

**BROWNSVILLE METROPOLITAN
PLANNING ORGANIZATION**

**F.Y. 2019-F.Y. 2022
METROPOLITAN TRANSPORTATION
IMPROVEMENT PROGRAM
(TIP)**

By:

Brownsville MPO Staff
City Plaza
1034 E. Levee St., 2nd floor
Brownsville, TX 78520

Sponsoring Governmental Agencies:

City of Brownsville
City of Los Fresnos
Town of Rancho Viejo
Cameron County
Texas Department of Transportation
Brownsville Navigation District
Brownsville Independent School District
Los Fresnos Consolidated Independent School District

Other Participating Agencies:

Brownsville Chamber of Commerce
Brownsville Airport Advisory Committee
Greater Brownsville Incentives Corporation

Adopted: May 9, 2018

For more information, please contact the MPO staff at 956.548.6150, or access the MPO's website as follows: www.brownsvillempo.org

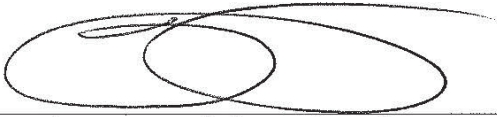
The preparation of this document has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

PROJECT SELECTION PROCEDURES
F.Y. 2019 – F.Y. 2022
FOR THE BROWNSVILLE METROPOLITAN PLANNING ORGANIZATION

The Policy Committee, acting as the policy group for the above named Metropolitan Planning Organization, hereby approves the following procedures pertaining to project selection for F.Y. 2019-2022 (September 1, 2018-August 31, 2022):

TxDOT Pharr District will have the authority to select projects for implementation from the currently approved four-year Transportation Improvement Plan, with the understanding that projects can be advanced in the event that additional funding becomes available.

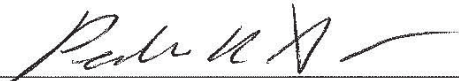
This procedure was developed cooperatively between the Texas Department of Transportation and the MPO and supersedes any previously adopted project selection procedures and signed this 9th day of May, 2018.



Chairman of the Policy Committee

5-09-2018

Date



TxDOT Pharr District Engineer

5-9-18

Date

**RESOLUTION
BROWNSVILLE MPO POLICY COMMITTEE**

WHEREAS, the Policy Committee of the Brownsville Metropolitan Planning Organization (MPO) has reviewed the recommendation of the MPO Technical Committee as concerns the adoption of the F.Y. 2019-2022 Transportation Improvement Program (TIP); and

WHEREAS, the Policy Committee of the Brownsville MPO finds that the program will promote both the general welfare and economic development of the Brownsville MPO area; and


WHEREAS, the Brownsville MPO staff and MPO Policy and Technical Committee members will work in cooperation with TxDOT staff to implement the Urban Transportation Planning Process in compliance with applicable State and Federal guidelines.

NOW, THEREFORE, BE IT RESOLVED that the F.Y. 2019-2022 Transportation Improvement Program (TIP) is hereby adopted by the Policy Committee of the Brownsville Metropolitan Planning Organization.

Signed:



Tony Martinez
Chairperson
Brownsville MPO Policy Committee

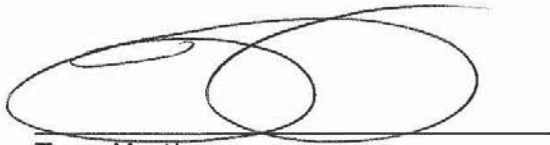


Pedro Alvarez, P.E.
TxDOT District Engineer
TxDOT Pharr District

Dated: 5-09-2018

**PUBLIC INVOLVEMENT PROCESS (PIP)
CERTIFICATION**


The Brownsville Metropolitan Planning Organization certifies that the Public Involvement Process adopted by the Policy Committee was followed as part of the F.Y. 2019-2022 Metropolitan Transportation Improvement Program (TIP).



Tony Martinez
Chairperson
Brownsville MPO Policy Committee

5-09-2018

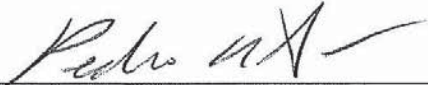
Date



Mark Lund
MPO Director
City of Brownsville

5-9-18

Date



Pedro Alvarez, P.E.
TxDOT District Engineer
TxDOT Pharr District

5-9-18

Date

TEXAS DEPARTMENT OF TRANSPORTATION
MPO SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336 and 450.220 of the Fixing America's Surface Transportation Act (FAST Act); the Texas Department of Transportation, and the Brownsville Metropolitan Planning Organization for the Brownsville urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. [23 U.S.C. 134](#), [49 U.S.C. 5303](#), and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended ([42 U.S.C. 2000d-1](#)) and [49 CFR part 21](#);
3. [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
5. [23 CFR part 230](#), regarding the implementation of an [equal employment opportunity program](#) on Federal and Federal-aid [highway](#) construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101 et seq.](#)) and [49 CFR parts 27, 37, and 38](#) ;
7. The Older Americans Act, as amended ([42 U.S.C. 6101](#)), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 ([29 U.S.C. 794](#)) and [49 CFR part 27](#) regarding discrimination against individuals with disabilities.

Pharr
District
Texas Department of Transportation

Pedro A. S.
District Engineer

5-9-18
Date

Brownsville MPO
Metropolitan Planning Organization
Policy Board Chairperson

[Signature]
Chairperson

5-09-2018
Date

I. INTRODUCTION

All urbanized areas in the United States with a population of 50,000 or more, are required to have a designated Metropolitan Planning Organization, (MPO). The MPO makes both transportation plans and policies that affect how transportation dollars are allocated and how regional and local needs are addressed. The Brownsville MPO area includes the cities of Brownsville, Los Fresnos and the Town of Rancho Viejo, as well as unincorporated areas in southern and southeastern portions of Cameron County.

In 2015, the Brownsville MPO study area had a population of approximately 226,282 persons. Located on the Texas border, north of Matamoros in the Republic of Mexico, the Brownsville MPO is organized into two committees, as follows:

MPO Policy Committee—The Policy Committee approves of all federal funding allocations, as well as transportation plans and policies. The Policy Committee takes action based on recommendations from the Technical Committee.

MPO Technical Committee—This advisory Committee is comprised of transportation planners and other agency staff who are representatives of the same agencies which compose membership of the MPO Policy Committee. This Committee provides technical support and makes recommendations to members of the MPO Policy Committee.

Since 2000, two of the three municipalities within the MPO study area have experienced significant increases in population. Further increases in population, employment and housing are projected for the Brownsville MPO in the coming decades.

Note: This document contains a FAST Act compliance checklist. Please read this narrative about steps the Brownsville MPO has undertaken to comply with the FAST Act. The materials in the final section of this text pertain to documentation for the FAST Act Compliance checklist.

A. Purpose

The F.Y. 2019-2022 Transportation Improvement Program will address the area's mobility issues related to urban growth. The Brownsville MPO Policy Committee adopted this document by action taken on May 9, 2018. The contents of this document reflect compliance with the Fixing America's Surface Transportation Act (FAST Act), as well as the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) regulations.

The purpose of the F.Y. 2019-2022 Brownsville Transportation Improvement Program is, in the coming years, to fund projects that afford improvements to the

MPO's area transportation system. The MPO seeks to provide continuous, cooperative and comprehensive transportation planning for the area. This serves to promote both the general welfare and economic development of the Brownsville Metropolitan area. Securing broad-based and on-going public involvement in the transportation planning process is an integral part of this public purpose. In developing plans and programs pursuant to federal regulations, the Brownsville MPO will take into account the following in the planning of future improvements to the existing transportation system:

1. Support the economic vitality of the metropolitan area, by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient transportation system management and operation;
8. Emphasize the preservation of the existing transportation system; and
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Please see the MPO's TIP Scoring/Evaluation Methodology for more information on how proposed improvement projects are assessed.

B. Definition of Area

The Brownsville MPO area is shown on a map labeled "Brownsville Metropolitan Area Boundary", maintained in the files of the Brownsville Planning & Development Services Department. Expansion of the MPO's Metropolitan Area Boundary (MAB) was approved by the Texas Transportation Commission in 2006.

NOTE: Please see reference attachment.

In addition to the territory within the Brownsville city limits, other areas outside of the City of Brownsville, to the east, north and west are included within the MPO area. The unincorporated areas fall within Precincts 1 & 2 of Cameron County. Two County Commissioners, elected officials from these two precincts, therefore serve on the Policy Committee of the Brownsville MPO. Also, elected officials from the City of Los Fresnos and the Town of Rancho Viejo serve as

voting members of the Policy Committee. These municipalities are within the MPO's Study Area as well.

C. Public Involvement Process

Federal regulations require the development of a MPO public involvement process for those transportation plans and programs that the MPO adopts. A satisfactory public involvement process should be proactive, provide complete information, timely public notice, allow public input/access to the MPO decision-making process, and opportunities to citizens for early and continuing involvement.

The Public Involvement Policies Adopted by the Brownsville MPO shall provide for:

- Early and continuing public involvement opportunities throughout the transportation planning and programming process;
- Timely information about transportation issues, plans and projects to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and interested parties and segments of the community;
- Reasonable public access to technical policy information used in the development of transportation plans and programs;
- Adequate public notice of involvement activities (e.g. meetings, public hearings) and sufficient time allotted for public review and comment at key decision points;
- A process for demonstrating explicit consideration and response to public input, during the planning and program development process;
- A process for seeking out and considering the needs of those traditionally underserved by existing transportation system;
- Periodic review of the effectiveness of the public involvement process;
- Use of visualization techniques to inform to the maximum extent practicable;
- Availability of information via an electronically accessible format.

