0921-06-313		Expansion of primary lanes for passenger vehicles.	CCRMA	\$ 13,134,449	\$ 13,134,449	\$ -	\$ 500,000	\$ 1,444,396	\$ 898,345	\$ 15,977,190	\$ 500,000															\$ 0.50	\$ 0.50		
																	\$ 25,897,367				\$ 11,198,000														
HARLINGEN/ SAN BENITO																																			
																	\$ -																		
HIDALGO																																			
E	2020	Mile 10 North	Westgate (Mile 6 W)	FM 1015	HC-264	0921-02-360	3	Widen to 4 lanes - Urban	Weslaco / HC 1	\$ 13,427,988	\$ 20,875,865	\$ 3,200,000	\$ 1,240,022	\$ 2,300,000	\$ -	\$ 27,615,887	\$ 1,240,022														\$ 1.24	\$ 1.24			
R		Donna Int'l Bridge Commercial Approach	Donna BSIF	Future IBTC / FM 493 intersection	HC-275r	0921-02-382	3.02	Construct 4 lane controlled access tolled facility	Donna	\$ 51,821,636	\$ 51,821,636	\$ 3,300,000	\$ -	\$ -	\$ -	\$ 55,121,636	\$ 3,300,000													\$ 3.30	\$ 3.30				
C	2019	Signal Improvements	Within Hidalgo County		HC-363	0921-02-155		Traffic signal hardware improvements	Various	\$ 1,000,000	\$ 1,000,000	\$ -	\$ 49,000	\$ 75,000	\$ 70,000	\$ 1,256,000	\$ 1,000,000					\$ 1.00									\$ 1.00				
TAP	2020	Pharr Comprehensive Pedestrian Safety Wellness Plan	City limits	City limits	HC-357	0921-02-389	12	Planning study for new construction pedestrian safety improvements	Pharr	\$ -	\$ -	\$ -	\$ 254,000	\$ -	\$ -	\$ 254,000	\$ 254,000							\$ 0.17						\$ 0.09	\$ 0.25				
R		SH 68	US 83	FM 1925	HC-295b	3629-01-001	10	Construct new 4 lane divided rural highway facility	TxDOT	\$ 187,272,000	\$ 187,272,000	\$ 21,996,250	\$ 9,763,613	\$ 7,751,113	\$ 11,985,408	\$ 244,546,849	\$ 21,996,250															\$ 22.00	\$ 22.00		
																	\$ 27,790,272				\$ 1,000,000														
BROWNSVILLE																																			
HARLINGEN/ SAN BENITO																																			
																	\$ -																		
HIDALGO																																			
C		CS	On 365 Tollway, FM 396 (Amarillo Highway) Phase II	US 281 Military Highway	RMA-1aa	0921-02-368	12.5	Construct 4-lane controlled access tolled facility	HCRMA	\$ 258,618,363	\$ 258,618,363	\$ 23,475,000	\$ 13,738,040	\$ 10,906,321	\$ 3,303,155	\$ 310,040,879	\$ 258,618,363									\$ 22.54				\$ 4.46	\$ 14.39	\$ 217.23	\$ 258.62		
R	2018	CS	On Taylor Rd. from IH-2	BUS 83	HC-256r	0921-02-327	1	Widen from 2 to 4 lanes Roadway	HC 3	\$ 4,494,380	\$ 4,494,380	\$ 1,192,488	\$ 1,989,553	\$ 500,000	\$ -	\$ 8,176,421	\$ 1,192,488					\$ 1.19									\$ 1.19				
E		SH 495 Ext. (Section 1)	FM 1423	FM 493		0921-02-470		Proposed construction of 4 lane divided urban section within 100ft of ROW	PCT 1	\$ 18,534,600	\$ 18,534,600	\$ 8,753,600	\$ 4,494,851	\$ 2,038,806	\$ -	\$ 33,821,857	\$ 2,244,851													\$ 2.24	\$ 2.24				
E		SH 495 Ext. (Section 2)	FM 493	Mile 6 Rd		0921-02-471		Proposed construction of 4 lane divided urban section within 100ft of ROW.	PCT 1	\$ 11,756,400	\$ 11,756,400	\$ 4,413,440	\$ 3,121,285	\$ 1,293,204	\$ -	\$ 20,584,329	\$ 1,560,643													\$ 1.56	\$ 1.56				
E		FM 1925 (Section 1)	FM 2221	3.1 Miles N		0921-02-472		Proposed 2-lane rural highway with 10 ft. shoulders in 120 ft. of ROW	PCT 3	\$ 9,511,200	\$ 9,511,200	\$ 772,727	\$ 2,620,315	\$ 1,046,232	\$ -	\$ 13,950,474	\$ 1,320,315													\$ 1.32	\$ 1.32				
E		FM 1925 (Section 2)	Jarochina Rd	8.6 Miles East (New Location)		0921-02-473		Proposed 2-lane rural highway with 10 ft. shoulders in 120 ft. of ROW	PCI 3	\$ 26,222,400	\$ 26,222,400	\$ 4,371,939	\$ 5,764,113	\$ 2,884,464	\$ -	\$ 39,242,916	\$ 2,764,113													\$ 2.76	\$ 2.76				
E	2019	CS	On Cesar Chavez from Business 83	Ridge	HC-344	0921-02-399	1	Widen from 2 to 4 lanes	San Juan / Alamo / HC 1-2	\$ 6,193,200	\$ 6,440,928	\$ 1,000,000	\$ 249,994	\$ 655,000	\$ -	\$ 9,225,356	\$ 249,994													\$ 0.25	\$ 0.25				
R	2019	Eldora Rd	FM 3362 (Jackson Rd)	Veterans Blvd (I Rd)	HC-322r	0921-02-403	2.3	Widen from 2 to 4 Lane Divided	HC 2	\$ 12,204,142	\$ 13,180,473	\$ 1,200,000	\$ 893,159	\$ 1,518,417	\$ -	\$ 16,672,565	\$ 1,200,000							\$ 1.20							\$ 1.20				
E		FM 676	Taylor Rd	FM 2220	HC-144	1064-01-043	1	Widen from 2 to 4 Lane Divided	TxDOT / HC 4	\$ 8,263,107	\$ 8,263,107	\$ 1,000,000	\$ 1,839,870	\$ -	\$ 11,102,977	\$ 1,839,870														\$ 1.83	\$ 1.83				
C		FM 1926 (23rd st)	SH 1926 (23rd st) & Kendallwood Ave		HC-311	1804-01-069	1	Addition of North and South bound center turn lanes	McAllen	\$ 94,785	\$ 94,785	\$ 16,000	\$ 4,361	\$ 4,450	\$ -	\$ 125,114	\$ 94,785								\$ 0.09						\$ 0.09				
																	\$ 271,085,422				\$ 2,487,273														
BROWNSVILLE																																			
C,E	2020	VA	Southmost Nature Trail Ph. II, from Manzana St	La Posada Dr.	BMPO-ST1	0921-06-280	0.8	Construct 10' concrete trail	City of Brownsville	\$ 356,250	\$ 356,250	\$ -	\$ -	\$ 18,750	\$ 26,250	\$ 401,250	\$ 375,000							\$ 0.36							\$ 0.02	\$ 0.38			
E	2020	CS	On West Rail Trail, From Palm Blvd @ Former Rail Line	I-69E SB Frontage Road, W. of Old Alice Road	BMPO-E7	0921-06-293	6.5	Construct Multimodal Facility	CCRMA	\$ 6,000,000	\$ 6,000,000	\$ 90,000	\$ 1,000,000	\$ 660,000	\$ 200,672	\$ 7,950,672	\$ 1,000,000							\$ 1.00								\$ 1.00			
C,E	2020	West Rail Trail, Ph. I	West Rail Trail on Palm Blvd @ Former Rail Line	I-69E SB Frontage Road, W. of Old Alice Road	BMPO-E7	0921-06-293	6.5	Construct Multimodal Facility	Brownsville	\$ 6,000,000	\$ 6,000,000	\$ 90,000	\$ 1,000,000	\$ 660,000	\$ 200,672	\$ 7,950,672	\$ 6,660,000													\$ 6.60	\$ 6.60				
C,E	2020	Veterans International Bridge at Los Tomates	CBP Primary Inspection Lanes		BMPO-AA1	0921-06-313		Expansion of primary lanes for passenger vehicles.	CCRMA	\$ 13,134,449	\$ 13,134,449	\$ -	\$ 500,000	\$ 1,444,396	\$ 898,345	\$ 15,977,190	\$ 14,578,845							\$ 14.60								\$ 14.60			
																	\$ 22,613,845				\$ 15,956,250														
HARLINGEN/ SAN BENITO																																			
C		SH 107	Louisiana St.	Hooks E. Hodges Rd.	HSB-118	0342-03-037		Reconstruct to 4 lanes C&G and add ADA sidewalk	TxDOT	\$ 10,185,300	\$ 10,185,300	\$ -	\$ 499,080	\$ 649,822	\$ 131,390	\$ 12,115,414	\$ 10,185,300			\$ 8.80									\$ 1.39		\$ 10.19				
C,E	2019	CS	On Stuart Pl. Rd. 0.18 Mi N of Primera Rd	FM 2994/Wilson Rd	HSB-128	0921-06-311		Construction of 1.2mi of ADA-accessible 5 to 6 foot wide sidewalk	City of Primera	\$ 482,010	\$ 482,010	\$ -	\$ 21,690	\$ 50,611	\$ -	\$ 578,412	\$ 578,412								\$ 0.58						\$ 0.58				
C	2017	CS	S.Parallel Corridor, FM 509	FM 2520	HSB-133	0921-06-252	2.4	Construct 2 lane rural	Cameron County	\$ 7,500,000	\$ 7,500,000	\$ -	\$ -	\$ 825,000	\$ -	\$ 8,749,496	\$ 7,500,000								\$ 1.68	\$ 1.33	\$ 4.50			\$ 7.50					
C,E	2018	Loop 499	Rio Hondo Road	FM 106 (Harrison Ave)	HSB-127	0921-06-312	1.48	Construction of 1.48 mi of ADA accessible 6 ft wide sidewalks	City of Harlingen	\$ 428,489	\$ 428,489	\$ 1,946	\$ 9,732	\$ 53,200	\$ 25,653	\$ 571,490	\$ 544,711								\$ 0.52					\$ 0.026	\$ 0.54				
																	\$ 18,808,424				\$ -														
HIDALGO																																			
TAP	2019	VA	Donna Sidewalk Project	S. International Blvd.	HC-360	0921-02-393	4.9	Rehabilitation of deteriorated sidewalks and construction of new sidewalks	Donna	\$ 340,741	\$ 340,741	\$ -	\$ -	\$ -	\$ 51,112	\$ 410,014	\$ 410,014								\$ 0.34					\$ 0.07	\$ 0.41				

FY 2020-2045 Metropolitan Transportation Plan (MTP) - Rio Grande Valley MPO

Table with columns for Project Phase, AEA Execution Year, Highway, From, To, MTP#, CSF#, Project Length (mi), Project Description, Project Sponsor, Current Construction Cost Estimate, Letting Year, ROW cost, Preliminary Engineering, CCE Cost, Contingencies, Total Project Cost, Year of Expenditure Dollars (YOE), and various funding categories (Cat 1-12, Rider 11, Other Funds, TRENDS - Innovative Financing, TOTAL).

FY 2020-2045 Metropolitan Transportation Plan (MTP) - Rio Grande Valley MPO

Project Phase	AFA Execution Year	Highway	From	To	MTP#	CSI #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering (4.5% of const cost)	CE Cost (<\$2 M 7.5%; \$2-\$10 M 5%; >\$10 M 4.5% of 2011 const cost)	Contingencies (<\$2M 7%; \$2-\$25 M 6.5%; \$25-\$50 M 9%; >\$50M 7% of 2011 const cost)	Total Project Cost	Year of Expenditure Dollars (VOE)	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 11	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					\$ 1,100,000																				
C		I-69E	TX-54 Spur W	TX-54 Spur E				Construct turnaround lanes at intersection	Harlingen	\$ 2,200,000					\$ 2,200,000																				
C		I-69E	FM 2629	Wilson Rd	HAR-08		8	Installation of LED lighting along I-69E	Harlingen	\$ 2,200,000					\$ 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					\$ 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			\$ 110,000		\$ 16,610,000																				
PER,C		Grimes St	FM 509	FM 106/Cemetery Rd	HAR-05		1.86	Extend 2 lane roadway	Harlingen	\$ 6,600,000		\$ 1,100,000	\$ 220,000		\$ 7,920,000																				
PE,C		FM 509	BUS 77	FM 508	HAR-04		6.85	Widen from 2 to 4 lanes	Harlingen	\$ 33,000,000			\$ 550,000		\$ 33,550,000																				
C		Dixieland Rd	Garret Rd	FM 1479/Rangerville Rd	HAR-03			Installation of LED lighting along Dixieland Rd	Harlingen	\$ 550,000					\$ 550,000																				
PE,C		Commerce St	N 77/Sunshine Strip	Taft Ave	HAR-02			Reconstruct Commerce St	Harlingen	\$ 18,700,000			\$ 550,000		\$ 19,250,000																				
R,C		Chester Park Rd	Hand Rd	Chester Park Rd	HAR-01			Realignment and Install Traffic Signal	Harlingen	\$ 1,650,000		\$ 200,000			\$ 1,850,000																				
PE,C		BUS 77	N. Business 77X	S. Business 77x	HAR-77			Install traffic circle & pedestrian improvements	Harlingen	\$ 3,850,000			\$ 82,500		\$ 3,932,500																				



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 **transferred** 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.**

* RGV MPO's TAC & TPB Responsibility

** Primarily Project Sponsor's Responsibility

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

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 RGV MPO Transportation Alternatives Set-Aside (TASA; also known as 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 RGV MPO 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 receipt of FPAA + SLOA

The obligation of funds occurs through the receipt 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	FEDERAL AWARD
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

CONSTRUCT 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 Rd	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 4 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,	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%
CONSTRUCT AUTHORITY SUBTOTAL								\$352,744,355.85	\$412,938,629.50	\$434,938,378.65	\$306,255,093.43	\$92,682,867.94	
DEVELOP AUTHORITY (2028-2033)													
0039-07-049	2028	2028	Cameron	IH 69E	@ IH 69E & FM 732 INTERSEC	@ SHERER RD./BUS 77 INTERSEC	PROPOSED CONTINUOUS FRONTAGE RDS. & INTERSECTIO	\$17,810,000.00	\$0.00	\$0.00	\$0.00	\$0.00	#DIV/0!
0039-12-254	2028	2028	Cameron	BU 77X	COMMERCE ST.	ARROYO BRIDGE	CONSTRUCT RAISED MEDIAN	\$238,653.00	\$4,000,000.00	\$4,480,000.00	\$647,089.80	\$3,832,910.20	592%
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	0%
1803-01-095	2029	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	15%
0342-03-040	2029	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	\$15,419,684.00	\$0.00	0%
2094-01-062	2029	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	\$33,431,070.40	\$19,405,059.64	\$14,026,010.76	72%
0528-01-113	2030	2030	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	\$20,442,240.00	\$18,143,999.00	\$2,298,241.00	13%
0220-05-076	2031	2031	Cameron	SH 48	SH 4	FM 511	WIDEN TO 6 LANE W/RAISED MEDIAN	\$28,043,000.00	\$28,043,000.00	\$31,408,160.00	\$31,408,159.00	\$1.00	0%
0528-01-112	2032	2035	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	#DIV/0!
1427-01-037	2033	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	PROPOSED 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	\$246,960,164.54	\$137,708,789.44	\$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	

*Inflation has been added to base estimates as follows (Yr 1- 0%, Yr 2 - 4%, Yr 3 - 8%, and Yrs 4-10 - 12%)
 *UTP estimate includes Base Construction Estimate + Inflation
 *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
	<hr/>
	\$3,000,000