Opportunity For Comment – In developing the TIP, the MPO, in cooperation with the Texas Department of Transportation (TxDOT) and Brownsville Metro, Brownsville's transit provider, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with subsection (i)(5), [6001(j)(1)(b)].

MPO staff routinely provide opportunities for the public to comment on new proposed roadway and transit projects/activities eligible for MPO funding.

Also, the MPO's public involvement process included the following: public speaking engagements at local civic groups (eg. Rotary luncheons) comments gained via the MPO newsletters, informal and formal presentation(s) made to the

Brownsville Chamber of Commerce and distributions of MPO flyers at other events.

Specific Opportunities for TIP Input – In March 2018, MPO staff sent letters (with a summary of proposed TIP listings) to area agencies (stakeholders) within the MPO's study area, including agencies that deal with tourism and natural disaster risk reduction. Intercity transit providers were also notified. This MPO correspondence invited comments about the proposed TIP listings and explained about the MPO's evaluation process, as well as the various methods to offer/submit comments.

Also, an evening MPO Open House was widely publicized. This event was held at 6:00 p.m. at the Historic Brownsville Museum, 641 E. Madison St., Brownsville, TX on Wednesday, April 11, 2018.

Two public comment sessions were held at MPO Policy Committee meetings held in March and April, to receive public input on TIP listings. In addition, a comment session was held by the MPO Policy Committee at the meeting held on the date of the TIP adoption, May 9, 2018.

Any comments received by the MPO staff during the TIP comment period are shared with members of both MPO Committees. Copies of the MPO's approved F.Y. 2019-2022 Transportation Improvement Program (TIP) will remain posted on the two MPO websites for on-going reference or review by members of the public.

D. Project Selection Process

The Brownsville MPO develops information about identification of project needs in the MPO area. This data is shared with agency staff, which may result in development of proposed projects for inclusion in the T.I.P.

On March 7, 2018, the MPO Technical Committee received data about candidate projects. Scores for various improvement projects were calculated by the MPO Technical Committee members. Based upon the relative merits of the various candidate projects, the MPO Technical Committee issued its recommendations to the Policy Committee. Final action on TIP project selection was taken by the MPO Policy Committee members on May 9, 2018.

The MPO's adopted project procedures state that any project listed in the first year of the approved TIP shall be considered in the first priority and may be implemented as soon as plans are completed and funds are appropriated. Should any projects not be implemented from the first priority, then any projects listed in the second, third or fourth year of the TIP may be accelerated to the first year of the TIP as soon as plans are complete, including right-of-way, utility adjustments and available funds are in hand.

E. The MPO's TIP Scoring/Evaluation Methodology

The MPO staff, in cooperation with MPO Member Agency Staff, developed criteria for use in assessing candidate improvement progress. MPO Technical Committee members will utilize these criteria and the scoring (point) methodology as the basis of the Committee recommendations about projects for TIP inclusion. These definitions are intended for use with the MPO's TIP Project Rating Form.

(1) Increases Safety – (Maximum 13 points)

This factor involves incorporation of proven safety (design) features.

Step One – The evaluators reach a consensus as to the improvement project's level of afforded safety:

- Low Safety
- Medium Safety
- High Safety

Step Two – The evaluators may award points, as follows:

- 1 – 5 points
- 6 – 9 points
- 10 – 13 points

(2) Completes a Gap/or Provides an Alternate Route – (Maximum 9 points)

A system gap exists when there is a four lane roadway corridor that has a narrow (2 lane) segment. Widening from two lanes to four lanes would complete or close the gap. Closing a gap with a longer distance is worth points. And, closing a gap on those roadways with higher volumes deserves more points.

Also, provision of an alternate route serves to promote mobility. Thus, when new (alternate) route serves to reduce traffic on high volume (adjacent) routes, the new route deserves more points.

(3) Provides for Alternate Modes – (Maximum 11 points)

The proposed improvement project includes design features/elements that introduce and/or support alternate modes, such as the following:

- Transit elements – eg. concrete pads, bus shelters and sidewalks to/from bus stops or designated bus lane(s).
- Bicycle elements – bike lanes, signage/pavement symbols, cycle tracks or other features.
- Pedestrian elements – sidewalks, push buttons at traffic signals.

NOTE: To receive 9-11 points, the project must support two or more modes.

(4a) Responds to Congestion Management Process (CMP) Issues – (Maximum 11 points)

The greater the reduction of congestion or Level of Service (LOS) according to the Travel Demand Model (TDM), or other suitable means accepted by the group, the higher the score.

(4b) Reduces Travel Time or Trip Length – (Maximum 11 points)

The greater the reduction of travel time, the higher the score. A project that achieves a reduction of trip length needs to apply for significant destinations and/or pertain to a roadway with 7,500 Average Daily Traffic (ADT) or higher.

NOTE: Sponsoring Agency can select one factor (4a or 4b), but not both.

(5) Improves Air Quality – (Maximum 4 points)

Reducing traffic congestion/delay is one method of reducing vehicular (mobile source) emissions. The Regional Travel Demand Model (TDM) can be used as a means of measuring congestions via Level of Service (LOS). A comparison of a roadway's LOS for the base year, as compared to a forecast year, will reveal potential reductions in delay. Large reductions will deserve more points.

(6) Project is of Regional Significance – (Maximum 8 points)

The proposed project is of importance to the region, state or the nation.

(7) Local Project Support – (Maximum 9 points)

When an agency or agencies contribute extra dollars towards funding a particular improvement project, points shall be awarded according to this formula:

- | | |
|---------------------------|----------|
| • 10% of the overall cost | 2 points |
| • 20% of the overall cost | 4 points |
| • 30% of the overall cost | 6 points |
| • 40% of the overall cost | 8 points |
| • 45% of the overall cost | 9 points |

NOTE: Overall project cost includes construction, design and environmental studies and other costs.

(8) Improves functioning of the MPO Network/Adding New Location – (Maximum 7 points)

- Adding a new route that significantly reduces traffic or adjacent roadways with 10,000 Average Daily Traffic (ADT) or above 6-7 points
- Adding a median to an existing roadway to allow improved traffic mobility/reduction of accidents 5 points
- Other improvements accepted by consensus of the group 1-4 points

(9) Project Readiness – (Maximum 17 points)

Environmental Clearance (Maximum 5 points)

- FONSI is obtained * 5 points
- Environmental clearance is approximately 70% or more complete 2-3 points

* NOTE: Categorical Exclusion (CE) is worth 5 points

Right-of-Way (Maximum 4 points)

- Right-of-way is completed 4 points
- Acquisition of ROW is 75% complete 3 points
- Acquisition of ROW is 40%-60% complete 1-2 points

Utilities (Maximum 3 points)

- Is utility relocation required?
- Required and completed 3 points
- Not required 2 points
- Required, but not started 0 points

Schematics (Maximum 5 points)

- Project schematics and design plans are complete 5 points
- Project schematics are greater than 70% complete 3-4 points
- Project schematics are 59% or more complete 1-2 points

(10) Special Circumstances – (Maximum 11 points)

If a proposed roadway improvement will help to accommodate a major, new employer then points can be awarded for the number of new jobs on this basis. However, this new employment must be documented via reliable (verifiable) information. Also, the new jobs added to the local economy must exceed 300 jobs to be worthy of an award of points.

In addition, when a proposed improvement has additional support via private financial support, points can be awarded for that aspect of the improvement

project. Examples include public:private partnerships, assessment dollars raised by feed placed upon private parcels and/or tax increment financing.

F. The FAST Act

Key modifications to the metropolitan planning process under the FAST Act include the following:

- Adds to the list of facilities that support intercity transportation, including intercity buses, intercity bus facilities and commuter vanpool providers.
- Clarifies that the selection of MPO representation goes according to its bylaws/enabling statute and grants representatives of transit providers authority equal to other MPO officials and also allows transit providers to represent a local community.
- Adds officials involved in tourism and the reduction of risk of natural disasters to the list of planning officials that MPOs are encouraged to consult.
- Expands the scope of consideration of the metropolitan planning process to include improving transportation system resiliency and reliability, reducing or mitigating the storm water impacts of surface transportation and enhancing travel and tourism.
- Expands the focus on the resiliency of the transportation system as well as activities to reduce storm water runoff from transportation infrastructure. Also requires strategies to reduce vulnerability of existing transportation infrastructure to natural disasters.
- Continues to require a metropolitan transportation plan to include transportation and transit enhancement activities. When proposing these activities, the plan must now include:
 - Consideration of the role that intercity buses may play in reducing congestion, pollution and energy consumption; and
 - Strategies and investments that preserve and enhance intercity bus systems (including those that are privately owned and operated).
- Add public ports and certain private providers of transportation to the list of interested parties that an MPO must provide with reasonable opportunity to comment on the public transportation plan.
- Adds examples of travel demand reduction strategies for congestion management in a transportation management area (TMA). Allows MPOs that serve a TMA to develop a congestion management plan that is distinct from the congestion management process that will be considered in the TIP.

G. On-Going Studies / Future Transportation Improvement Projects

MPO funding for a number of roadway studies was allocated in F.Y. 2015. Studies include environmental assessment and engineering design tasks. Most of these studies involve the examination of environmental issues for road-way alignments that were defined some years earlier. The MPO's Category 7

allocation will provide an 80% share of the cost of these efforts. The list of studies is as follows:

- Old Alice Rd – Limits: from the intersection of Old Alice Road with Sports Park Boulevard to SH 100;
- Morrison Rd. – Limits: from F.M. 1847 to SH 550/FM 511;
- SH 32/East Loop – Limits: from I-69E to SH 4 (engineering and right-of-way acquisition);
- Whipple Road – Limits: from FM 1575 to FM 1847. Revision Date: 2/2015;
- West Boulevard – Limits: from Palm Blvd. to I-69E Southbound Frontage Rd. west of Old Alice Road;
- Indiana Avenue Realignment – Limits: from California Road to Dockberry Road.