Cabinets and Controllers



Fiber Housing

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



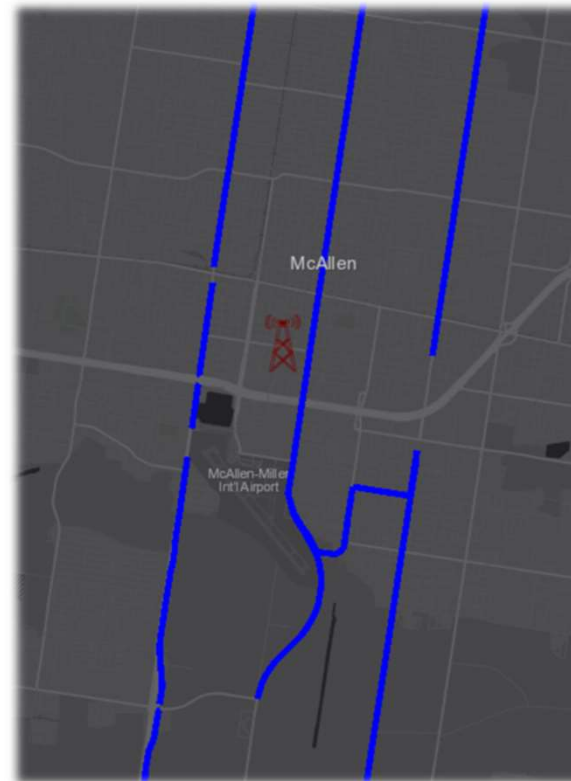
Traffic Signal Controller

Cabinets and Controllers- Summary

Cabinet and Controller funding sources:

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

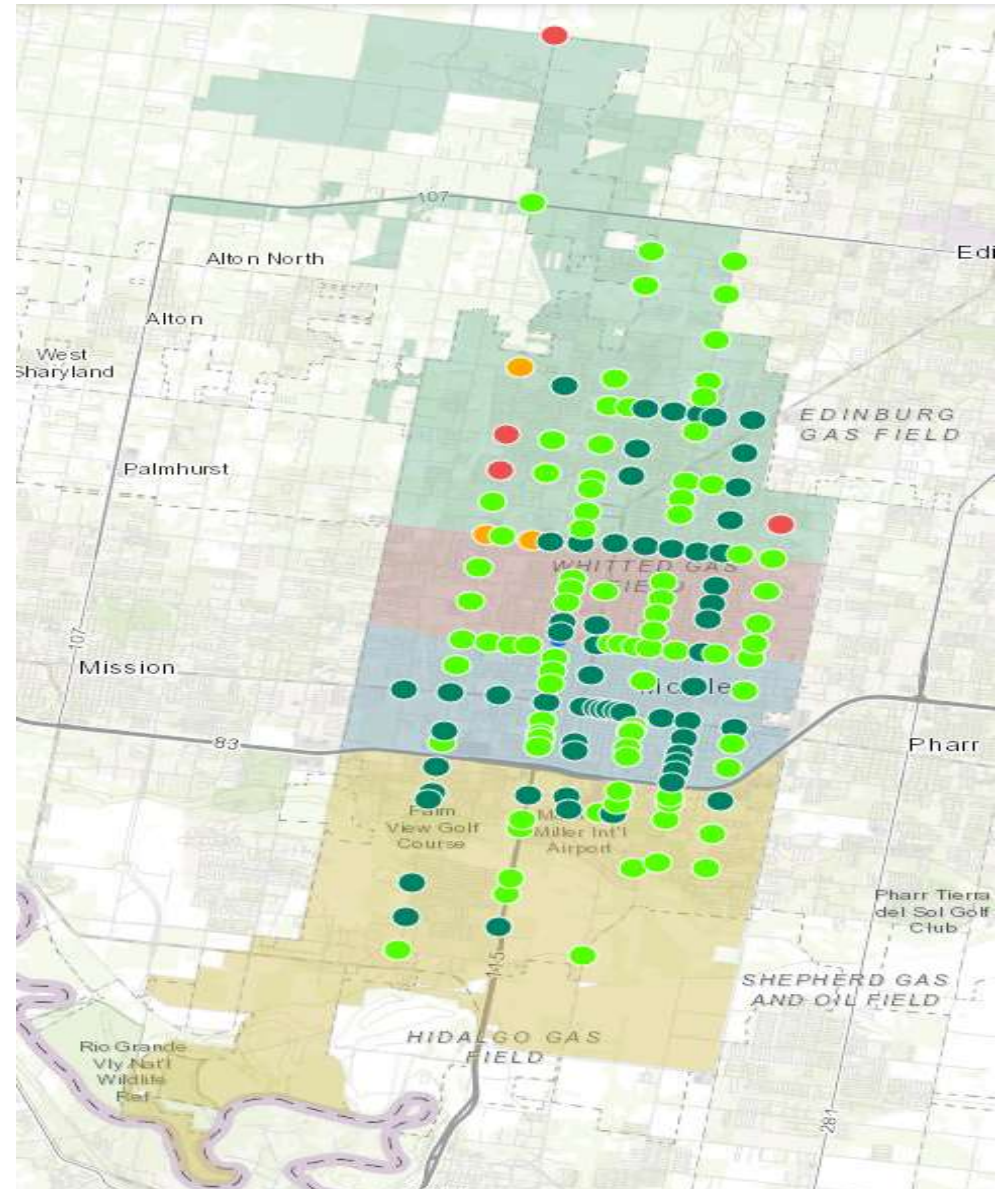
Communications - Fiber



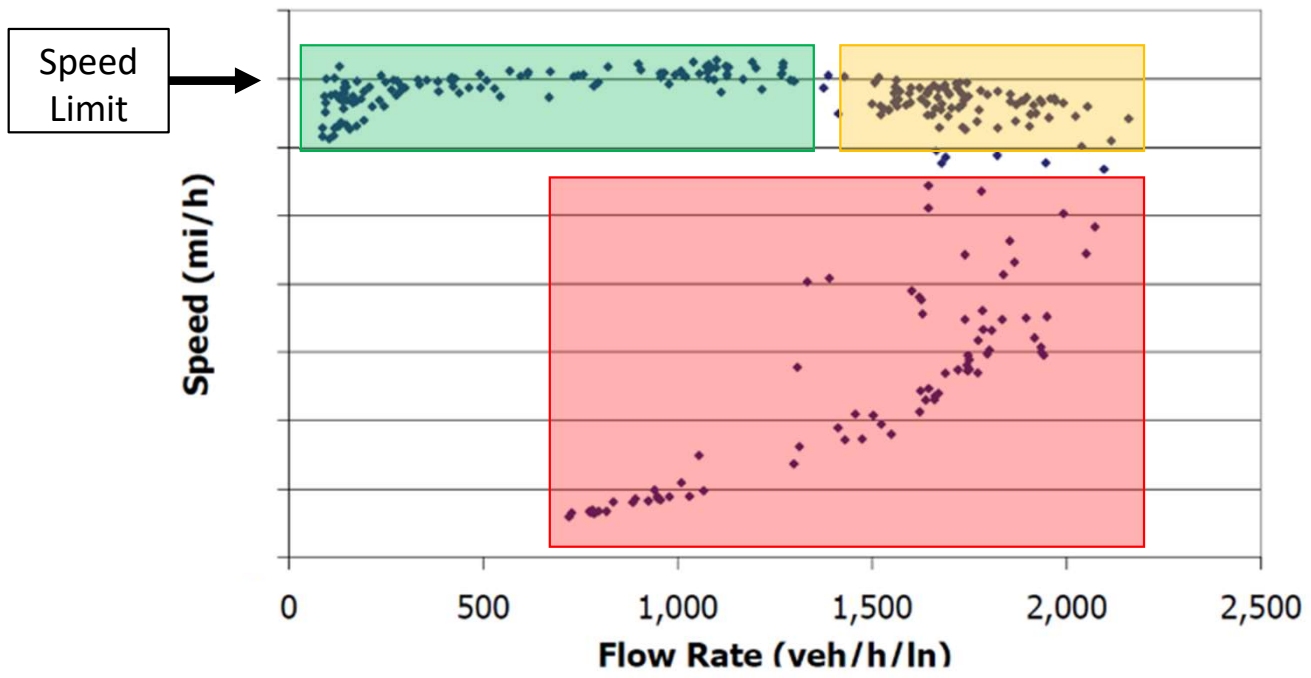
- Legend**
- Existing Infrastructure
 - Future Locations
 - Central Office (City Hall)

Communications – Wi-Fi

- Legend**
- Needs Wi-Fi Connection
 - Needs Fiber Connection
 - On Fiber
 - On Wi-Fi



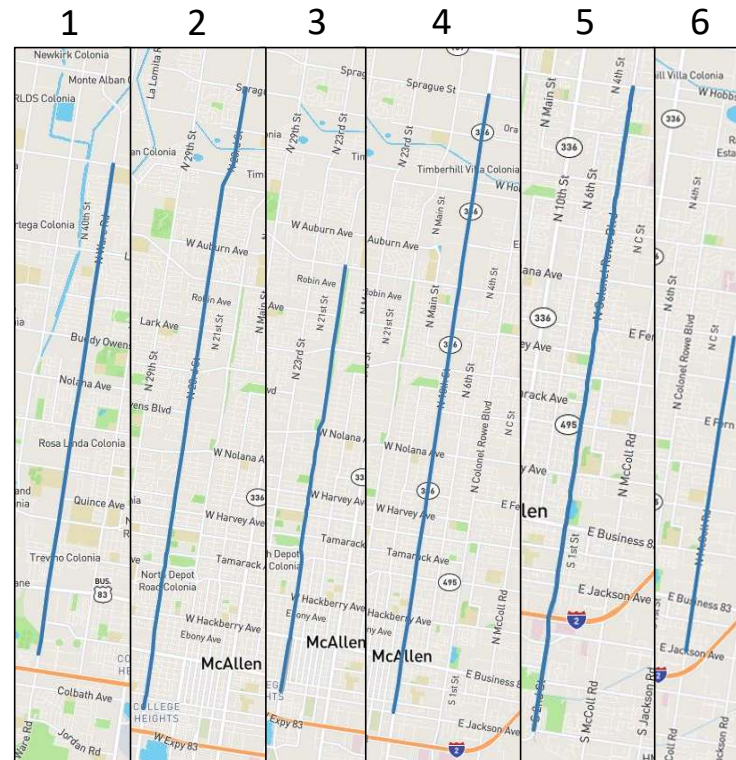
Objectives Based Traffic Signal Timing (Fundamental Purpose: Assign Right-of-Way Safely)			
Focus	Light Flow	Uncongested	Congested
Intersection	Minimize Phase Failures	Equitable Service	Maximize Throughput
Network	-	Smooth Flow	Manage Queues



Traffic Signal Timing

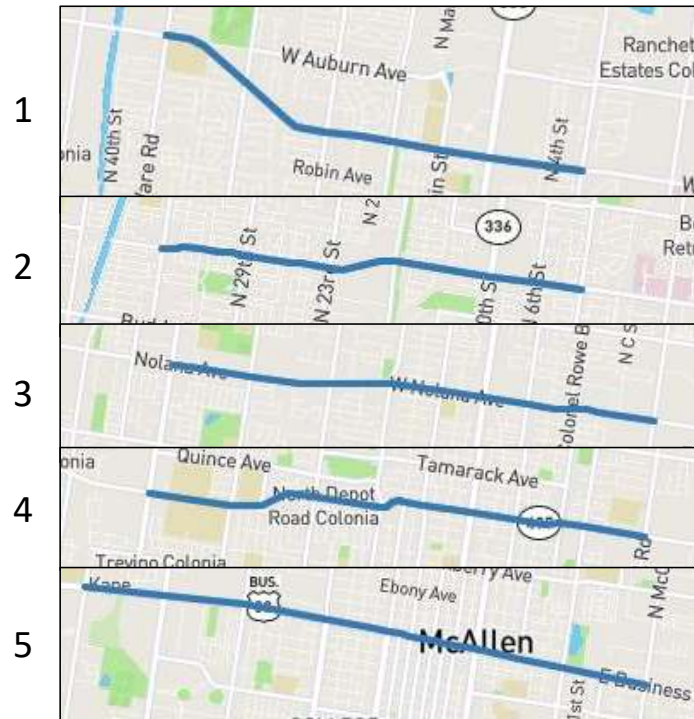
6 North / South Corridors

1. Ware Rd - 5.7 mi
2. 23rd St – 7.5 mi
3. Bicentennial - 5.2 mi
4. 10th St – 7.5 mi
5. 2nd 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

Evening (5:15 PM to 5:30 PM) - Average Travel Time (Minutes)						
Roadway		Start	End	Before (min)	After (min)	Change (seconds)
Ware	NB	Kennedy	Trenton	10.9	11.1	9
	SB	Trenton	Kennedy	10.5	10.3	-9
23rd	NB	Jackson	Sprague	17.2	16.4	-52
	SB	Sprague	Jackson	17.0	17.0	-2
Bicentennial	NB	Jackson	Trenton	11.1	10.9	-9
	SB	Trenton	Jackson	12.6	12.1	-31
10th	NB	Jackson	Sprague	6.5	6.8	17
	SB	Sprague	Jackson	7.5	6.9	-34
2nd	NB	El Rancho	Trenton	13.6	13.9	21
	SB	Trenton	El Rancho	13.8	13.1	-38
McColl	NB	Jackson	Violet	9.0	9.3	19
	SB	Violet	Jackson	10.3	9.9	-26
Trenton	EB	Ware	2nd	6.5	6.8	17
	WB	2nd	Ware	7.5	6.9	-34
Dove	EB	Ware	2nd	7.0	6.1	-58
	WB	2nd	Ware	7.5	7.6	3
Nolana	EB	Ware	McColl	10.1	9.4	-37
	WB	McColl	Ware	10.5	8.8	-104
Pecan	EB	Ware	McColl	9.0	8.5	-32
	WB	McColl	Ware	9.7	8.7	-60
Business 83	EB	Bentsen	McColl	11.2	9.7	-91
	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 (12:45 PM to 1:00 PM) - Average Travel Time (Minutes)						
Roadway		Start	End	Before (min)	After (min)	Change (seconds)
Ware	NB	Kennedy	Trenton	9.7	9.7	1
	SB	Trenton	Kennedy	9.7	9.7	-2
23rd	NB	Jackson	Sprague	15.1	14.7	-21
	SB	Sprague	Jackson	15.0	15.5	31
Bicentennial	NB	Jackson	Trenton	9.9	9.7	-12
	SB	Trenton	Jackson	10.0	10.1	11
10th	NB	Jackson	Sprague	6.0	5.9	-2
	SB	Sprague	Jackson	6.4	5.5	-55
2nd	NB	El Rancho	Trenton	13.6	13.9	21
	SB	Trenton	El Rancho	13.8	13.1	-38
McColl	NB	Jackson	Violet	7.6	7.6	1
	SB	Violet	Jackson	7.9	7.7	-16
Trenton	EB	Ware	2nd	6.0	5.9	-2
	WB	2nd	Ware	6.4	5.5	-55
Dove	EB	Ware	2nd	6.2	5.6	-34
	WB	2nd	Ware	6.3	5.3	-63
Nolana	EB	Ware	McColl	7.6	7.2	-28
	WB	McColl	Ware	8.1	7.3	-46
Pecan	EB	Ware	McColl	8.0	7.5	-28
	WB	McColl	Ware	8.0	7.5	-29
Business 83	EB	Bentsen	McColl	8.8	8.4	-26
	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)

The screenshot displays the INRIX Roadway Analytics interface. The top navigation bar includes the INRIX logo, "Roadway Analytics", and utility icons. The main content area is titled "Overview - 10th" and features three configuration panels: "Corridor", "Dates", and "Granularity".