H. Recently Completed MPO Improvement Projects

West Rail Project

On July 13, 2016, the MPO Policy Committee voted approval of an Administrative TIP Modification. Specifically, the MPO voted to allocate Coordinated Border Infrastructure (CBI) funds up to, but not to exceed, \$4,303,261 to reimburse Cameron County for expenses incurred of the West Rail Project (CSJ #0921-06-073).

Historic Battlefield Trail (Fort Brown Connection)

In late 2017, this two mile extension of the Historic Battlefield Trail was completed at a cost of \$899,908.00. This project served to connect all three Mexican American War battlefields by linking the original trail at Harrison Street to the Fort Brown NHL.

I-69E (U.S. 77/83) Ramp Reconfiguration

This project involved reconfiguring entrance and exit ramps on the northbound Expressway frontage road, between F.M. 802 and F.M. 3248. Also, this project included the construction of an additional main lane (widening of the Morrison Road Overpass), to augment safety. Conditions are appreciably safer for northbound motorists due to the improved geometrics on the frontage road.

These improvements cost about \$4.3 million.

F.M. 803 Realignment

Construction of this improvement project started at the beginning of 2015. This roadway has been realigned, as the geometrics at the old F.M. 511, or S.H. 550 intersection caused too many problems. The new connection for F.M. 803 has been built to the west, to connect the Northbound Frontage Road of IH-69 E, opposite Rancho Viejo Avenue.

The new F.M. 803 roadway features two travel lanes in each direction, eight foot wide outside shoulders, and a continuous fourteen foot wide left turn (middle) lane.

This project cost approximately \$10,494,854 to construct.

S.H. 100 Wildlife Crossings

TxDOT secured funds to provide wildlife crossings at several areas under State Highway 100, in order to prevent unfortunate accidents between motorists and the ocelot, an endangered species.

A concrete barrier installed to protect against vehicle collisions, unintentionally led to the death of three of these wild cats in recent years. Construction of the wildlife crossings, underpass tunnels, now allows animals to travel between their habitats safely.

Funding was provided by Texas Department of Transportation (TxDOT), via Category 12 discretionary funds. TxDOT staff worked closely with United States Fish and Wildlife Service (USFWS) staff on these matters.

Brownsville/Bicycle Lane Markings

This project consisted of the installation of bicycle lane markings throughout District 3 and along International Boulevard bicycle routes.

Continuous Lighting Improvement for IH-69E

The MPO Policy Committee members voted approval of an allocation of \$825,000 in Proposition One funds, to allow TxDOT to install energy efficient light fixtures on IH-69E. These Light Emitting Diodes (LEDs) now provide good service at less cost

I. On-Going Improvement Projects

Widening of U.S. 281 Improvements (CSJ #0220-04-035)

U.S. 281 from F.M. 3248 to F.M. 1421 is about 66% complete. This two lane rural highway will be reconstructed as a four lane roadway, with turning lanes added at major intersections. The estimated cost is 14 million dollars.

I-69E Frontage Road Overpasses (CSJ #0039-08-100)

This project consists of construction of three overpass structures. The construction of a northbound vehicular lane will aid Hurricane Evacuation movements upon completion. A two-way Hike and Bike Overpass will serve to allow safe travel for these modes. The establishment of a southbound vehicular lane will allow diversion of traffic in the event of an accident on main lanes. Construction activities began a few weeks before this new TIP was adopted in May 2018.

Southmost Nature Trail (CSJ #0921-06-280)

This project consists of the construction of a 10 foot wide concrete trail in Brownsville, from Manzano Street to La Posada Street. Letting of this project will occur in July 2018. The estimated cost is \$330,000.

J. The TIP Financial Plan & Other Transportation Funding Issues

TxDOT staff make use of the TRENDS Model to aid their revenue forecasting. The MPO staff rely on these TxDOT staff forecasts. The proposed TIP is based on funding (federal funds) to be made available under the TRENDS forecast.

On November 4, 2014, Texas voters approved an amendment of the state constitution authorizing Proposition One. Severance taxes on oil and gas were directed towards funding improvements on the state highway system. On November 3, 2015, voters in Texas approved Proposition 7. This amended the state constitution to direct portions of the general sales tax and vehicle sales and rental tax receipts towards the State Highway Fund. These dedications began in F.Y. 2018 and will continue.

TxDOT's projection show roughly \$8.2 million in Category 3 funds will be available for use each year in this MPO study area.

The Brownsville MPO attained Transportation Management Area (TMA) status in F.Y. 2013. Accordingly, some additional Category 7 funds are now available to the Brownsville MPO, for its use. Roughly \$5.7 million is available each year in STP-MM/Category 7 funds.

The Brownsville MPO is using Category 7 monies to fund roadway improvements, signal improvements, as well as to sponsor environmental studies and design work. Completion of these roadway studies will advance these proposed improvements towards defined projects; said projects to be implemented when funding becomes available.

It should be noted that this new TIP includes provision for additional assistance to two agencies for on-going roadway studies. Cameron County will receive an additional allocation of \$350,000 in Category 7 monies to extend the limits of the Old Alice Road Study. The new limits extend southward to the intersection of Old Alice Road with Sports Park Boulevard, instead of S.H. 550 (previous limit).

The Transportation Alternatives Program (TAP) was authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). The TAP scoring methodology and associated policies developed by the MPO Technical Committee, were officially adopted by the MPO Policy Committee members in January 2016.

The following activities and improvement projects are eligible for TAP funding:

- Active Transportation – Bicycle & Pedestrian Facilities (Infrastructure-Related Projects); projects that make non-motorized travel safe, convenient and appealing.
- Safety & Access to Schools (Infrastructure & Non-Infrastructure-Related Projects); the planning, design and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school.

A new MPO Program Call for Transportation Alternatives Program (TAP) project applications will be issued by the MPO staff later this year. The MPO will receive between 750,000 - 800,000 dollars in TAP monies over the next two (2) years.

Previous TAP (Category 9) Allocations approved by the MPO Policy Committee Members include the following:

- (1) Bike / Pedestrian Safety Improvements (Sponsor: City of Brownsville); Federal funds: \$240,642; Total funds: \$300,803.
- (2) Brownsville Metro Eastside Transfer Station (Sponsor: Brownsville Metro/City of Brownsville) Federal funds: \$ 407,486; Total funds: \$812,862. Note: This transit project has been combined with other improvements under a TIGER grant.

An earlier allocation of TAP funds to the City of Los Fresnos enabled the community to build needed sidewalks along F.M. 1847 and S.H. 100.

K. Year of Expenditure (YOE) & Calculation of Total Project Costs

Federal regulations stipulate that the Statewide Transportation Improvement Program (STIP) and the MPO's Transportation Improvement Program (TIP) include financial plans that reflect Year of Expenditure (YOE) dollars for project cost estimates. Although few mobility improvements are listed in this new TIP document, the methodology of how total project costs are calculated is explained herein.

For many years, TxDOT staff at the Pharr District have tracked the yearly costs of undertaking improvement projects in this part of South Texas. The data applies to both On-System and Off-System Roadway Improvements. A review of the data has revealed in recent years...that inflationary cost increases for roadway improvements have averaged about 4% increase per year. Thus, this inflation factor has been used to update or change the MPO's cost estimates for roadway improvements.

In addition, Total Project Costs are now shown on the MPO's Transportation Improvement Program (TIP) Spreadsheet. Total Project Cost has been derived by use of the following steps (methodology) employed by agreement between TxDOT staff and MPO staff.

Right-of-Way Costs: These costs were obtained from the Pharr District Right-of-Way Section staff, or from Advanced Funding Agreements between TxDOT and Sponsoring Government Agencies of the Brownsville MPO.

Preliminary Engineering Costs: These costs were obtained from Pharr District staff within the Consultant Management Section. Also, improvement projects which are designed (in-house) by Pharr District staff were assigned a standard 4.9% share of the estimated construction cost.

Construction Engineering Cost & Contingencies:

The TxDOT District Design Engineer provided this breakdown to the MPO as follows:

- For projects less than \$2 million in cost—Construction Engineering is calculated as 7.5% of the total and contingencies at 7%.
- For projects less than \$10 million but more than \$2 million in cost—Construction Engineering is calculated as 5% of the total and contingencies at 6.5%.
- For projects less than \$25 million but more than \$10 million in cost—Construction Engineering is calculated as 4.5% of the total and contingencies at 6.5%.
- For projects more than \$25 million in cost—Construction Engineering is calculated at 4.5% of the total and contingencies at 9%.

Indirect Cost:

The District Design Engineer of the Pharr District utilized a rate of 6.47% of the construction estimate cost to derive or calculate this cost. It should be noted that these cost components, (Preliminary Engineering, Construction Engineering, Contingencies and Indirect Costs) are calculated by multiplying these rates against an inflated Year of Expenditure (YOE) Construction Cost. Costs for consultants used by TxDOT to perform Preliminary Engineering were not derived by use of the aforementioned percentages. Instead, these costs represent the actual contract costs negotiated with a particular consultant for a specific project. Right-of-Way (ROW) costs have been obtained from TxDOT's ROW office, from project specific Advanced Funding Agreements between TxDOT and various local entities or from representatives of local project sponsors.