Corridor Panel: Lists "SB 10th St - Sprague to Jackson - 21 Segments" and "NB 10th St - Jackson to Sprague - 21 Segments".

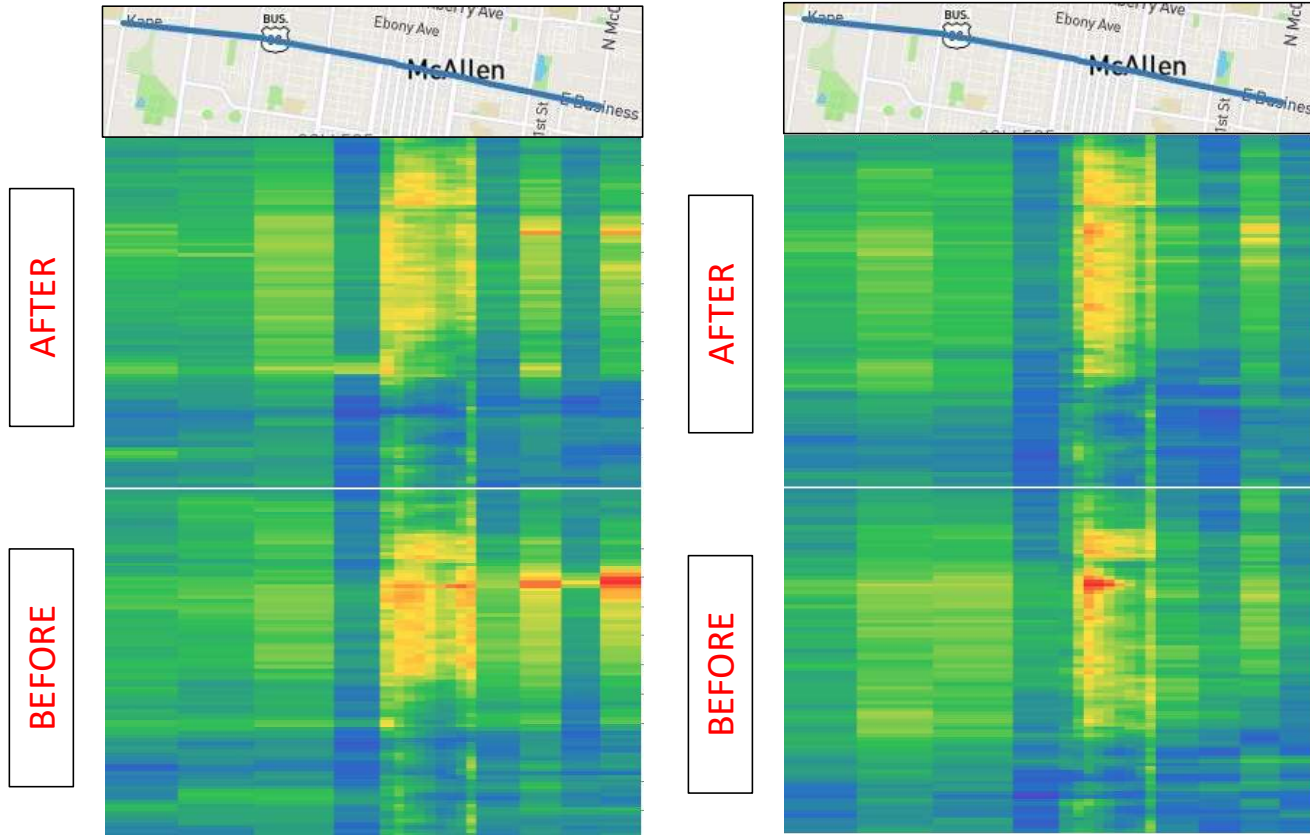
Dates Panel: Shows a "Time Zone" dropdown set to "US/Central (UTC-5:00)". Two date ranges are listed: "03/20/2022 - 03/26/2022" and "05/15/2022 - 05/21/2022", both with "Mo,Tu,We,Th" days of the week.

Granularity Panel: Offers radio button options for "1 min", "5 min", "15 min" (selected), and "1 hr".

Saved Studies Table: A table listing various studies with columns for Actions, Name, Type, Time Zone, Locations, and Last Modified.

Actions	Name	Type	Time Zone	Locations	Last Modified
	10th	corridor	US/Central	SB 10th St - Sprague to Jackson, NB 10th St - Jackson to Sprague	06/02/2022 12:38
	23rd	corridor	US/Central	NB - Jackson to Sprague, SB - Sprague to Jackson	06/02/2022 12:03
	23rd (South of IH 2)	corridor	US/Central	NB 23rd - Sarah to IH 2, SB 23rd - IH 2 to Sarah	06/02/2022 12:04
	2nd	corridor	US/Central	NB - El Rancho to Trenton, SB - Trenton to El Rancho	06/02/2022 12:05
	Bicentennial	corridor	US/Central	Bicentennial - SB (Trenton to Jackson), Bicentennial NB (Jackson to Trenton)	06/02/2022 12:05
	Business 83	corridor	US/Central	BUS 83 - EB (Bentsen to McColl), BUS 83 - WB (McColl to Bentsen)	06/02/2022 12:05
	Dove	corridor	US/Central	EB - Ware to 2nd, WB - 2nd to Ware	06/02/2022 12:05
	El Rancho	corridor	US/Central	EB El Rancho (2nd to McColl), WB El Rancho (Jackson to 2nd)	06/02/2022 12:05

Congestion Scan BUS 83



Legislative Workshop Notes

Hosted by the RGV MPO

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**
 - Reception on Tuesday evening.
 - Wednesday: Breakfast + lunch at hotel, photo opps, resolutions, reception at the Capitol.
 - 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.
 - Recommend getting an economist to calculate how to lower emissions (dock & freight).
 - 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.
 - Census results pose an issue to seeing more funds become available.
- Prop 1 & 7 funds are only available for on-system projects.
 - 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.
 - Recommended that Project Sponsors OBLIGATE the Category 7 funds available.
 - Staff to start presenting on the UTILIZATION of MPO funds to TAC and Policy.
 - 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.
 - MEGA & INFRA grant opportunities will be available through FY2026.
 - Regional applications, with partnerships, are more competitive.
- Category 12/Transportation Commission Discretionary funds require 50% local match.
 - 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:
 - 365 Tollway: bid opening soon.
 - Pharr-Reynosa Intl’ Bridge Twin Span expansion: off-system.
 - 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.
 - In 5-10 years, there will be an additional 22 locations.
- TxDOT provides some project status updates:
 - SH 68 has a gap in funding due to inflation costs. Should Let in 2025.
 - US 83 = Starr County relief route.
 - Parallel Corridor.
 - Ware Rd. received FONSI.
 - Expressway/I-69 connector = REGIONAL project.
 - 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*

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 11/21/22)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6			STATEWIDE FUND 6 TOTALS	Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS	CAT 10 (RIDER 37)	Cat 11 Safety	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local						

Construction Lettings

Sep-22	CAM	FM 1421	0331-03-021, etc.	Seal Coat	SH 100 to FM 1732	\$ -	\$ 251,540	\$ 251,540	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 251,540
	WIL	>FM 490	0860-02-013	Seal Coat	FM 88 to FM 1015 IH-69E	\$ -	\$ 355,149	\$ 355,149	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 355,149
	WIL	>FM 490	1430-01-028	Seal Coat	FM 1425 to Bus 77	\$ -	\$ 229,049	\$ 229,049	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 229,049
	CAM	>FM 3462	3477-01-005	Seal Coat	SH 345 to FM 510	\$ -	\$ 98,685	\$ 98,685	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 98,685
	WIL	>FM 491	0861-02-018	Seal Coat	Bus 77 FM 1425	\$ -	\$ 206,684	\$ 206,684	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 206,684
	CAM	>FM 507	0873-02-015	Seal Coat	Willacy/Cameron CL to FM 508	\$ -	\$ 189,568	\$ 189,568	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 189,568
	WIL	>FM 2629	2621-02-010	Seal Coat	FM 1425 to FM 506 .56 Miles East of FM 1425	\$ -	\$ 80,254	\$ 80,254	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,254
	WIL	>FM 2629	2621-03-011	Seal Coat	.56 Miles East of FM 1425 to FM 506	\$ -	\$ 64,017	\$ 64,017	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,017
	CAM	>FM 2556	2529-01-024	Seal Coat	FM 506 to SH 107	\$ -	\$ 16,531	\$ 16,531	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,531
	WIL	>FM 2099	1944-03-003	Seal Coat	FM 498 to FM 1018	\$ -	\$ 132,754	\$ 132,754	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 132,754
	CAM	>BUS 83	0039-06-047	Seal Coat	Hidalgo/Cameron County Line to White Ranch Rd.	\$ -	\$ 940,751	\$ 940,751	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 940,751
	CAM	>BUS 77	0327-08-106	Seal Coat	IH-69E N Combes to LP 499	\$ -	\$ 187,796	\$ 187,796	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,796
	WIL	>IH-69E	0327-10-066	Seal Coat	0.03 Miles South of SH 186 to Conley Rd.	\$ -	\$ 220,450	\$ 220,450	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 220,450
	WIL	>IH-69E	0327-10-067	Seal Coat	State Spur 56 to .03 Miles South of SH 186	\$ -	\$ 231,933	\$ 231,933	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 231,933
	BRK	>FM 3066	0696-02-002	Seal Coat	2.042 Mi West of US 281 to US 281	\$ -	\$ 84,421	\$ 84,421	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 84,421
	STR	>FM 490	1490-01-017	Seal Coat	FM 755 to Hidalgo CL	\$ -	\$ 544,441	\$ 544,441	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 544,441
	BRK	>FM 2191	1703-01-017	Seal Coat	SH 285 to FM 1418 to SH 285	\$ -	\$ 238,216	\$ 238,216	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 238,216
	HID	>FM 2993	3046-01-006	Seal Coat	FM 1925 to SH 107	\$ -	\$ 193,017	\$ 193,017	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 193,017
	STR	>FM 2294	2151-01-014	Seal Coat	FM 2844 to FM 755 to FM 2844	\$ -	\$ 206,205	\$ 206,205	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 206,205
	JH	>FM 649	0329-01-023	Seal Coat	SH 16 to FM 2687	\$ -	\$ 289,074	\$ 289,074	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 289,074
	HID	>FM 1924	1802-01-045	Seal Coat	SH 107 to FM 494	\$ -	\$ 371,599	\$ 371,599	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 371,599
	HID	>SH 107	0342-01-098	Seal Coat	FM 88 to FM 3071/FM 1015	\$ -	\$ 146,997	\$ 146,997	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 146,997
	HID	>SH 107	0342-02-055	Seal Coat	FM 3017 to FM 1015	\$ -	\$ 74,510	\$ 74,510	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,510
	JH	.FM 649	0329-04-009	Seal Coat	Webb CL to SH 16	\$ -	\$ 554,363	\$ 554,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 554,363
Sep-22	CAM	FM 506	0872-04-030, etc.	Rehabilitate Roadway	BUS 83 to FM 3067	\$ 10,063,946	\$ -	\$ 10,063,946	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,063,946
	CAM	>FM 800	1136-02-053	Rehabilitate Roadway	FM 1479 to FM 509	\$ 5,756,022	\$ -	\$ 5,756,022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,756,022
	CAM	>FM 1479	1425-04-023	Rehabilitate Roadway	FM 800 to FM 675	\$ 4,696,138	\$ -	\$ 4,696,138	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,696,138
						\$ 20,516,106	\$ 5,908,004	\$ 26,424,110	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,424,110
Nov-22	HID	SH 107	0528-01-121, etc.	Overlay	FM 2061 to 4th St.	\$ -	\$ 1,550,353	\$ 1,550,353	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,550,353
	HID	>SH 495	0865-01-113	Overlay	FM 1926 to FM 3362	\$ -	\$ 1,278,497	\$ 1,278,497	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,278,497
	CAM	>SH 48	0220-07-063	Overlay	FM 511 to SH 550	\$ -	\$ 520,072	\$ 520,072	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 520,072
	HID	FM 492	0862-01-057, etc.	Replace Bridge & Reconstruct Approaches	.25 Mi N of BUS 83 @ Edinburg Main Canal	\$ -	\$ -	\$ -	\$ 1,233,063	\$ -	\$ -	\$ 1,233,063	\$ -	\$ -	\$ -	\$ -	\$ 1,233,063
	CAM	>FM 732	1057-02-031	Replace Bridge & Reconstruct Approaches	2.0 Mi NE of US 281 @ Drainage Ditch	\$ -	\$ -	\$ -	\$ 675,000	\$ -	\$ -	\$ 675,000	\$ -	\$ -	\$ -	\$ -	\$ 675,000
						\$ -	\$ 3,348,922	\$ 3,348,922	\$ 1,908,063	\$ -	\$ -	\$ 1,908,063	\$ -	\$ -	\$ -	\$ -	\$ 5,256,985

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 11/21/22)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6				Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS	CAT 10 (RIDER 37)	Cat 11 Safety	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS					
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	\$ -	\$ -	\$ -	\$ -	\$ 482,475
	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	\$ -	\$ -	\$ -	\$ -	\$ 516,938
	HID	>CS - Doolittle Rd.	0921-02-387	Replace Bridge & Reconstruct Approaches	1.71 Mi N of FM 1925 @ North Main Ditch, STR #:	\$ -	\$ -	\$ -	\$ 1,438,800	\$ -	\$ -	\$ 1,438,800	\$ -	\$ -	\$ -	\$ -	\$ 1,438,800
						\$ -	\$ -	\$ -	\$ 2,438,213	\$ -	\$ -	\$ 2,438,213	\$ -	\$ -	\$ -	\$ -	\$ 2,438,213
Jan-23	CAM	Bus 77	0039-12-259	Overlay	South LP 499 to IH-69E South	\$ -	\$ 4,144,736	\$ 4,144,736	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,144,736
	CAM	>SS 206	1425-03-066	Overlay	Commerce St. to Bus 77	\$ -	\$ 749,236	\$ 749,236	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 749,236
	CAM	>SS 206	1425-03-067	Overlay	Bus 77 to SL 499	\$ -	\$ 876,936	\$ 876,936	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 876,936
	CAM	>SS 206	1425-03-072	Overlay	IH-69E to Commerce St.	\$ -	\$ 1,175,446	\$ 1,175,446	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,175,446
	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	\$ -	\$ -	\$ -	\$ 482,475	\$ -	\$ -	\$ 482,475	\$ -	\$ -	\$ -	\$ -	\$ 482,475
						\$ -	\$ 6,946,354	\$ 6,946,354	\$ 482,475	\$ -	\$ -	\$ 482,475	\$ -	\$ -	\$ -	\$ -	\$ 7,428,829
Feb-23		NO PROJECTS				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-23		NO PROJECTS				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Apr-23	CAM	SH 107	0342-03-037	Rehabilitate Existing Roadway	Louisiana St. to Hooks E. Hodges St.	\$ 4,369,645	\$ -	\$ 4,369,645	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,369,645
						\$ 4,369,645	\$ -	\$ 4,369,645	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,369,645
May-23		NO PROJECTS				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jun-23		NO PROJECTS				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jul-23	CAM	SH 4	1504-01-037	Rehabilitate Existing Roadway	IH-69E to SH 48	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,648,184	\$ 13,648,184	\$ -	\$ -	\$ 13,648,184
	HID	Cesar Chavez Rd.	0921-02-484, etc.	Install Intersection Flashing Beacon	At Ridge Rd	\$ -	\$ -	\$ -	\$ -	\$ 56,498	\$ -	\$ 56,498	\$ -	\$ -	\$ -	\$ -	\$ 56,498
	HID	>Mile 4 W. Rd.	0921-02-487	Install Intersection Flashing Beacon	At Mile 16 N. Rd	\$ -	\$ -	\$ -	\$ -	\$ 56,498	\$ -	\$ 56,498	\$ -	\$ -	\$ -	\$ -	\$ 56,498
	HID	>Mile 6 W. Rd.	0921-02-488	Install Intersection Flashing Beacon	At Mile 12 N Rd	\$ -	\$ -	\$ -	\$ -	\$ 56,498	\$ -	\$ 56,498	\$ -	\$ -	\$ -	\$ -	\$ 56,498
	HID	>M Rd.	0921-02-489	Install Intersection Flashing Beacon	At Mile 17 1/2 N Rd	\$ -	\$ -	\$ -	\$ -	\$ 56,498	\$ -	\$ 56,498	\$ -	\$ -	\$ -	\$ -	\$ 56,498
	HID	>Ramseyer Rd.	0921-02-490	Install Intersection Flashing Beacon	At Kenyon Rd	\$ -	\$ -	\$ -	\$ -	\$ 56,498	\$ -	\$ 56,498	\$ -	\$ -	\$ -	\$ -	\$ 56,498
	HID	>Texan Rd.	0921-02-486	Install Intersection Flashing Beacon	At 4 Mi Line Rd	\$ -	\$ -	\$ -	\$ -	\$ 56,498	\$ -	\$ 56,498	\$ -	\$ -	\$ -	\$ -	\$ 56,498
	HID	>Texan Rd.	0921-02-485	Install Intersection Flashing Beacon	At 8 Mi Line Rd	\$ -	\$ -	\$ -	\$ -	\$ 56,498	\$ -	\$ 56,498	\$ -	\$ -	\$ -	\$ -	\$ 56,498
	CAM	US 281	0220-04-059, etc.	Install Traffic Signal	At Calle Pluton / Capt. Basler	\$ -	\$ -	\$ -	\$ -	\$ 256,274	\$ -	\$ 256,274	\$ -	\$ -	\$ -	\$ -	\$ 256,274
	CAM	>FM 1419	1426-01-057	Install Traffic Signal	@ FM 511	\$ -	\$ -	\$ -	\$ -	\$ 227,305	\$ -	\$ 227,305	\$ -	\$ -	\$ -	\$ -	\$ 227,305
	CAM	>FM 1847	1801-01-059	Install Traffic Signal	@ Main St.	\$ -	\$ -	\$ -	\$ -	\$ 227,305	\$ -	\$ 227,305	\$ -	\$ -	\$ -	\$ -	\$ 227,305
	HID	>FM 1925	1803-02-049	Install Traffic Signal	@ M Rd./Gwin Rd.	\$ -	\$ -	\$ -	\$ -	\$ 434,024	\$ -	\$ 434,024	\$ -	\$ -	\$ -	\$ -	\$ 434,024
	HID	FM 1425	1428-01-027, etc.	Rehabilitate Roadway	SH 107 to IH-2	\$ 9,410,102	\$ -	\$ 9,410,102	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,410,102
	HID	>FM 1425	1428-01-028	Rehabilitate Roadway	IH-2 to Bus 83	\$ 944,742	\$ -	\$ 944,742	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 944,742
	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	\$ -	\$ -	\$ -	\$ -	\$ 4,606,316
	HID	>Freddy Gonzalez Dr	0921-02-500	Install Traffic Signal	0.1 Miles West of Mon Mack Rd. to 0.1 Miles East of	\$ -	\$ -	\$ -	\$ -	\$ 189,422	\$ -	\$ 189,422	\$ -	\$ -	\$ -	\$ -	\$ 189,422
						\$ 10,354,844	\$ -	\$ 10,354,844	\$ -	\$ 6,336,132	\$ -	\$ 6,336,132	\$ 13,648,184	\$ 13,648,184	\$ -	\$ -	\$ 30,339,160
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	\$ -	\$ -	\$ -	\$ -	\$ 276,948

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 11/21/22)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6				Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS	CAT 10 (RIDER 37)	Cat 11 Safety	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS					
	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	0.1 Miles West of Minnesota Rd. to 0.1 Miles East of Minnesota Rd.	\$ -	\$ -	\$ -	\$ -	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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	\$ 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
Sep-23	HID	>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

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 11/21/22)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6			Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS	CAT 10 (RIDER 37)	Cat 11 Safety	Overall Total	
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local						STATEWIDE FUND 6 TOTALS
	HID	>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	\$ -	\$ 290,765	\$ 290,765	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 290,765
	HID	>FM 162	3617-01-002	Seal Coat	IH 69C to 0.25 Miles East of Vickburg Dr.	\$ -	\$ 76,506	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ 32,689,138
Oct-23	HID	>On Mile 5 (Bridge)	1064-01-046	Replace Bridge	@ Edinburg Main Canal STR #: K00011001	\$ -	\$ -	\$ -	\$ 671,650	\$ -	\$ -	\$ 671,650	\$ -	\$ -	\$ -	\$ -	\$ 671,650
						\$ -	\$ -	\$ -	\$ 671,650	\$ -	\$ -	\$ 671,650	\$ -	\$ -	\$ -	\$ -	\$ 671,650
Nov-23	HID	R&S - IH-69C - Frontage	0255-08-111, etc.	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	\$ 23,400,674	\$ 75,218,345	\$ 5,500,401	\$ 9,569,346	\$ 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

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)

December 08, 2022

PROJECTS TO BE LET IN February 2023

Hwy	CO	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	HID	SH 364 (La Homa) East to SH 107	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

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

December 08, 2022

PROJECTS TO BE LET IN October 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
FM 676 <i>1064-01-043, etc</i>	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 <i>0921-06-322, etc</i>	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 <i>0921-06-324</i>	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

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

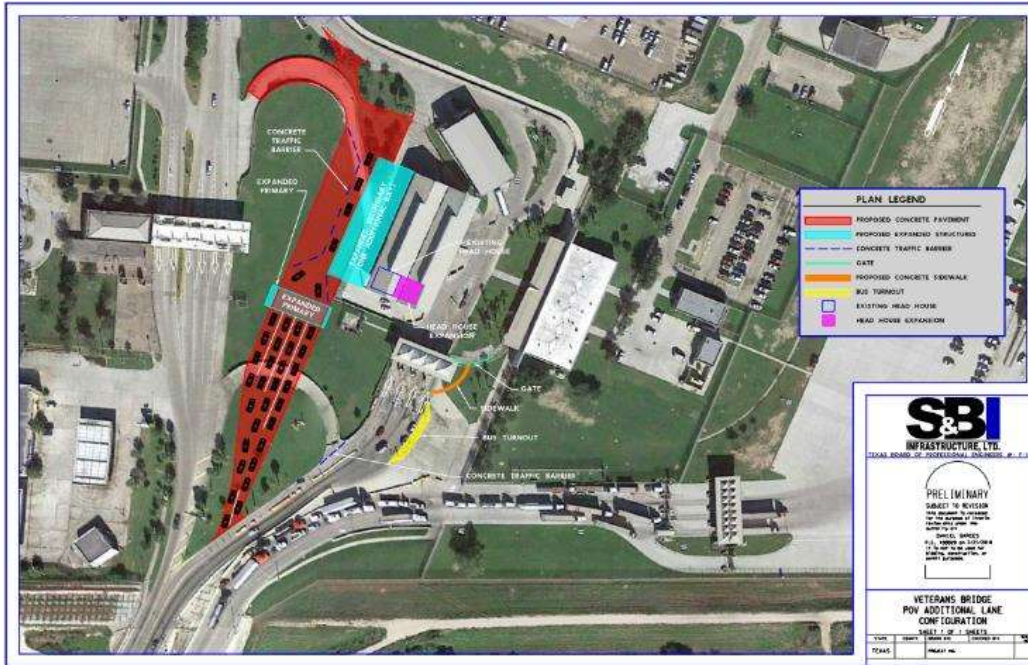
Cameron County
Technical Advisory Committee Meeting
December 08, 2022



IMPROVING MORE THAN JUST ROADS



Veterans POV Expansion CSJ: 0921-06-313



Recent Activity:

- Under Construction-15% Complete

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





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



- 1 Environmental ✓
- 2 Preliminary Engineering ✓
- 3 ROW & Utilities: ✓
- 4 Design 95% PS&E Completed
- 5 Funding ✓

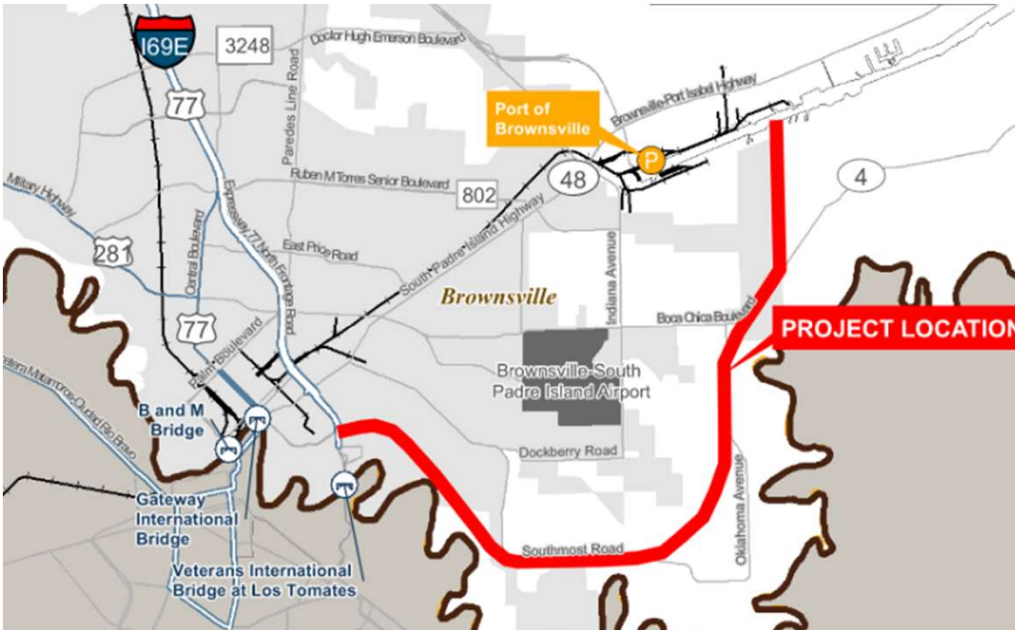
Recent Activity:

- Included in Border Master Plan- High Impact Project
- ROW in Place / Utilities Adjusted
- Environmental Re Evaluation Underway
- PS&E-95% complete
- Funding: \$23 Million in CAT 7 Available for Construction





East Loop CSJ: 0921-06-315



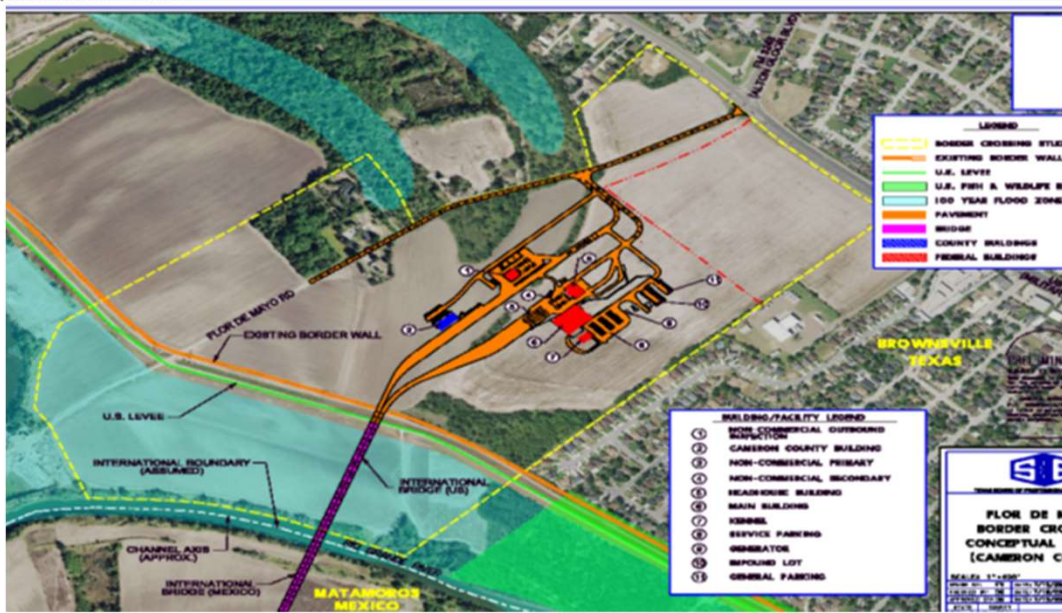
1	Environmental	80% complete
2	Preliminary Engineering	✓
3	ROW & Utilities:	In Process
4	Design	60%
5	Funding	Partially Funded

Recent Activity:

- Included in Border Master Plan- High Impact Project
- USFWS Land Swap Agreement FONSI Issued
- Environmental Documents are 80% complete
- 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
- 2 **Preliminary Engineering** - Underway
- 3 **ROW & Utilities:** ✓
- 4 **Design** - Pending
- 5 **Funding** - Pending

Recent Activity:

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

Free Trade Bridge



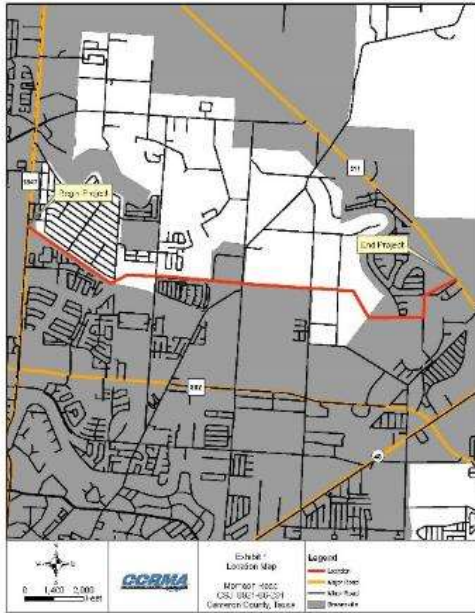
Recent Activity:

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

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



Morrison Road CSJ: 0921-06-291



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

Recent Activity:

- Included in Border Master Plan- High Impact Project
- 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
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	✓
5	Funding	✓

Recent Activity:

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

Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- Transportation Commission Approved On-System Minute Order - May 2021
- 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



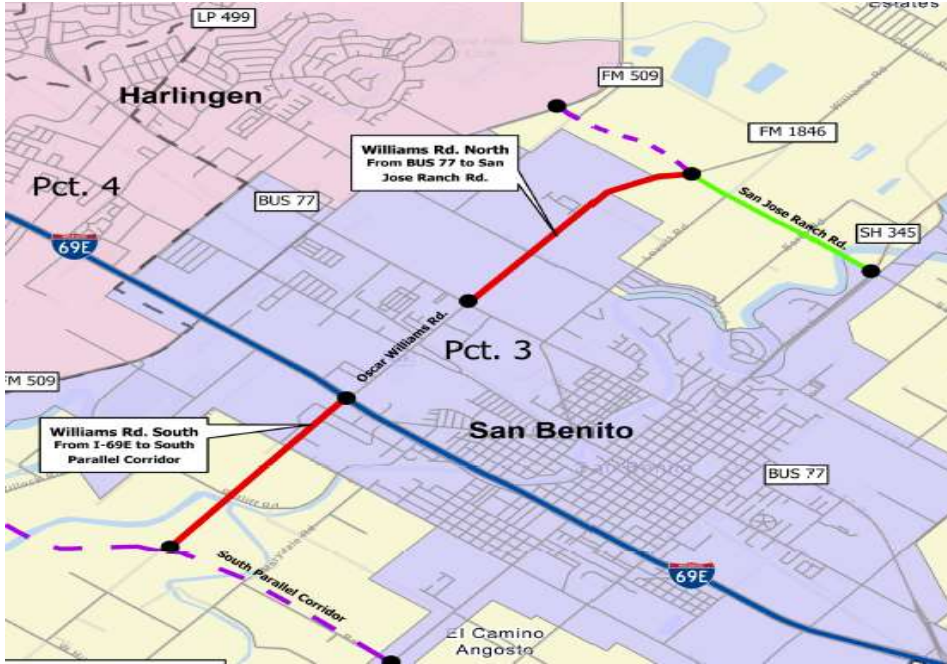
- 1 **Environmental** - Pending
- 2 **Preliminary Engineering** - Underway
- 3 **ROW & Utilities:** ✓
- 4 **Design** - Pending
- 5 **Funding** ✓