L. Cameron County Regional Mobility Authority:

Some years ago, local elected officials in the Rio Grande Valley were successful in influencing the passage of a state law enabling for additional vehicle registration fees to be collected by the counties who take appropriate actions to adopt such a fee. As a result, an additional fee is being collected. Fees imposed at the local (county) level have been inaugurated in Cameron County. Cameron County now collects a \$20.00 vehicle registration fee. These new revenues will be used to support transportation improvements in Cameron County undertaken by the Regional Mobility Authority.

M. Transit Planning

The City of Brownsville–Brownsville Metro provides local bus service in Brownsville. Brownsville Metro operates a network of 15 fixed routes within the City of Brownsville using 30-35 foot buses. Most routes begin and end at the Downtown Multi-modal Terminal (La Plaza). One route operates at a transfer station located near F.M. 802 in the north side of the City. The City also offers a paratransit (demand/response) service for eligible individuals with disabilities at a discounted rate. Brownsville Metro hours of operation are from 5:50 a.m. to 8:40 p.m., Monday thru Saturday.

Local transit service provided by Brownsville Metro is a popular way for international shoppers and visitors to get from the border to shopping destinations throughout the region. In fact, an estimated 40 percent of Brownsville Metro passengers that board buses at the downtown terminal are Mexican nationals, many of whom live just across the border.

Brownsville Metro and the Brownsville Metropolitan Planning Organization (MPO) have actively participated as members of the Regional Transit Advisory Panel (RTAP), a committee of individuals representing diverse public transportation needs. Brownsville Metro and the Brownsville MPO helped to develop and begin implementation of a transportation coordination plan for Cameron, Hidalgo and Willacy Counties. Staff at TxDOT's Pharr District have participated at RTAP

meetings, as well. The RTAP has outlined ways to more effectively “manage mobility” for the region.

The Brownsville MPO provided funding via the MPO’s Unified Planning Work Program (UPWP) to enable Brownsville Metro to develop and adopt a strategic transit plan. Nelson\Nygaard Associates was selected to help develop or prepare this plan.

The analysis and recommendations of the Brownsville Transit Plan were grounded in a set of guiding principles. These recommendations are aimed at creating a simple, highly functional transit system. These guiding principles include the following:

- **Service should operate at regular intervals.**
Most persons easily remember repeating patterns, but have difficulty in recalling irregular sequences.
- **Routes should operate along a direct path.**
The fewer directional changes a routes makes, the easier it is to understand.
- **Routes should be symmetrical.**
Routes should operate along the same alignment in both directions to make it easy for riders to know how to get back to where they came from.
- **Routes should serve well defined markets.**
The purpose of each transit route should be clear to riders and prospectives. Routes should include strong anchors and a mix of origins and destinations.
- **Service should be well coordinated.**
At major transfer points, schedules should be coordinated to the greatest extent possible, in order to minimize waiting times between connecting routes.

BMetro staff are working on implementing the recommendations of this Transit Plan.

The multi-modal terminal facility in Brownsville has helped to enhance interconnectivity with other transit systems in the region. Metro Connect is a collaborative program between Brownsville, McAllen and South Padre Island and the Valley Transit Company. This collaborative program has provided affordable and convenient intercity bus service to residents and study. The system consists of three bus lines: the Green Line which connects UTRGV in Edinburg to the City of McAllen, the Red Line which connects the City of McAllen to the City of Brownsville and the Blue Line which connects the City of Brownsville to South Padre Island. A funding proposal has been submitted to continue or keep this service operational.

Transit: Year of Expenditure (YOE) Considerations

The Brownsville Metro Transit Planner is also an MPO staff member. Accordingly, the Brownsville Metro Transit Planner uses the YOE methodology recommended by TxDOT staff, agreed upon at previously held MPO Committee meetings.

Traditionally, B-Metro does not include the cost of inflation for transit financial listings. Most Brownsville Metro listings cover broad categories, (eg. Operating Assistance), rather than specific (individual project) improvements.

N. Operations and Maintenance Issues

Federal regulations require that the MPO's TIP contain system-level estimates of costs and revenue sources that will be available to adequately operate and maintain Federal-aid highways and public transportation.

Category 1 funds have been used in the Brownsville MPO Study Area to finance the maintenance of area highways. Operational and maintenance needs have been met with sufficient funds on a historical basis to maintain roadways in good condition. TxDOT's Maintenance Division has maintained the roadway system in a desirable condition, even as costs have increased due to inflation.

Other tools, aside from the added capacity improvement projects, can be used to deal with congestion problems on MPO area roadways. Other tools comprise operational strategies. Typically, no single strategy by itself can yield dramatic results. By employing multiple strategies at once, the MPO (in cooperation with TxDOT-Pharr District and local municipalities) can forestall or diminish congestion problems. Soon, the Brownsville MPO will be using Category 7 monies towards implementing signalization improvements, which are likely to improve traffic flow at key intersections.

On-going Maintenance Activities in the Brownsville MPO Study Area

The City of Brownsville is utilizing a Pavement Management System (PMS). This system will include an inventory of pavement conditions and associated pavement ratings. In turn, this will enable municipal staff to undertake periodic maintenance of good roads to keep local roads in good condition. In addition, City staff will schedule repairs of poor and fair pavements in an efficient fashion, as funding is available. The goal is to achieve a better system-wide performance.

Some years ago, the MPO Committees closely examined the area's future financial needs in terms of expected maintenance costs for On-System and Off-System roadways and On-System bridges. These analyses culminated in the MPO's formal adoption of the Brownsville MPO's Texas Urbanized Area Mobility Plan (TUMP). This TUMP document outlines the future revenues that will be allocated by TxDOT, the City of Brownsville, the Town of Rancho Viejo and the City of Los Fresnos towards these O&M needs.

The Pharr District's Maintenance Division periodically assesses its On-System pavement conditions to ensure that MPO's On-System roadways meet these requirements.

O. MPO Policies: Operational Improvements

Adding lanes to an existing roadway is one means of addressing congestion problems. TxDOT and local governments need to consider other alternative strategies which can provide good results in aiding traffic flow. Other methods of dealing with congestion might suffice, such as: (1) to remedy existing roadway geometrics; or, (2) to improve the traffic signal timing. Both strategies can help to improve traffic flow. Oftentimes, these types of improvements, known as operational improvements, provide less expensive solutions to congestion issues, as compared to adding capacity.

Limited room for right-of-way acquisition precludes the option of adding capacity (additional lanes) to deal with highway congestion on particular roadways within the Brownsville urbanized area. Several notable examples come to mind. Price Road has little or no space to install more travel lanes. When right-of-way cannot be made available, then other solutions must be pursued.

Operational improvements can be undertaken to significantly improve traffic flow on local highways and roadways. There are many opportunities for achieving signal efficiencies, most of which have larger implications in terms of elimination of delays and improving safety for motorists. To tackle such problems, the Brownsville MPO can utilize Category 7 funds.

The Brownsville MPO completed the MPO's Congestion & Delay Study, with the assistance of Jacobs Engineering Group Inc. in 2012. With a doubling of the area's population expected in coming decades, it is apparent that operational improvements are needed to accommodate expected increases in traffic volumes on area (off-system and on-system) roadways.

Increased funding for operational improvements will pay huge dividends to the community by lessening of congestion problems on many of Brownsville's roadways. Traffic Division staff at the City of Brownsville have completed design plans to upgrade traffic signals, install closed loop radio equipment, (to provide signal synchronization). TxDOT staff are letting these signal improvements (CSJ #0220-05-070) at the same time as this TIP is being adopted. Please see the section herein about Category 7 funds for more information.

P. MAP-21

MAP-21, the Moving Ahead for Progress in the 21st Century Act, was signed into law by President Obama on July 6, 2012. This federal legislation will focus the Federal-aid program on the following national goals: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reduced project delivery delays.

PM2 & PM3 Travel Time Performance Measures

The MPO will set targets (below) for these measures, in cooperation with TxDOT.

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

The Brownsville MPO Policy Committee members adopted an MPO Resolution to indicate MPO support for TxDOT's efforts in carrying out the Highway Safety Improvement Program. TxDOT has established goals to achieve reductions in the following:

- Serious injuries per vehicle mile traveled
- Fatalities per vehicle mile traveled
- Number of serious injuries
- Number of fatalities
- Measures used to assess safety on all public roads

Performance Targets:

- The Brownsville MPO will coordinate, to the maximum extent practical, with TxDOT in selecting a target to ensure consistency.
- The Brownsville MPO will integrate other performance plans, such as the Congestion Management Process (CMP), into the MPO's overall performance-based process.

The MPO's TIP does consider:

- The anticipated effect of the improvement program towards achieving the performance targets established in the MTP. The MPO's Evaluation Methodology for selection of TIP listings awards many points for safety-related improvements.
- A linkage of investment priorities to performance targets

Brownsville Metro has taken action to comply with federal regulations by adoption of the Brownsville Metro Transit Asset Management (TAM) Plan. The TAM will guide future investments to keep the transit system in a state of good repair (SGR).