Recent Activity:

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

Recent Activity:

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



SPI 2nd Access CSJ: TBD



Recent Activity:

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

1 **Environmental** - Underway

2 **Preliminary Engineering** - Underway

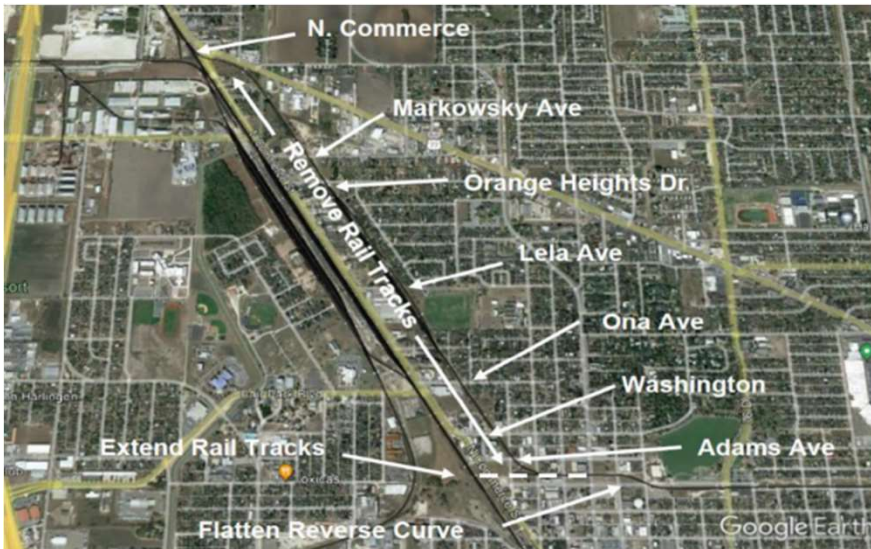
3 **ROW & Utilities:** - Pending

4 **Design** - Pending

5 **Funding** - Pending



Harlingen Rail Improvements Project FR-CRS-21-002



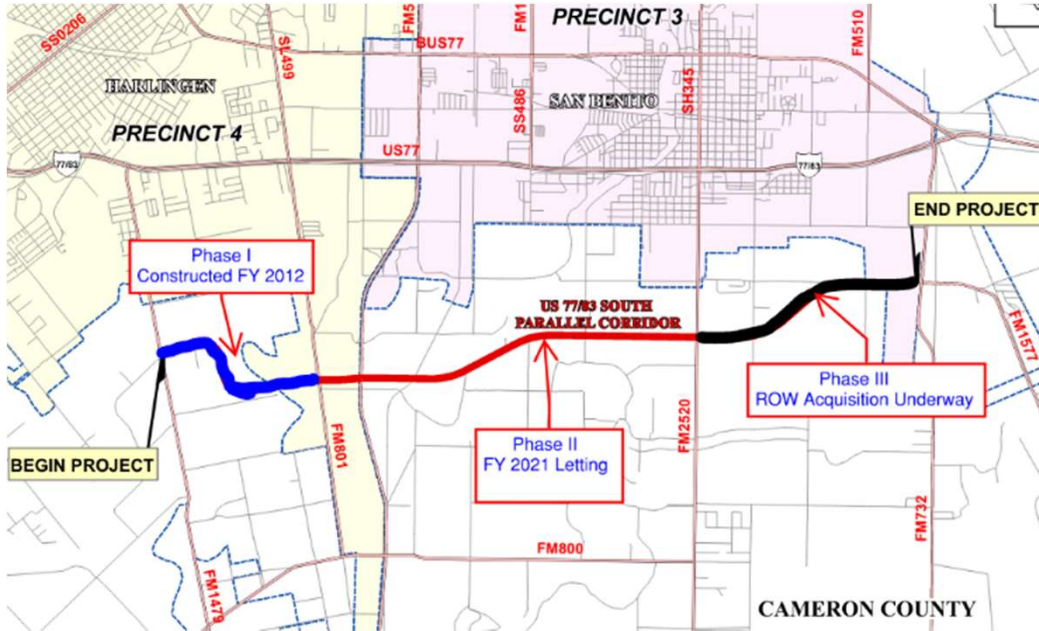
- Recent Activity:**
- Partnership between: CCRMA, Cameron County, and City of Harlingen
 - Project Scope: Eliminate certain railroad-street crossings
 - Limits: N. Commerce street S. of US 77 Sunshine to Adams Avenue
 - Using Federal & Local funds to complete Environmental Phase
 - Using Federal & Local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

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



S. Parallel Corridor Phase II

CSJ: 0921-06-252



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

Recent Activity:

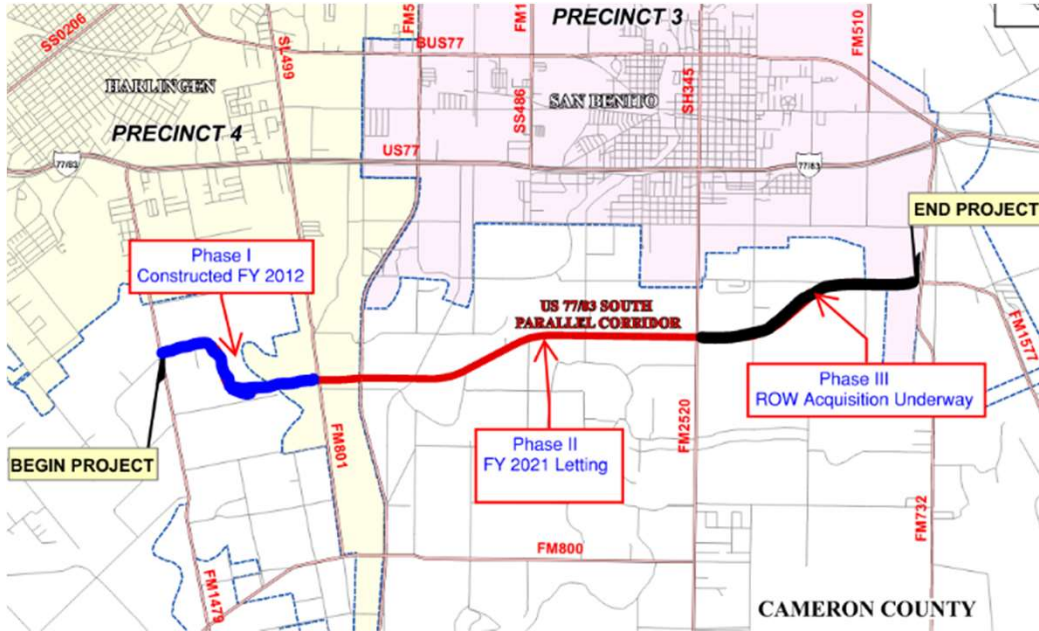
- Included in Border Master Plan- Medium Impact Project
- 50% complete





S. Parallel Corridor Phase III

CSJ: 0921-06-257



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

Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- ROW Acquisition Underway using Local Funds
- Utility Coordination Underway using Local Funds
- Needs Funding to construct the entire 10-Mile Corridor to a 5-Lane Urban Section
- Funding: \$3 Million Available for Construction in Rider 11b



US 281 Connector



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

Recent Activity:

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



West Blvd – Roadway CSJ:



- 1 **Environmental** - Underway
- 2 **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



Whipple Road CSJ: 0921-06-292



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

Recent Activity:

- Construction 100% Funded in 2021 UTP – 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
- 2 **Preliminary Engineering** - Underway
- 3 **ROW & Utilities:** ✓
- 4 **Design** - Pending
- 5 **Funding** ✓

Recent Activity:

- 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 – I69E Plan Fully Funded by TxDOT - 2021 UTP



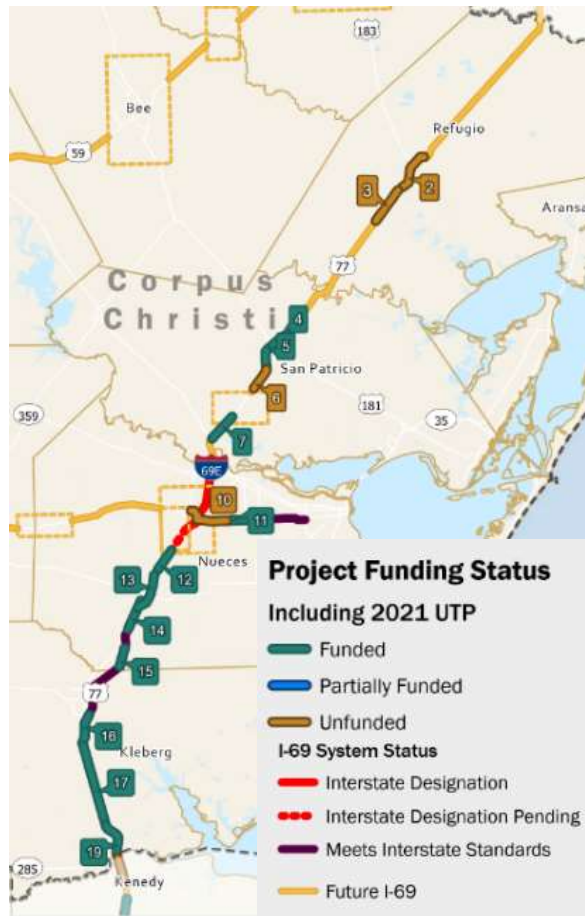
#	CSJ	HWY	Current XS ²	Limits	Description	EST CONSTR COST (M)	EST TOTAL COST ³	MILES	FUNDING STATUS ⁵	LET YEAR
1	0327-02-055	US 77	4D+	KENEDY/KLEBERG COUNTY LINE to 0.71 MILES N. OF LA PARRA AVE.	Interstate Designation	\$23.3	\$28.0	TBD	Unfunded	2025
2	0327-02-056	US 77	4D+	0.87 MILES S. OF LA PARRA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

Included in Border Master Plan



U.S. 77 – I69E Plan

Fully Funded by TxDOT - 2021 UTP



#	CSJ	HWY	Current XS ²	Limits	Description	EST CONST COST (\$)	EST TOTAL COST (\$)	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



I-69 / I-169 Unveiling Ceremony Highlights



IMPROVING MORE THAN JUST ROADS



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 / I69E
 - \$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

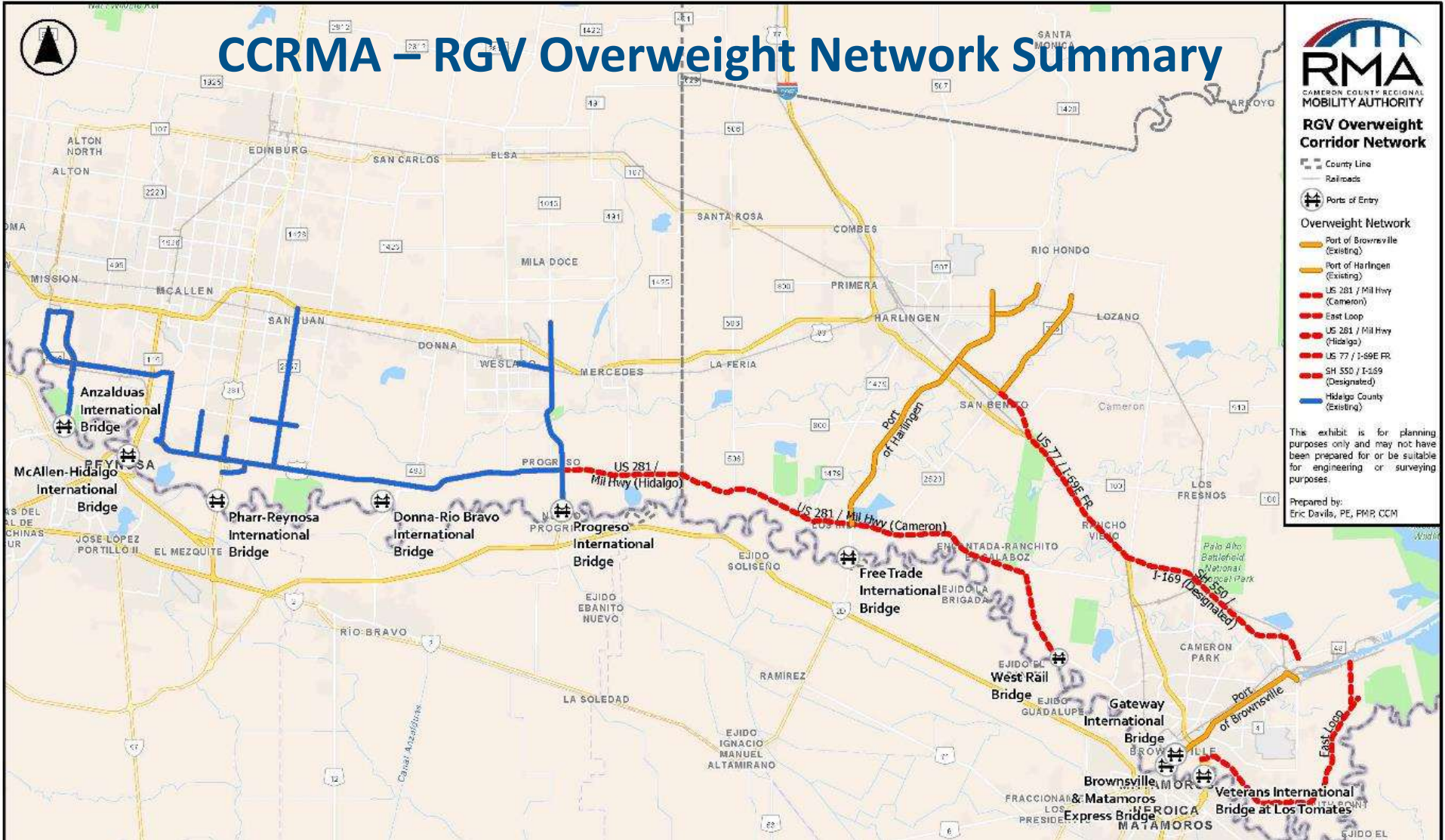

14 CCRMA Projects Currently included in the TxDOT Border Master Plan



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

CCRMA – RGV Overweight Network Summary

CCRMA
CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY

**RGV Overweight
Corridor Network**

County Line
Railroads
Ports of Entry

Overweight Network

- Port of Brownsville (Existing)
- Port of Harlingen (Existing)
- US 281 / Mil Hwy (Cameron)
- East Loop
- US 281 / Mil Hwy (Hidalgo)
- US 77 / I-99E FR
- SH 550 / I-269 (Designated)
- Hidalgo County (Existing)

This exhibit is for planning purposes only and may not have been prepared for or be suitable for engineering or surveying purposes.

Prepared by:
Eric Davila, PE, FMR CCM



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

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.



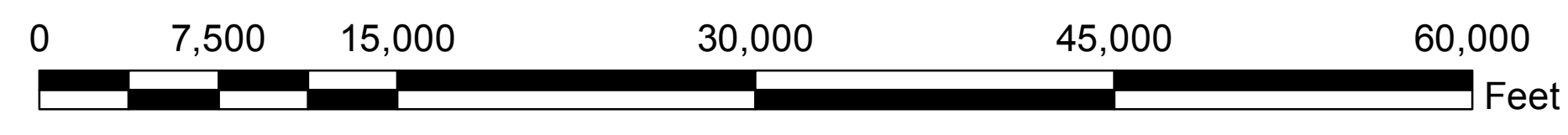
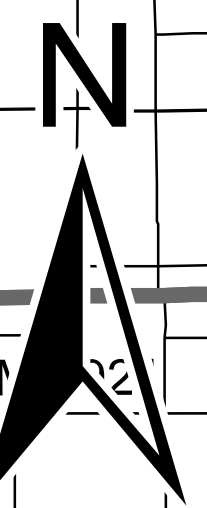
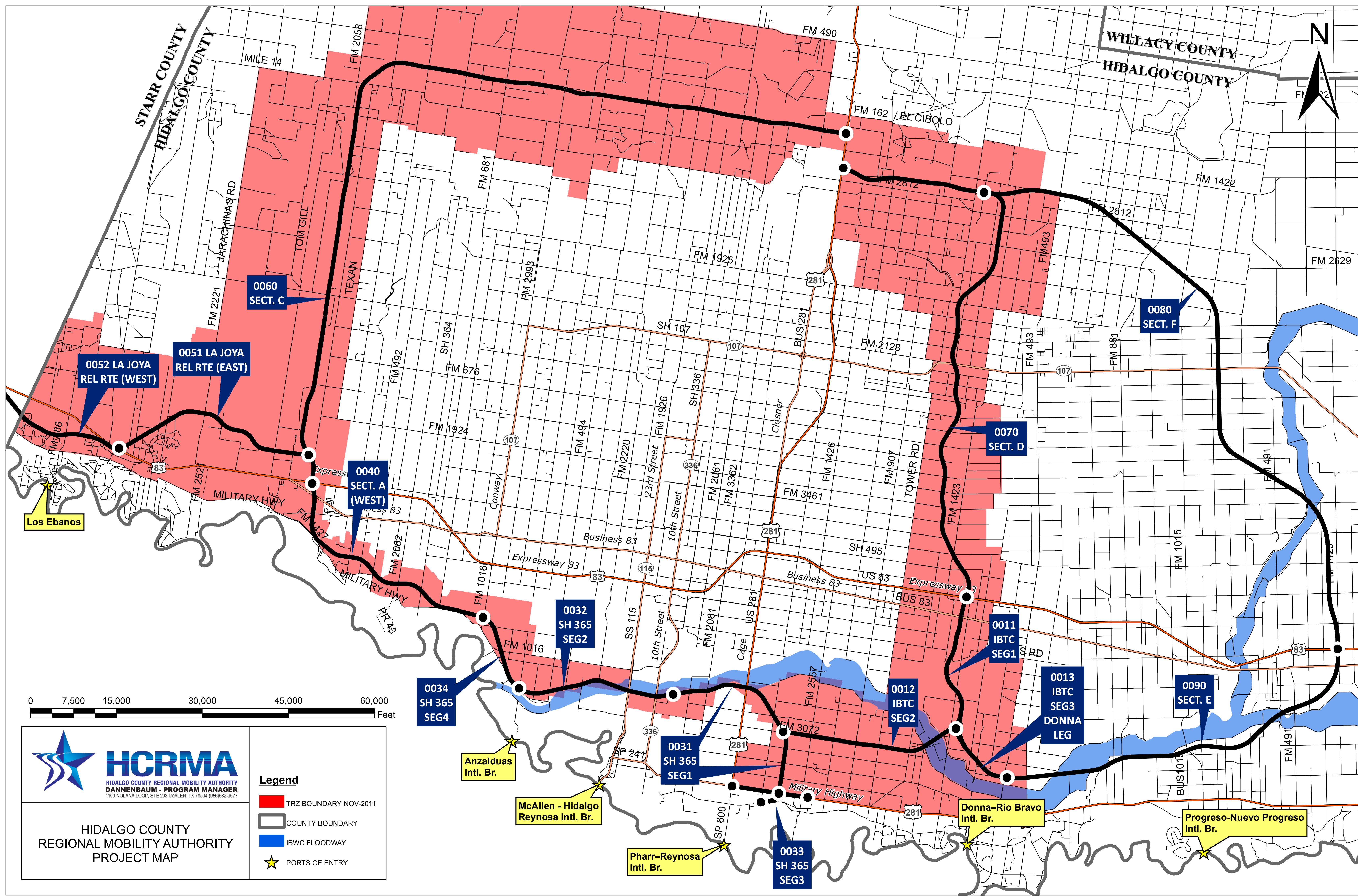
▶ OVERVIEW

- ❑ 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”





Legend

- TRZ BOUNDARY NOV-2011
- COUNTY BOUNDARY
- IBWC FLOODWAY
- PORTS OF ENTRY

HIDALGO COUNTY
REGIONAL MOBILITY AUTHORITY
PROJECT MAP

Los Ebanos

Anzalduas Intl. Br.

McAllen - Hidalgo Reynosa Intl. Br.

Pharr-Reynosa Intl. Br.

Donna-Rio Bravo Intl. Br.

Progreso-Nuevo Progreso Intl. Br.

0052 LA JOYA
REL RTE (WEST)

0051 LA JOYA
REL RTE (EAST)

0060
SECT. C

0040
SECT. A
(WEST)

0034
SH 365
SEG4

0032
SH 365
SEG2

0031
SH 365
SEG1

0033
SH 365
SEG3

0012
IBTC
SEG2

0011
IBTC
SEG1

0013
IBTC
SEG3
DONNA
LEG

0070
SECT. D

0080
SECT. F

0090
SECT. E

STARR COUNTY
HIDALGO COUNTY

WILLACY COUNTY
HIDALGO COUNTY

JARACHINAS RD

TOM GILL

TEXAN

SH 364

FM 676

FM 1924

Business 83

Expressway 83

FM 1016

FM 1016

SS 115

10th Street

10th Street

FM 2058

FM 2221

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

FM 492

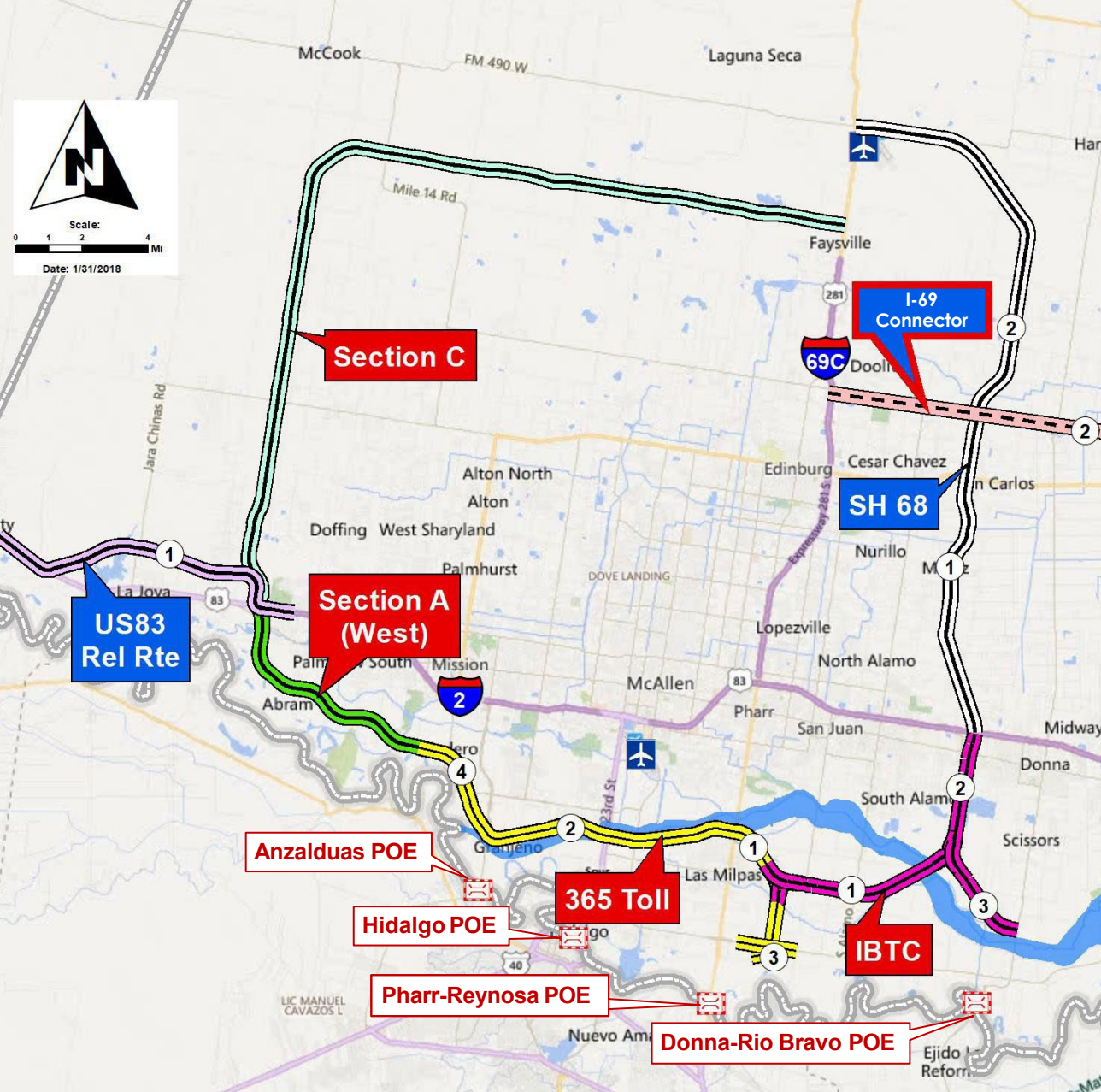
FM 492

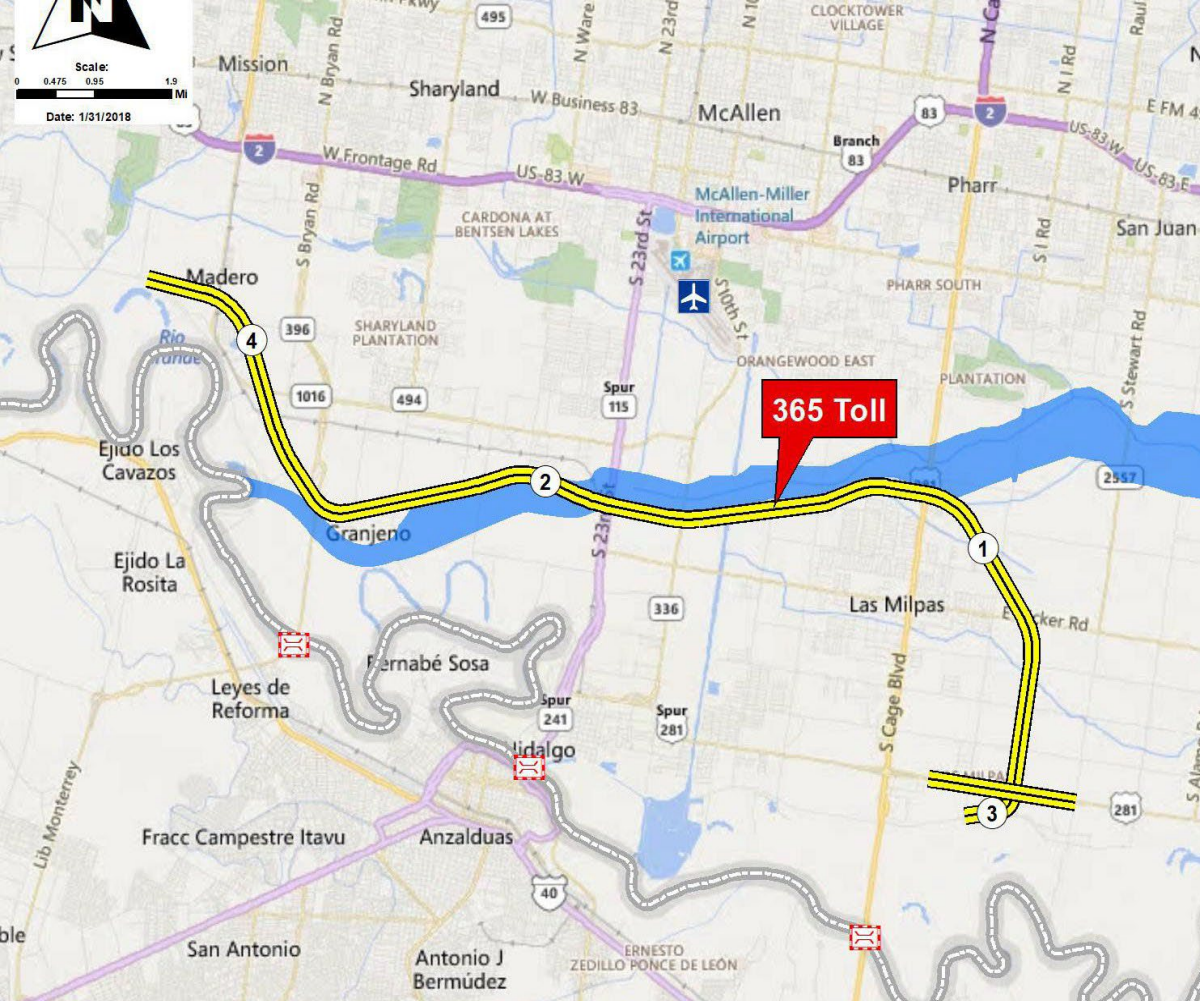
FM 492

FM 492

HCRMA STRATEGIC PLAN

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





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

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)

PROJECT PRODUCTION

- ❑ CAPTURING VECP PACKETS

- ❑ FORMAL SUBMITTALS, REVIEW OF DOCUMENTS
 - RFIs 32
 - SUBMITTALS 52



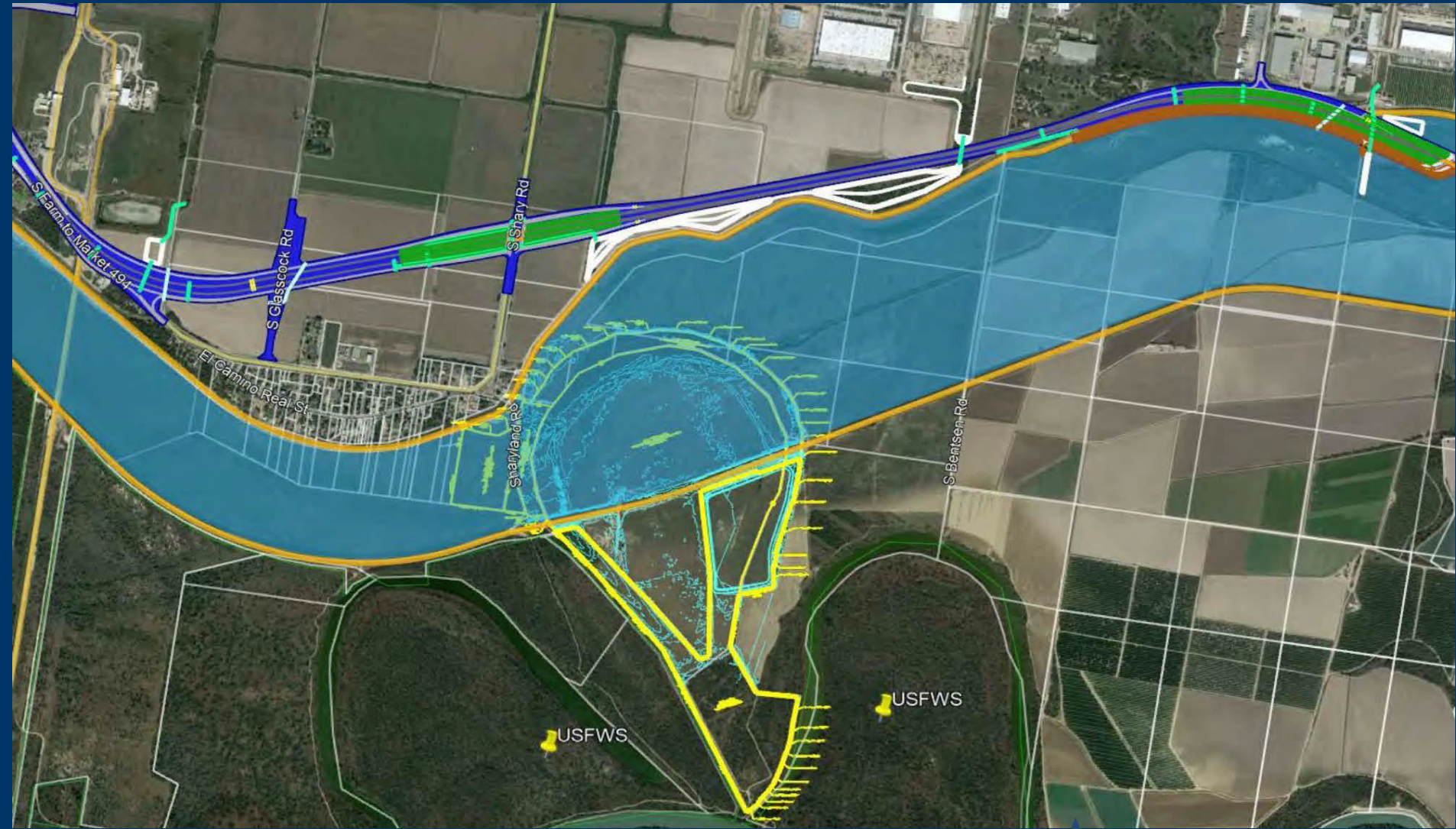
last update **11/15/22**

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
1	Hi Line Rd Bridge Foundation	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
7	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

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
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 of 10/11 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	McCull 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&B's 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.