Brownsville Metro has also established a Public Transportation Safety Program. Transit Performance Reporting:

- 49 USC 5326(c)(3) – requires each designated recipient (Note: Brownsville Metro is this MPO's designated recipient) of federal transit financial assistance to submit to FTA an annual report that describes (listed below):
- The progress of the recipient during the fiscal year towards meeting the

- performance targets established under paragraph two for that fiscal year
- The performance targets established by the recipient for the subsequent fiscal year

State of good repair (SGR) standards for measuring the condition of capital assets of recipients include:

- Equipment
- Transit fleet
- Infrastructure
- Facilities

The MPO's Congestion Management Process (CMP) will serve as a means of examining the effectiveness of TIP investments towards reaching MTP Performance targets. Accordingly, it is premature to predict how various projects selected for the MPO's TIP will fare in terms of reducing congestion, or even keeping congestion problems from worsening. Given the on-going population increases within the MPO's study area, the goal of forestalling increased congestion levels might be difficult to achieve. If the MPO's investment decisions can lead towards congestion levels remaining flat (no increases) as more motorists utilize these roadways, it will be a good outcome.

Q. Land Use: Transportation Connection

Another method to address such future needs is by tackling these problems through adoption of new land use policies which direct and shape future growth within the MPO's communities. By utilization of "Smart Growth" policies, the future impacts upon the area transportation system can be sufficiently lessened or diminished to forestall some of the expected congestion problems.

In 2009, the Brownsville MPO examined the possible outcomes of smart growth policies. Study results of the MPO's examination of different transportation outcomes associated with multiple land use scenarios are posted on the MPO's website. The future development costs associated with Scenario "B" (Dense Settlement) versus Scenario "A", (The Trend Scenario), do pose dramatic differences.

Infrastructure and other costs amount to a difference of 900 million dollars or almost one billion dollars in savings for Scenario "B". The region stands to benefit when local leaders follow-up with the adoption of new land use policies.

The Brownsville MPO can indirectly influence or encourage the local entities within the MPO's study area to adopt new land use policies. All three municipalities have taken steps in recent years to further develop the three municipalities as "walkable" communities. However, the responsibility for undertaking such policy changes or new zoning initiatives belongs to those governmental units or agencies.

R. Use of Intelligent Transportation System (ITS) Technologies

In July 2003, the State of Texas ITS Architecture and Deployment Plan for the Lower Rio Grande Valley Region was adopted. This event makes the Brownsville MPO study area within the Pharr District eligible for federal grants and other assistance concerning ITS improvements. ITS solutions can help to improve traffic flows without resorting to expensive widening (added capacity) improvements in selected roadway corridors.

A good example of the use of ITS technology can be seen within the I-69E/U.S. 77/83 Expressway corridor in Brownsville. Some years ago, TxDOT installed Dynamic Message Signs. Warnings can be issued to motorists to advise them about roadway conditions, accidents and/or other emergency-related events. The MPO staff expect to collaborate with TxDOT staff, whenever TxDOT's Pharr District moves forward with updating this ITS Plan.

S. MTP & TIP Development

The Brownsville MPO adopted an update of the Brownsville Metropolitan Transportation Plan in December 2014. Copies of the 2015-2040 Brownsville Metropolitan Transportation Plan (MTP) were printed in-house and made available to the public. The MTP's purpose is to guide the development of the area's transportation system through implementation of a prioritized list of improvement projects. This long-range plan identifies numerous transportation improvement projects to address projected transportation needs for the next 20-25 years.

The inclusion of an improvement project in the MTP represents a starting point for project development. Those improvement projects which advance in terms of right-of-acquisition and design become the candidate projects for possible TIP inclusion.

T. Air Quality Issues

No significant air quality problems have been found within the Brownsville MPO area, as the Brownsville MPO Study Area is classified as an attainment area.

U. Americans with Disabilities Act (ADA)

Brownsville Metro operates paratransit service in compliance with ADA and FTA regulations. All BMetro fixed route and paratransit vehicles and facilities are fully accessible by persons with disabilities. The City of Brownsville, when it builds new sidewalks, utilizes designs with accessible ramps at intersections, to improve pedestrian access and to comply with the Americans with Disabilities Act.

V. Definition of Grouped Projects/Grouped Project CSJs

Grouped Projects are shown in the MPO's TIP via the aforementioned table. The MPO, in cooperation with TxDOT, allocates funds to undertake pavement repairs via such steps as seal coating, overlays, resurfacing and/or restoration and rehab work effected within the existing roadway right-of-way. Note: Also, other activities such as preliminary engineering, ROW acquisition, bridge replacement/rehab, railroad grade separations and safety projects may not be individually listed, but such improvements or activities can or will be denoted by Grouped Project CSJs.

Definition of Grouped Projects for Use in the STIP



Revised April 16, 2018

Proposed CSJ	Grouped Project by Category	Definition
5000-00-950	PE – Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project that is not added capacity in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation
5000-00-957		
5000-00-958		
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.

Definition of Grouped Projects for Use in the STIP

Proposed CSJ	Grouped Project by Category	Definition
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 3]

Note 1: Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding required a Federal eligibility determination, and not approved to be grouped.

Note 2: Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

Note 3: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

GLOSSARY

PROJECT LISTINGS

CSJ	Control Section Job Number - TXDOT assigned number for projects entered into the Project Development Program (PDP).
PROJ ID	Project Identification - Code assigned by the MPO for local tracking/identification. Used to relate projects to the Metropolitan Transportation Plan.
F. CLASS	Federal Functional Class - Federal classification of streets and highways into functional operating characteristics. Categories are: -Interstate -Other Urban Freeways and Expressways -Other Principal Arterials -Minor Arterials -Urban Collectors and Rural Major Collectors -Rural Minor Collectors -Urban and Rural Local Streets and Roads
FED PROG	Federal Funding Category—Major categories of federal funding as established by the Transportation Equity Act for the 21 st Century (TEA-21). Categories are: -IC Interstate Construction -IM Interstate Maintenance -NHS National Highway System -STP Surface Transportation Program -CMAQ Congestion & Mitigation Air Quality Funds -Bridge On/Off System Bridge Rehabilitation -DSB Donor State Bonus Funds -MA Minimum Allocation Funds -FLHP Federal Land Highway Program -FTA Federal Transit Administration Funding
PHASE	Project Phase for Federal Funding PE-Preliminary Engineering, ROW-Right of Way Acquisition and C-Construction.

**FY 2019 TRANSIT PROJECT DESCRIPTIONS
BROWNSVILLE MPO TRANSPORTATION IMPROVEMENT PROGRAM**

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2019
MPO Project Information (reference number, etc)	BMPO-TGR2	Federal Funding Category	N/A
		Federal (FTA) Funds/ TIGER	\$ 3,140,141
		State Funds from TxDOT	\$ -
Apportionment Year	2017	Other Funds/Local Share	\$ 1,358,997
Project Phase	Component 1A	Fiscal Year Cost	\$ 4,499,138
Brief Project Description	Phase 1: Rehabilitation of transit maintenance facility. Local match to subsequent components of TIGER project. Completed 2017-1,800,000 *Part of Total Project. Phase 2: Site and Safety Improvements. TIGER: 3,140,141; Local: 1,358,997. Phase 3: New Passenger Facility-East Side Transfer Station. Funded via Category 9 Funds (Federal and Local). Improvements CSJ:# 0921-06-304, shown in this TIP document under Highway Improvements. *Part of Total Project. (Category 9: 407,486; Local: 405,376)	Total Project Cost	\$ 4,499,138
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action		(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2019
MPO Project Information (reference number, etc.)	BMPO-TGR3	Federal Funding Category	N/A
		Federal (FTA) Funds	\$ 2,020,000
		State Funds from TxDOT	\$ 1,825,000
Apportionment Year	2017	Other Funds/Local Share	\$ 1,555,000
Project Phase	Component 1B	Fiscal Year Cost	\$ 5,400,000
Brief Project Description	Purchase of Hybrid Buses- Purchase of eight transit buses, four hybrid diesel and four 40 ft. ULSD buses. [Funding Breakdown TIGER: \$2,020,000; State: 1,825,000; Local: \$1,555,000]	Total Project Cost	\$ 5,400,000
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action		(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2019
MPO Project Information (reference number, etc)	BMPO-TGR4	Federal Funding Category	N/A
		Federal (FTA) Funds/TIGER/CDBG	\$ 889,859
		State Funds from TxDOT	\$ -
Apportionment Year	2017	Other Funds/ Local Share	\$ 725,141
Project Phase	Component 1C	Fiscal Year Cost	\$ 1,615,000
Brief Project Description	Bus Stop Improvements - Improvements of approximately 54 bus stops. [Funding Breakdown TIGER: \$539,859; CDBG: \$350,000 = Total Federal: \$889,859// COB: \$326,131; Other: \$399,010 = Total/ Local: 725,141] *11 Bus stops completed in 2017 with Local Match.	Total Project Cost	\$ 1,615,000
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action			

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2019
MPO Project Information (reference number, etc)	PHRBMPO100	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 1,514,068
		State Funds from TxDOT	\$ 507,231
Apportionment Year	2019	Other Funds	\$ 1,514,068
Project Phase	N/A	Fiscal Year Cost	\$ 3,535,367
Brief Project Description	Operating Assistance	Total Project Cost	\$ 3,535,367
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2019
MPO Project Information (reference number, etc)	PHRBMPO101	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 856,996
		State Funds from TxDOT	\$ -
Apportionment Year	2019	Other Funds	\$ 214,249
Project Phase	N/A	Fiscal Year Cost	\$ 1,071,245
Brief Project Description	Other Capital Program Items (PM)	Total Project Cost	\$ 1,071,245
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action	N/A	(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2019
MPO Project Information (reference number, etc)	PHRBMPO102	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 21,425
		State Funds from TxDOT	\$ -
Apportionment Year	2019	Other Funds	\$ 5,357
Project Phase	N/A	Fiscal Year Cost	\$ 26,782
Brief Project Description	Planning Assistance - Short Range / Travel	Total Project Cost	\$ 26,782
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action	N/A	(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2019
MPO Project Information (reference number, etc)	PHRBMPO103	Federal Funding Category	5310
		Federal (FTA) Funds	\$ 165,814
		State Funds from TxDOT	\$ -
Apportionment Year	2019	Other Funds	\$ 41,454
Project Phase	N/A	Fiscal Year Cost	\$ 207,268
Brief Project Description	Other Capital Program Items (PM)	Total Project Cost	\$ 207,268
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded	
Amendment Date & Action	N/A	(Date & Amount)	