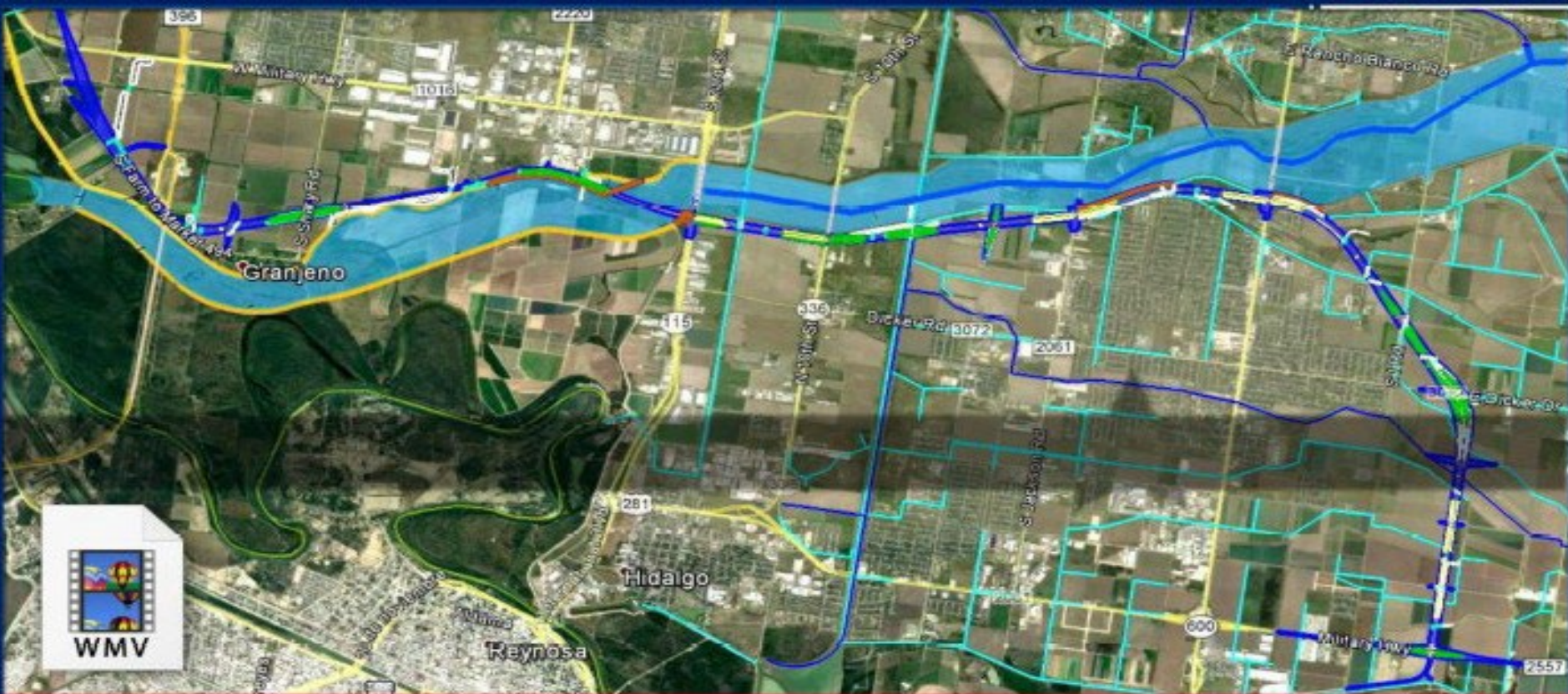


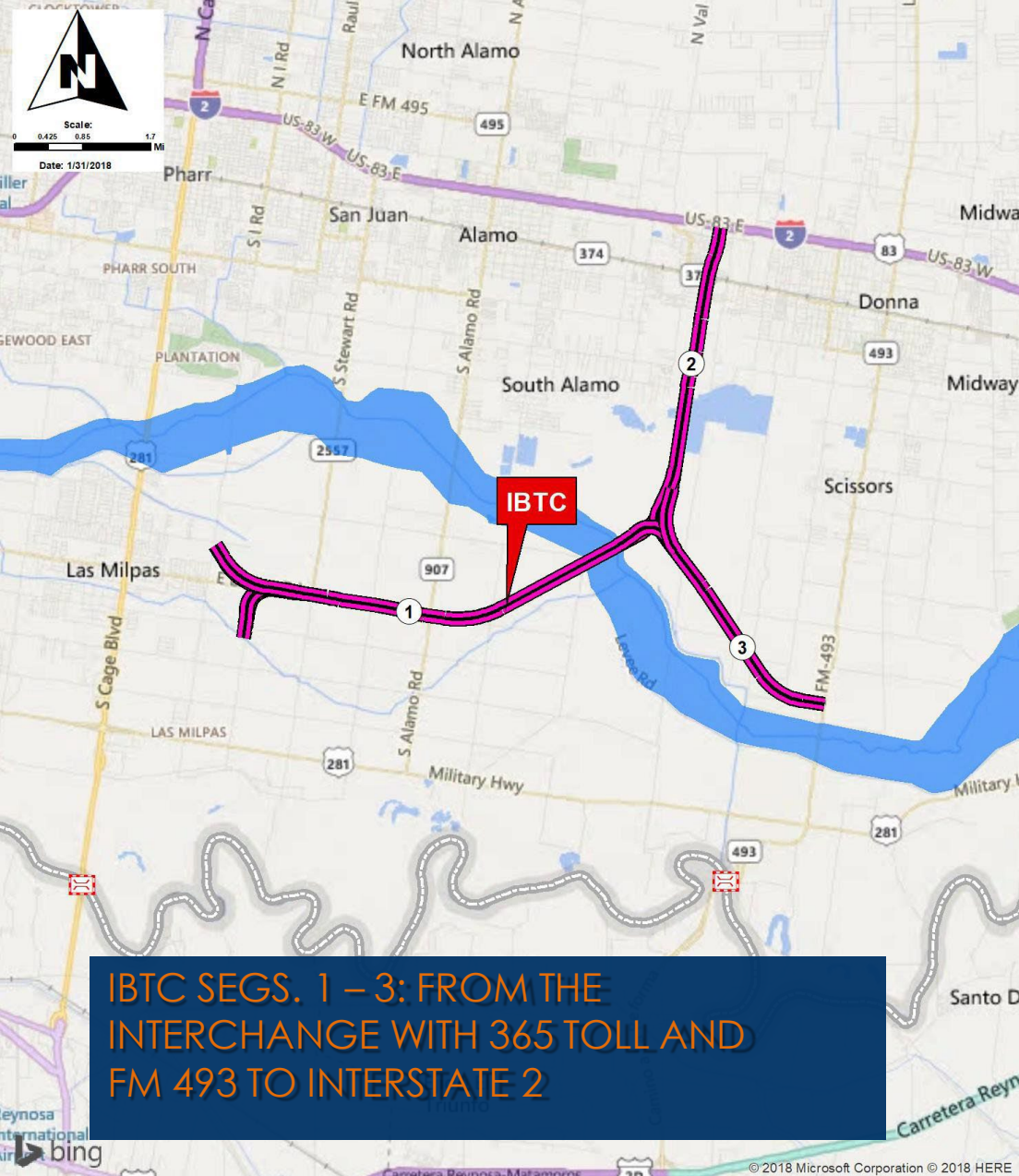
PRE-ADVERTISEMENT AND INVITATION TO BIDDERS

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





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

IBTC

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 RGV MPO 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.

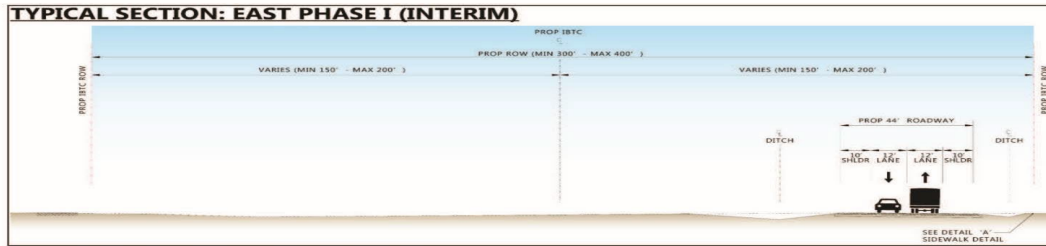


Figure 2: East Leg Phase I Typical Section

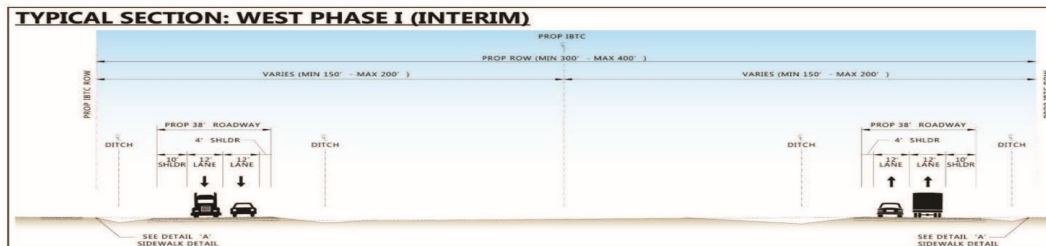


Figure 3: West Leg Phase I Typical Section

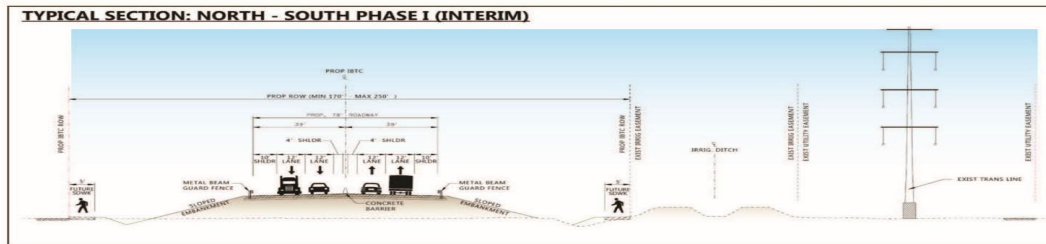


Figure 4: North Leg Phase I Typical Section

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 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.

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.

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.

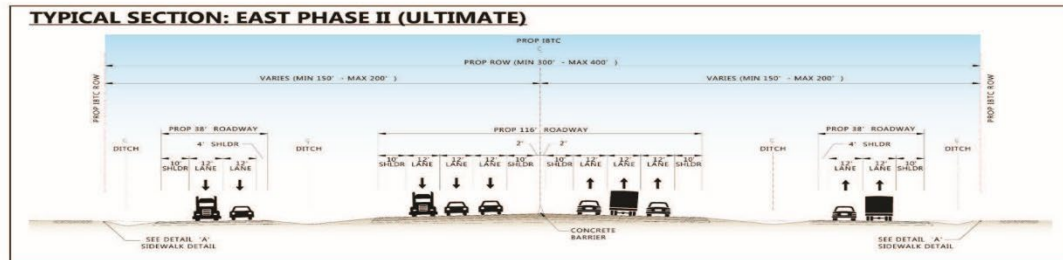


Figure 5: East Leg Phase II Typical Section

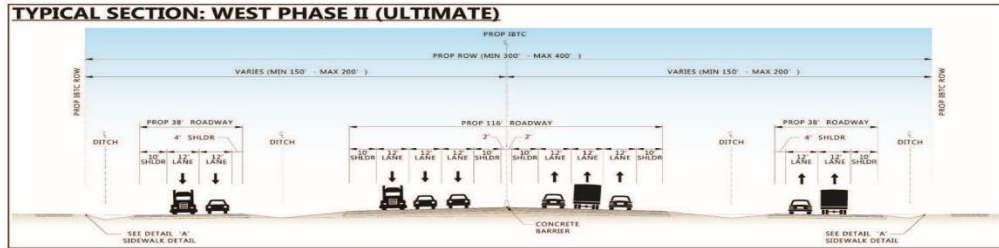


Figure 6: West Leg Phase II Typical Section

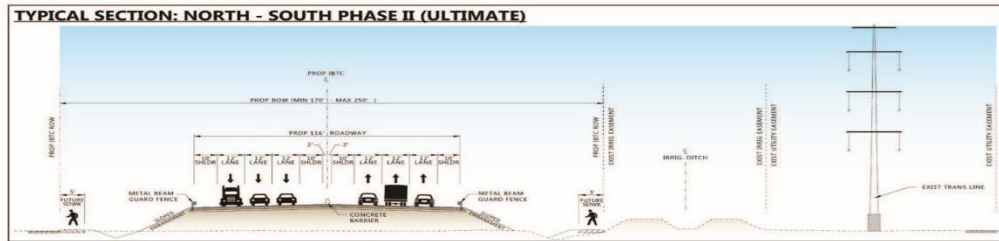


Figure 7: North Leg Phase II Typical Section

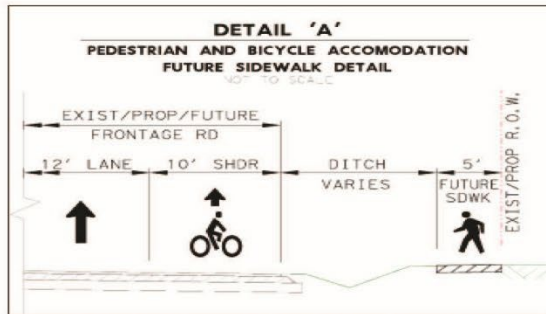
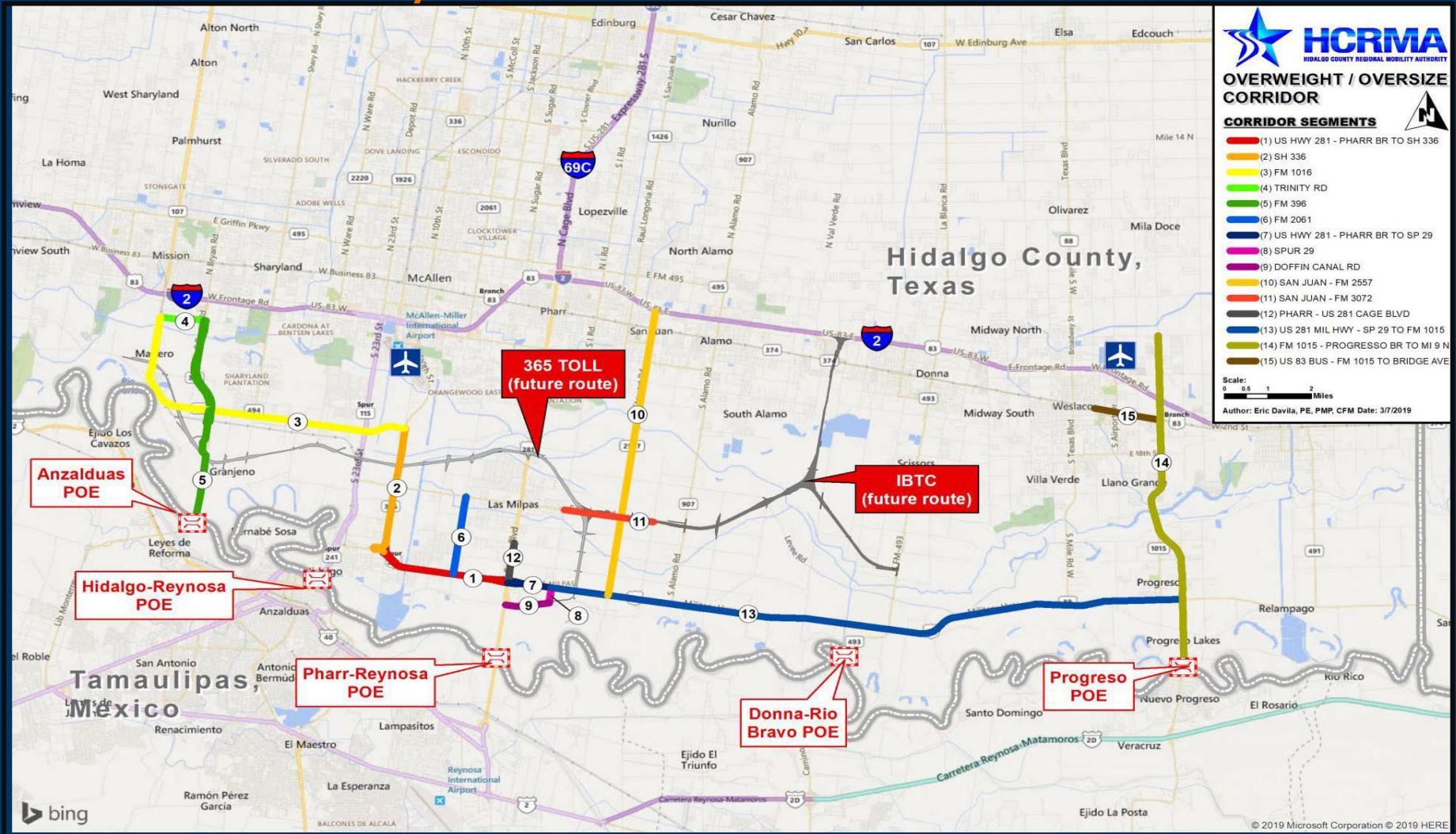


Figure 8: Pedestrian and Bicycle for Potential Future Accommodations Typical Section (East and West Legs)

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.

OVERWEIGHT / OVERSIZE CORRIDOR SEGMENTS

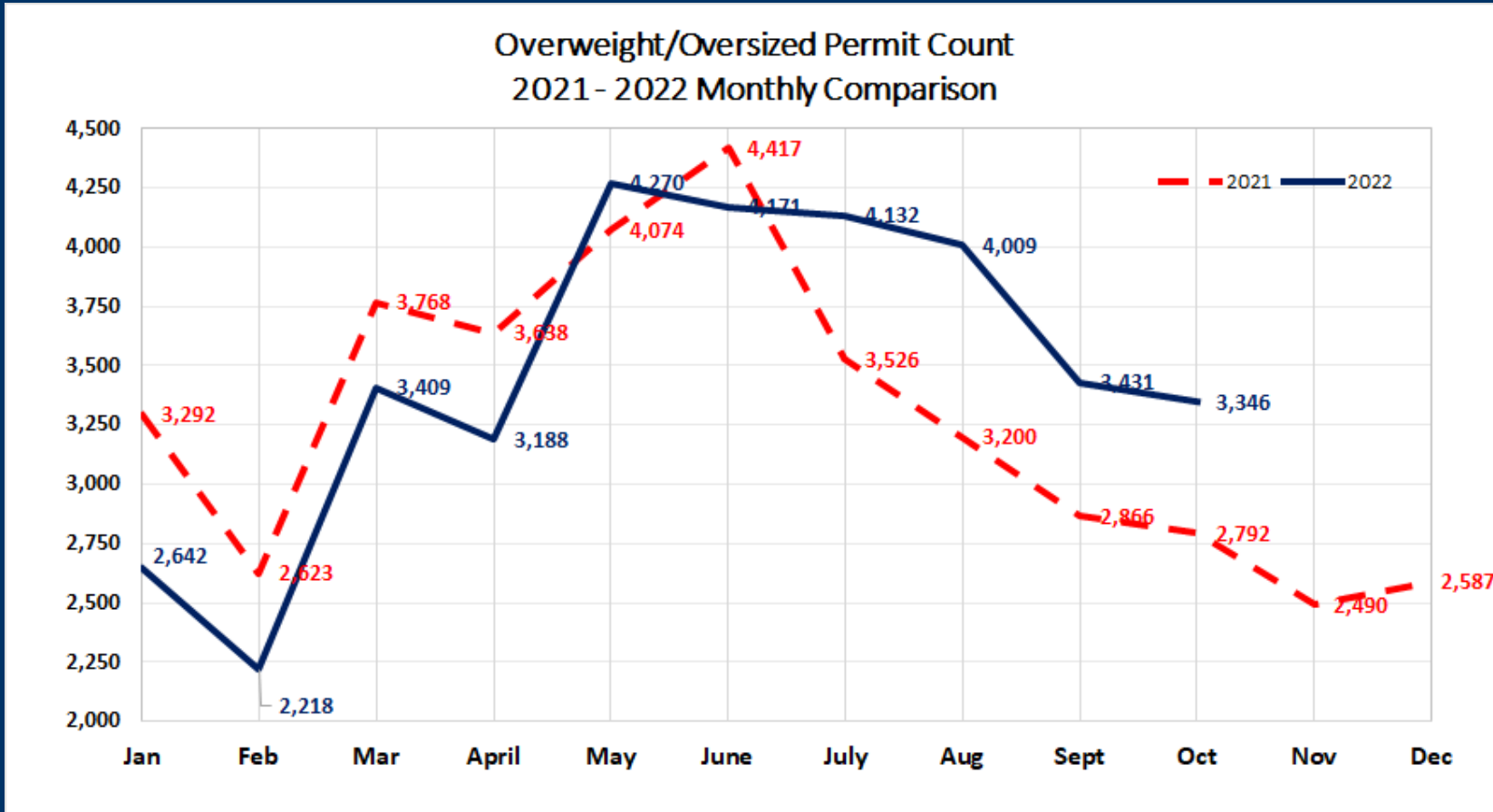


▶ **OVERWEIGHT REPORT FOR OCTOBER 2022:**
January 1, 2022 – October 31, 2022

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:

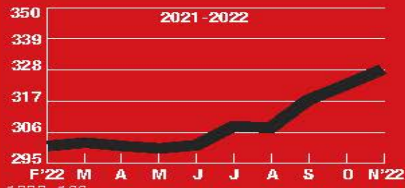
1. The permit count for 2021 (39,273) ended with a +9.0% (increase) compared to 2020 (36,040).
2. Monthly permit count of 3,346 represents a +19.5% (increase, 545) compared to the same month in 2021.

ENR's Materials Prices For November 2022

CORRUGATED-STEEL PIPE

+1.8%

MONTHLY PRICES ROSE 1.8%, WHILE YEARLY PRICES INCREASED 6.6%.



1992=100

DUCTILE-IRON PIPE

+1.0%

MONTHLY DUCTILE-IRON PIPE PRICES INCREASED 1% IN NOVEMBER.

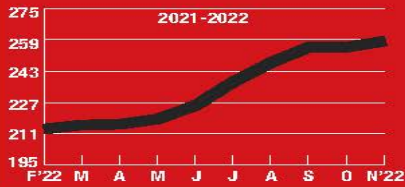


1992=100

PVC WATER PIPE

+1.2%

MONTHLY PRICES FOR PVC WATER PIPE ROSE 1.2% IN NOVEMBER.

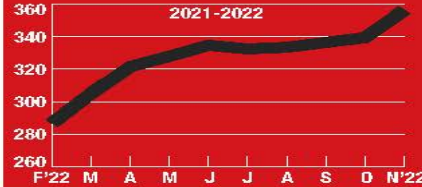


1992=100

REINFORCED-CONCRETE PIPE

+5.0%

MONTHLY PRICES INCREASED 5%, WITH YEARLY PRICES UP 37.6%.



1992=100

20-CITY AVERAGE

ITEM	UNIT	\$PRICE	%MONTH	%YEAR
REINFORCED-CONCRETE PIPE (RCP)				
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"	FT	13.16	+2.2	+8.0
36"	FT	42.57	+1.8	+6.6
60"	FT	91.18	+1.7	+4.9

POLYETHYLENE PIPE (PE): UNDERDRAIN

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"	FT	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
1 1/2"	FT	9.69	-1.3	+18.4

SOURCE: ENR





Valley Metro Transit Report October Data

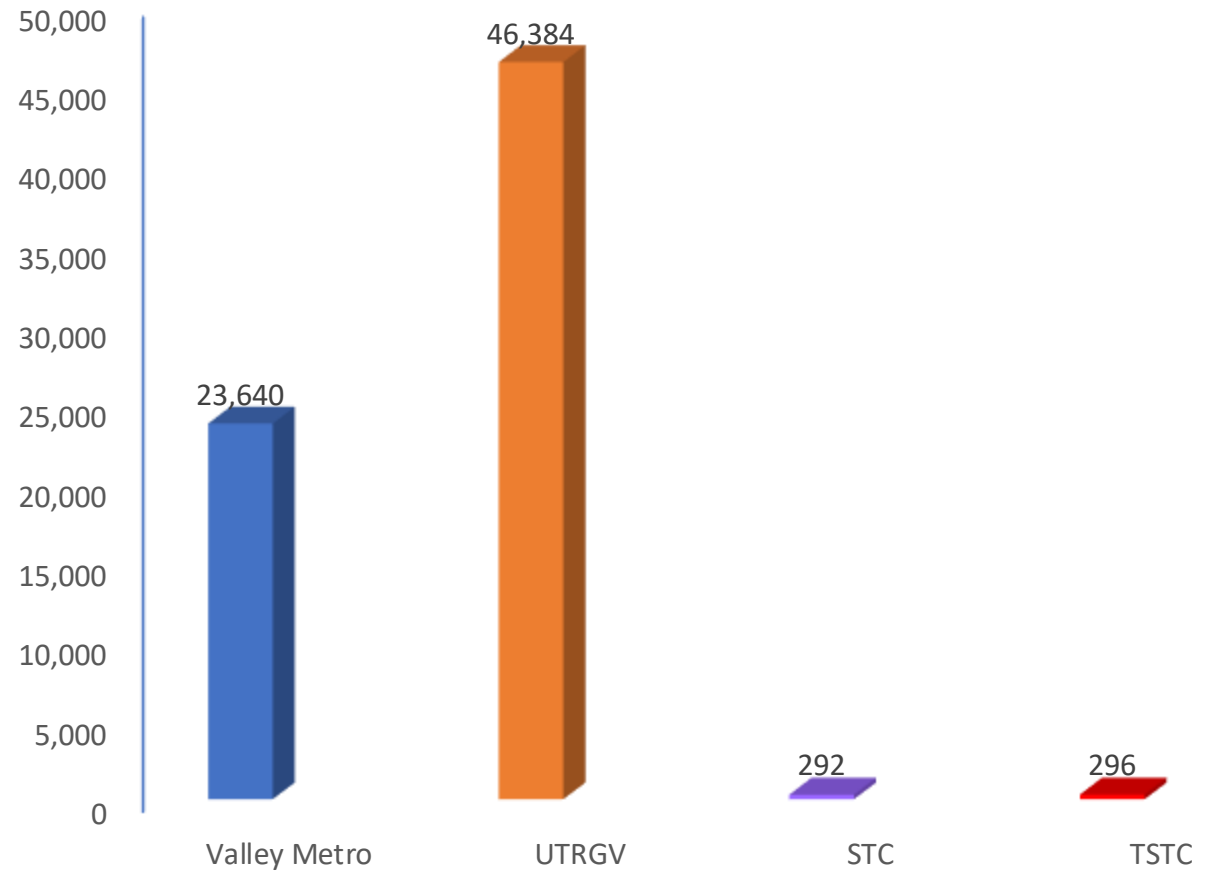
October 2022 Ridership 70,612

Valley Metro	23,640
UTRGV	46,384
STC	292
TSTC	296



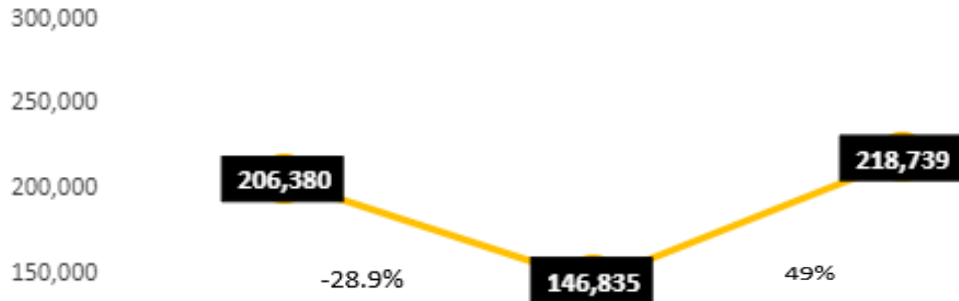
Passenger Trips

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



Valley Metro Miles & Hours

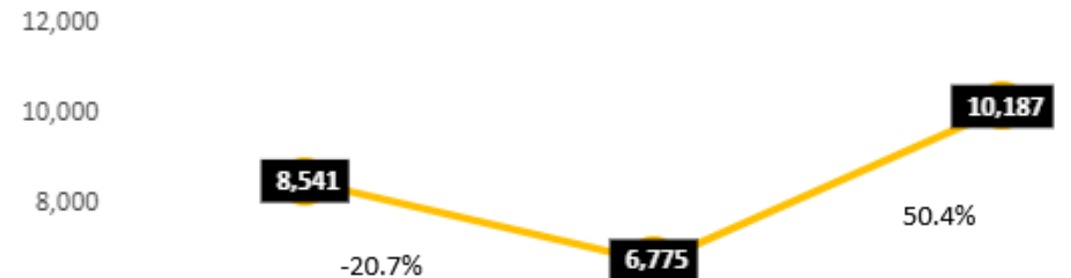
October Revenue Miles



	FY 2021	FY 2022	FY 2023
Miles	206,380	146,835	218,739



October Revenue Hours



	FY 2021	FY 2022	FY 2023
HOURS	8,541	6,775	10,187



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