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2019
MPO Project Information (reference number, etc)	PHRBMPO104	Federal Funding Category	5339
		Federal (FTA) Funds	\$ 234,811
		State Funds from TxDOT	\$ -
Apportionment Year	2019	Other Funds	\$ 41,438
Project Phase	N/A	Fiscal Year Cost	\$ 276,249
Brief Project Description	Capital	Total Project Cost	\$ 276,249
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2019
MPO Project Information (reference number, etc)	PHRBMPO105	Federal Funding Category	5311(f)
		Federal (FTA) Funds	\$ 155,000
		State Funds from TxDOT	\$ -
Apportionment Year	2019	Other Funds	\$ 155,000
Project Phase	N/A	Fiscal Year Cost	\$ 310,000
Brief Project Description	Regional Service Partnership	Total Project Cost	\$ 310,000
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

FY 2020 TRANSIT PROJECT DESCRIPTIONS
BROWNSVILLE MPO TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2020
MPO Project Information (reference number, etc)	PHRBMPO106	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 1,514,068
		State Funds from TxDOT	\$ 507,231
Apportionment Year	2020	Other Funds	\$ 1,514,068
Project Phase	N/A	Fiscal Year Cost	\$ 3,535,367
Brief Project Description	Operating Assistance	Total Project Cost	\$ 3,535,367
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2020
MPO Project Information (reference number, etc)	PHRBMPO107	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 856,996
		State Funds from TxDOT	\$ -
Apportionment Year	2020	Other Funds	\$ 214,249
Project Phase	N/A	Fiscal Year Cost	\$ 1,071,245
Brief Project Description	Other Capital Program Items (PM)	Total Project Cost	\$ 1,071,245
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2020
MPO Project Information (reference number, etc)	PHRBMPO108	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 21,425
		State Funds from TxDOT	\$ -
Apportionment Year	2020	Other Funds	\$ 5,357
Project Phase	N/A	Fiscal Year Cost	\$ 26,782
Brief Project Description	Planning Assistance - Short Range / Travel	Total Project Cost	\$ 26,782
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2020
MPO Project Information (reference number, etc)	PHRBMPO109	Federal Funding Category	5310
		Federal (FTA) Funds	\$ 165,814
		State Funds from TxDOT	\$ -
Apportionment Year	2020	Other Funds	\$ 41,454
Project Phase	N/A	Fiscal Year Cost	\$ 207,268
Brief Project Description	Other Capital Program Items (PM)	Total Project Cost	\$ 207,268
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2020
MPO Project Information (reference number, etc)	PHRBMPO110	Federal Funding Category	5339
		Federal (FTA) Funds	\$ 234,811
		State Funds from TxDOT	\$ -
Apportionment Year	2020	Other Funds	\$ 41,438
Project Phase	N/A	Fiscal Year Cost	\$ 276,249
Brief Project Description	Capital	Total Project Cost	\$ 276,249
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2020
MPO Project Information (reference number, etc)	PHRBMPO111	Federal Funding Category	5311(f)
		Federal (FTA) Funds	\$ 155,000
		State Funds from TxDOT	\$ -
Apportionment Year	2020	Other Funds	\$ 155,000
Project Phase	N/A	Fiscal Year Cost	\$ 310,000
Brief Project Description	Regional Service Partnership	Total Project Cost	\$ 310,000
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

**FY 2021 TRANSIT PROJECT DESCRIPTIONS
BROWNSVILLE MPO TRANSPORTATION IMPROVEMENT PROGRAM**

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2021
MPO Project Information (reference number, etc)	PHRBMPO112	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 1,514,068
		State Funds from TxDOT	\$ 507,231
Apportionment Year	2021	Other Funds	\$ 1,514,068
Project Phase	N/A	Fiscal Year Cost	\$ 3,535,367
Brief Project Description	Operating Assistance	Total Project Cost	\$ 3,535,367
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2021
MPO Project Information (reference number, etc)	PHRBMPO113	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 856,996
		State Funds from TxDOT	\$ -
Apportionment Year	2021	Other Funds	\$ 214,249
Project Phase	N/A	Fiscal Year Cost	\$ 1,071,245
Brief Project Description	Other Capital Program Items (PM)	Total Project Cost	\$ 1,071,245
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2021
MPO Project Information (reference number, etc)	PHRBMPO114	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 21,425
		State Funds from TxDOT	\$ -
Apportionment Year	2021	Other Funds	\$ 5,357
Project Phase	N/A	Fiscal Year Cost	\$ 26,782
Brief Project Description	Planning Assistance - Short Range / Travel	Total Project Cost	\$ 26,782
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2021
MPO Project Information (reference number, etc)	PHRBMPO115	Federal Funding Category	5310
		Federal (FTA) Funds	\$ 165,814
		State Funds from TxDOT	\$ -
Apportionment Year	2021	Other Funds	\$ 41,454
Project Phase	N/A	Fiscal Year Cost	\$ 207,268
Brief Project Description	Other Capital Program Items (PM)	Total Project Cost	\$ 207,268
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2021
MPO Project Information (reference number, etc)	PHRBMPO116	Federal Funding Category	5339
		Federal (FTA) Funds	\$ 234,811
		State Funds from TxDOT	\$ -
Apportionment Year	2021	Other Funds	\$ 41,438
Project Phase	N/A	Fiscal Year Cost	\$ 276,249
Brief Project Description	Capital	Total Project Cost	\$ 276,249
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2021
MPO Project Information (reference number, etc)	PHRBMPO117	Federal Funding Category	5311(f)
		Federal (FTA) Funds	\$ 155,000
		State Funds from TxDOT	\$ -
Apportionment Year	2021	Other Funds	\$ 155,000
Project Phase	N/A	Fiscal Year Cost	\$ 310,000
Brief Project Description	Regional Service Partnership	Total Project Cost	\$ 310,000
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

**FY 2022 TRANSIT PROJECT DESCRIPTIONS
BROWNSVILLE MPO TRANSPORTATION IMPROVEMENT PROGRAM**

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2022
MPO Project Information (reference number, etc)	PHRBMPO118	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 1,514,068
		State Funds from TxDOT	\$ 507,231
Apportionment Year	2022	Other Funds	\$ 1,514,068
Project Phase	N/A	Fiscal Year Cost	\$ 3,535,367
Brief Project Description	Operating Assistance	Total Project Cost	\$ 3,535,367
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2022
MPO Project Information (reference number, etc)	PHRBMPO119	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 856,996
		State Funds from TxDOT	\$ -
Apportionment Year	2022	Other Funds	\$ 214,249
Project Phase	N/A	Fiscal Year Cost	\$ 1,071,245
Brief Project Description	Other Capital Program Items (PM)	Total Project Cost	\$ 1,071,245
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2022
MPO Project Information (reference number, etc)	PHRBMPO120	Federal Funding Category	5307
		Federal (FTA) Funds	\$ 21,425
		State Funds from TxDOT	\$ -
Apportionment Year	2022	Other Funds	\$ 5,357
Project Phase	N/A	Fiscal Year Cost	\$ 26,782
Brief Project Description	Planning Assistance - Short Range / Travel	Total Project Cost	\$ 26,782
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2022
MPO Project Information (reference number, etc)	PHRBMPO121	Federal Funding Category	5310
		Federal (FTA) Funds	\$ 165,814
		State Funds from TxDOT	\$ -
Apportionment Year	2022	Other Funds	\$ 41,454
Project Phase	N/A	Fiscal Year Cost	\$ 207,268
Brief Project Description	Other Capital Program Items (PM)	Total Project Cost	\$ 207,268
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2022
MPO Project Information (reference number, etc)	PHRBMPO122	Federal Funding Category	5339
		Federal (FTA) Funds	\$ 234,811
		State Funds from TxDOT	\$ -
Apportionment Year	2022	Other Funds	\$ 41,438
Project Phase	N/A	Fiscal Year Cost	\$ 276,249
Brief Project Description	Capital	Total Project Cost	\$ 276,249
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

General Project Information		Funding Information	
Project Sponsor	City of Brownsville	Fiscal Year:	2022
MPO Project Information (reference number, etc)	PHRBMPO123	Federal Funding Category	5311(f)
		Federal (FTA) Funds	\$ 155,000
		State Funds from TxDOT	\$ -
Apportionment Year	2022	Other Funds	\$ 155,000
Project Phase	N/A	Fiscal Year Cost	\$ 310,000
Brief Project Description	Regional Service Partnership	Total Project Cost	\$ 310,000
		Trans. Dev. Credits Requested	\$ -
Sec 5309 ID Number	N/A	Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action	N/A		

Total Federal 5307 Share	\$	9,569,956
Total Federal 5310 Share	\$	663,256
Total Federal 5311(f) Share	\$	620,000
Total Federal 5339 Share	\$	939,244
Total State - TxDOT Share	\$	3,853,924
Total Local Share	\$	11,126,392
Total TIGER share	\$	5,700,000
Total Other Federal Share/ CDBG	\$	350,000
Total Other Local Share	\$	399,010

***Note: MPO Cat.9/ TAP and Local funds are not included, but are shown as part of the Highway portion of the TIP.**

Grand Total Cost of Project:	\$	<u><u>33,221,782</u></u>
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**Transit Financial Summary
BROWNSVILLE MPO
FY 2019 - 2022 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2019			FY 2020			FY 2021		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	2,392,489	2,240,905	4,633,394	2,392,489	2,240,905	4,633,394	2,392,489	2,240,905	4,633,394
2 Sec. 5307 - Urbanized Formula <200K			0			0			0
3 Sec. 5309 - Discretionary			0			0			0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	165,814	41,454	207,268	165,814	41,454	207,268	165,814	41,454	207,268
5 Sec. 5311 - Nonurbanized Formula			0			0			0
6 Sec. 5316 - JARC >200K			0			0			0
7 Sec. 5316 - JARC <200K			0			0			0
8 Sec. 5316 - JARC Nonurbanized			0			0			0
9 Sec. 5317 - New Freedom >200K			0			0			0
10 Sec. 5317 - New Freedom <200K			0			0			0
11 Sec. 5317 - New Freedom Nonurbanized			0			0			0
12 Sec. 5339 - Discretionary	234,811	41,438	276,249	234,811	41,438	276,249	234,811	41,438	276,249
13 Other FTA (5311 (f))	155,000	1,980,000	2,135,000	155,000	155,000	310,000	155,000	155,000	310,000
14 Regionally Significant or Other	6,050,000	3,639,138	9,689,138			0			0
Total Funds	\$8,998,114	\$7,942,935	\$16,941,049	\$2,948,114	\$2,478,797	\$5,426,911	\$2,948,114	\$2,478,797	\$5,426,911
Transportation Development Credits Requested			\$0			\$0			\$0
Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2022			Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	2,392,489	2,240,905	4,633,394	9,569,956	8,963,620	18,533,576
2 Sec. 5307 - Urbanized Formula <200K			0	0	0	0
3 Sec. 5309 - Discretionary			0	0	0	0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	165,814	41,454	207,268	663,256	165,816	829,072
5 Sec. 5311 - Nonurbanized Formula			0	0	0	0
6 Sec. 5316 - JARC >200K			0	0	0	0
7 Sec. 5316 - JARC <200K			0	0	0	0
8 Sec. 5316 - JARC Nonurbanized			0	0	0	0
9 Sec. 5317 - New Freedom >200K			0	0	0	0
10 Sec. 5317 - New Freedom <200K			0	0	0	0
11 Sec. 5317 - New Freedom Nonurbanized			0	0	0	0
12 Sec. 5339 - Discretionary	234,811	41,438	276,249	939,244	165,752	1,104,996
13 Other FTA (5311 (f))	155,000	155,000	310,000	620,000	2,445,000	3,065,000
14 Regionally Significant or Other			0	6,050,000	3,639,138	9,689,138
Total Funds	\$2,948,114	\$2,478,797	\$5,426,911	\$17,842,456	\$15,379,326	\$33,221,782
Transportation Development Credits Requested			\$0			\$0
Awarded			\$0			\$0

PROJECT DESCRIPTION	AMENDMENT	AMENDMENT ACTION	REMARKS	FTA FUNDING CATEGORY	OTHER FTA SECTION
TIGER: Component 1 A - Phase 1: Rehabilitation of Transit Maintenance Facility, Phase 2: Site and Safety Improvements, & Phase 3: New Passenger Facility - East Side Transfer Station				Other FTA	
TIGER: Component 1 B - Purchase of Hybrid Buses				Other FTA	
TIGER: Component 1 C - Bus Stop Improvements				Other FTA	
Operating Assistance				5307	
Other Capital Program Item (PM)				5307	
Planning Assistance - Short Range/Travel				5307	
Other Capital Program Item (PM)				5310	
Capital				5339	
5311 (f): Regional Service Partnership				Other FTA	
Operating Assistance				5307	
Other Capital Program Item (PM)				5307	
Planning Assistance - Short Range/Travel				5307	
Other Capital Program Item (PM)				5310	
Capital				5339	
5311 (f): Regional Service Partnership				Other FTA	
Operating Assistance				5307	
Other Capital Program Item (PM)				5307	
Planning Assistance - Short Range/Travel				5307	
Other Capital Program Item (PM)				5310	
Capital				5339	
5311 (f): Regional Service Partnership				Other FTA	
Operating Assistance				5307	
Other Capital Program Item (PM)				5307	
Planning Assistance - Short Range/Travel				5307	
Other Capital Program Item (PM)				5310	
Capital				5339	
5311 (f): Regional Service Partnership				Other FTA	

The Brownsville Metropolitan
Planning Organization

**PUBLIC PARTICIPATION
&
INVOLVEMENT POLICIES**

For more information, please contact:

Brownsville MPO Staff
c/o City of Brownsville
Planning & C.D. Department
P.O. Box 911
Brownsville, TX 78522
Tel: (956) 548-6150
Fax: (956) 548-6144
E-mail: bmpo@cob.us
<http://www.ci.brownsville.tx.us>

BROWNSVILLE METROPOLITAN PLANNING ORGANIZATION PUBLIC PARTICIPATION & INVOLVEMENT POLICIES

All urbanized areas in the United States with a population of 50,000 or more are required to have a designated Metropolitan Planning Organization (MPO). The MPO makes both transportation plans and policies that affect how transportation dollars are allocated and how regional and local needs are addressed.

The Brownsville MPO area includes the cities of Brownsville, Los Fresnos and the Town of Rancho Viejo, as well as unincorporated areas in southern and southeastern portions of Cameron County. Located on the Texas border, north of Matamoros in the Republic of Mexico, the Brownsville MPO is organized into two committees, as follows:

MPO Policy Committee—The MPO Policy Committee approves all federal funding allocations, as well as transportation plans and policies for the Brownsville urbanized area. The Policy Committee takes action based on recommendations from the Technical Committee, and input received from coordination and consultation with other planning entities, interested parties, (eg. individuals or groups representing freight, bicycle, pedestrian, transit, the disabled) and the general public.

MPO Technical Committee—This advisory MPO Committee is comprised of transportation planners and other agency staff who are representatives of the same agencies which compose membership of the MPO Policy Committee. This MPO Committee provides technical support and makes recommendations to members of the MPO Policy Committee.

The purpose of the MPO is to provide continuous, cooperative and comprehensive transportation planning for the Brownsville urbanized area. Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, SAFETEA-LU, the federal transportation bill signed into law in August 2005, emphasizes the importance of early, on-going public involvement in the transportation planning process.

It is the intent of the MPO to provide ample opportunities for the involvement of citizens, as well as interested parties and elected officials in the transportation planning process. Recognizing the importance of public participation, the Brownsville MPO has adopted the procedures outlined herein to insure:

- Early and reasonable involvement opportunities throughout the transportation planning and programming process;
- Timely information concerning transportation issues and processes is disseminated to citizens, affected public agencies, representatives of

transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects;

- That the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households which may face challenges accessing employment and other amenities are sought out and considered.

Public participation shall generally be available through the following formats: public notification, public meetings, public review, public comment and public appearances.

PUBLIC NOTIFICATION & THE MPO'S WEBSITE

The Brownsville MPO has established a website to make it easier for members of the public to learn more about MPO plans and policies. Also, the MPO's website helps to communicate about pending meeting dates, as well as explain about the process of adoption of new plans and/or revision of existing MPO plans and policies.

All MPO Policy Committee meetings shall be posted at least 72 hours prior to the meeting date and time, on the Official Bulletin Board at Brownsville City Hall. Notification of start of public review and comment periods regarding adoption of the Metropolitan Transportation Plan, (MTP), the Transportation Improvement Program, (TIP), the MPO's Public Participation and Involvement Policies and/or revisions shall be placed at least 72 hours in advance of the review and comment period. Notices shall be placed at the following:

The Brownsville Herald

Brownsville City Hall (Official Bulletin Board)

Brownsville Cable Channel 12 *

The MPO website

* Note: City of Brownsville staff maintain the notices placed on Channel 12. MPO staff will provide City of Brownsville staff with MPO notice material well in advance of 72 hours, (to provide adequate time for posting). MPO staff cannot guarantee that the notices will appear on the Brownsville Cable Channel 12 at least 72 hours in advance of the MPO's review/comment period.

Notification of upcoming MPO Policy Committee meetings to consider the adoption and/or revision of the MTP or TIP is provided to the public via The Brownsville Herald at least 28 days prior to the Policy Committee meeting;

where said action will be considered. The MPO will also post these notices on the MPO's website.

Certification of posting on the official bulletin board and a copy of the newspaper publication shall be obtained and retained in the MPO files for a period of three years. MPO staff will post both notices of proposed TIP and MTP documents, (or summaries describing the proposed TIP/MTP revisions) on the MPO's website.

Also, the MPO's Public Participation and Involvement Policies will be posted on the website. One can access the MPO's website by visiting the official site of the City of Brownsville at <http://www.ci.brownsville.tx.us/>. Upon reaching this location, the next step is to click on "Brownsville MPO/Transportation Planning". MPO staff will take steps to set up links to the MPO's website from the two other municipalities in the study area: the Town of Rancho Viejo and the City of Los Fresnos.

The MPO shall maintain a list of interested groups, stakeholder agencies and individuals, including state, county and local government officials, news media, special interest groups, resource agencies (such as the U.S. Fish & Wildlife Service), transportation providers, etc. The interested groups, individuals, etc. shall be provided with a written notice of significant MPO meetings. For example, MPO Policy Committee meetings for consideration of TIP and/or MTP adoption, or revision, constitute significant action by the MPO. Information packets on these significant issues will be mailed upon request.

The MPO formulates and distributes the Brownsville Newsletter several times a year. This is another means of keeping citizens and interested parties advised of MPO plans, policies and opportunities to provide input.

The list of interested groups, individuals and stakeholder agencies will be updated on a periodic basis by the MPO. This list shall be made available upon request. Those agency staff and/or interested parties who wish to be added to this list should contact the MPO staff to submit or make their request.

PUBLIC MEETINGS

All meetings of the Brownsville MPO Policy Committee and other public meetings shall be held in compliance with the Texas Open Meetings Act and the Americans with Disabilities Act. The public shall be given a reasonable opportunity to participate at every public meeting. Public meetings shall be recorded and the records shall be retained by the MPO for a period of three years. Those attending public meetings will be asked to sign a roster. The roster shall be retained by the MPO for a period of three years. The MPO shall prepare minutes of the meeting documenting comments, speakers and other

pertinent information and shall make available the information to interested parties after final adoption by the Policy Board.

One or more public meetings will be held to present updates to the MTP and take comments, prior to MPO Policy Committee adoption. At least one of these meetings shall be held a minimum of 30 days prior to adoption of the plan.

One or more public meetings will be held to present amendments or updates to the Transportation Improvement Program (TIP) and take comments prior to MPO Policy Committee adoption. One of these MPO-sponsored meetings shall be held a minimum of 30 days prior to adoption of the TIP by the MPO Policy Committee.

The MPO shall hold at least one meeting every three months. This meeting shall be held for the purpose of:

1. Taking any actions necessary;
2. Informing the public of any plan and/or plan amendments in process;
3. Inviting public input;
4. Giving public status reports.

All MPO meetings will be held at convenient and accessible times and locations. Some of these meetings may be held in the evening. Evening MPO meetings are typically held to solicit comments on MTP updates, which affords convenience to citizens to attend the MPO meetings and make comments. And, when feasible, some meetings may be held at locations near to or in those areas being affected by Transportation Plans, Projects or Problems.

PUBLIC REVIEW

In order to afford the public an opportunity to review major plans in detail, a public review period shall be announced. For updates or major revisions to the MPO's Metropolitan Transportation Plan (MTP), the public review period will last a minimum of 30 days before adoption. Similarly, prior to updates or major revisions of the Transportation Improvement Program, (TIP), the public will be afforded a public review period of a minimum of 30 days prior to adoption. During the public review period, the MPO shall make available at its offices a copy of the document(s) proposed for updates or major revisions. The public may review the document(s) at the MPO offices during normal working hours. In addition, staff will be available to discuss the document and answer questions. The public review period may run concurrently with the public comment period. The draft documents, such as MTP proposals and/or TIP information (including significant revisions) will be made available on the MPO's webpage to notify interested persons about the contents of these documents.

PUBLIC COMMENT

A public comment period lasting a minimum of 20 days prior to the adoption of an updated or amended TIP, MTP or the MPO Thoroughfare Plan shall be created to solicit public opinion. Any written comments received by the MPO during the comment period regarding Transportation Plans will be given due consideration by the MPO staff and the MPO Policy Committee. Written comments submitted to the MPO after the closing of the comment period may or may not be considered by the MPO staff and forwarded to the MPO Policy Committee for consideration.

Written comments received during the 20 day public comment period will be summarized and the summary shall be given to the Policy Committee prior to adoption of the program or plan. The summary shall be retained in the MPO files for a three-year period and copies sent to interested parties upon request. If requested, the MPO staff will provide written responses regarding any comment received.

Interested persons who wish to submit comments, after the MPO's written comment period has closed, should either attend the MPO Policy Committee meeting to offer verbal comments and/or (at their option) attend the meeting and furnish sufficient copies of written comments to the Policy Committee members for their review. The ability of interested persons to offer verbal comments on pending MTP/TIP issues to the Policy Committee members at the relevant MPO meeting(s); and the MPO's consideration of such verbal comments results in a verbal comment period of 30 days (or more) which may be concurrent with the MPO's Public Review period.

PERIODIC CONSULTATION

The Brownsville MPO staff routinely consult with state, county and other local officials responsible for a variety of planning activities, including but not limited to the following:

- airport operations;
- conservation of natural resources;
- economic development;
- environmental protection;
- freight issues;
- historic preservation;
- land use management and regulations;
- recreational planning;
- representatives of bicyclists and pedestrians;
- representatives of the disabled;

- representatives of public transportation employees, (should such persons or a person exist from time to time);
- safety and security agencies;
- providers of non-emergency transportation; and
- other groups or individuals interested in transportation planning issues.

The purpose of such consultation shall be to find areas of agreement and minimize conflict points, if possible. Further, MPO staff will consult and compare plans with interested parties and/or interested persons, when feasible and practical.

While comments to the MPO will always be accepted on this basis, it is not always feasible for MPO staff to grant extended staff time for detailed consultations. For example, available staff time is, upon occasion, limited when other appointments have been set or scheduled.

Also, it should be noted that the MPO staff and members of the MPO Committees typically accept and consider comments on MTP and TIP issues anytime of the year. Although amendments of the Transportation Improvement Program (TIP) typically occur once per quarter, the MPO staff and Committee members listen to comments on this topic, as well as MTP issues all months of the year. Past MTP Amendments have taken place due to comments and suggestions put forth to the MPO by interested parties.

PUBLIC APPEARANCES

The MPO will, to the extent possible, comply with requests from civic or professional groups, local organizations or communities to present or discuss information related to the work of the MPO, Transportation Improvement Program, Metropolitan Transportation Plan or MPO studies and programs. The organization should contact the MPO staff about upcoming meetings, and allow ample time for the MPO staff to make arrangements to attend.

The MPO staff will make serious efforts to respond to requests for presentations from affected community organizations in Brownsville, Los Fresnos and Rancho Viejo, so as to brief them and involve them in the planning process. MPO staff encourage such participation to help shape policies on Transportation Planning issues.

ANNUAL LISTING OF TRANSPORTATION PROJECTS

The Brownsville MPO, in cooperation with the Texas Department of Transportation (TxDOT) and the Brownsville Urban System (BUS) shall publish, (and make available for distribution to interested persons), an annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year. These listed improvement projects shall be consistent with the categories identified in the MPO's Transportation Improvement Program (TIP). In addition, this annual listing shall be posted on the MPO's website to make this information available to interested persons.

THE MPO'S USE OF VISUALIZATION TECHNIQUES

At a minimum, the MPO shall produce and make available for public inspection, maps which depict the location of proposed Metropolitan Transportation Plan improvement projects, TIP projects and activities and/or major revisions to MTP and TIP documents. Other visual techniques will be employed by the MPO staff at different times, depending on their effectiveness, such as the production of maps with graphic representation of varying congestion levels on area roadways under different improvement and/or development scenarios.

Also, the MPO staff periodically assemble map products to illustrate Environmental Justice (Title VI) issues, such as the location of low-income neighborhoods, major traffic generators and attractions, bus routes and the location of past and/or current (proposed) roadway improvements. These products will be made available to interested persons upon request.

ADOPTION & AMENDMENT OF THE MPO'S PUBLIC PARTICIPATION & INVOLVEMENT POLICIES

A minimum public comment period of 45 calendar days shall be provided before this MPO participation plan is initially adopted or revised at a later date. A copy of the approved MPO participation plan shall be posted on the MPO's website.

**RESOLUTION
BROWNSVILLE MPO POLICY COMMITTEE**

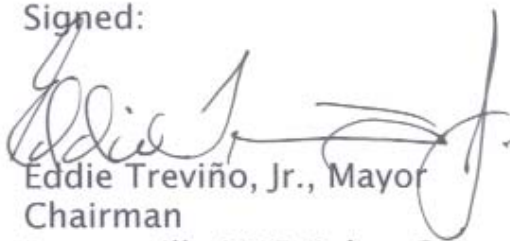
WHEREAS, the Policy Committee of the Brownsville Metropolitan Planning Organization (MPO) has reviewed the recommendation of the MPO Technical Committee as concerns adoption of proposed revisions of the MPO Public Involvement Policies (Public Participation & Involvement Policies).

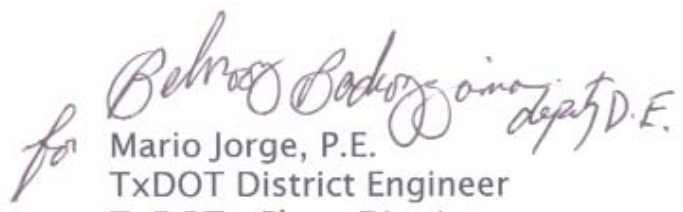
WHEREAS, the Policy Committee of the Brownsville MPO finds the proposed revisions will afford improvements to the Brownsville MPO's area transportation system that promote both the general welfare and economic development of the Brownsville MPO area; and

WHEREAS, the Brownsville MPO staff, MPO Policy & Technical Committee members will work in cooperation with TXDOT staff to implement future improvements to the existing transportation system in compliance with applicable state and federal guidelines.

NOW, THEREFORE, BE IT RESOLVED that the proposed revisions of the MPO Public Involvement Policies (Public Participation & Involvement Policies), dated May 9, 2007, is officially adopted by the Policy Committee of the Brownsville Metropolitan Planning Organization.

Signed:


Eddie Treviño, Jr., Mayor
Chairman
Brownsville MPO Policy Committee


for Mario Jorge, P.E.
TxDOT District Engineer
TxDOT—Pharr District

Dated:

5/09/07