

2021-2024 Transportation Improvement Program (TIP)

For the Rio Grande Valley
Metropolitan Planning Organization



**Adopted by Transportation Policy Committee:
June 24, 2020**

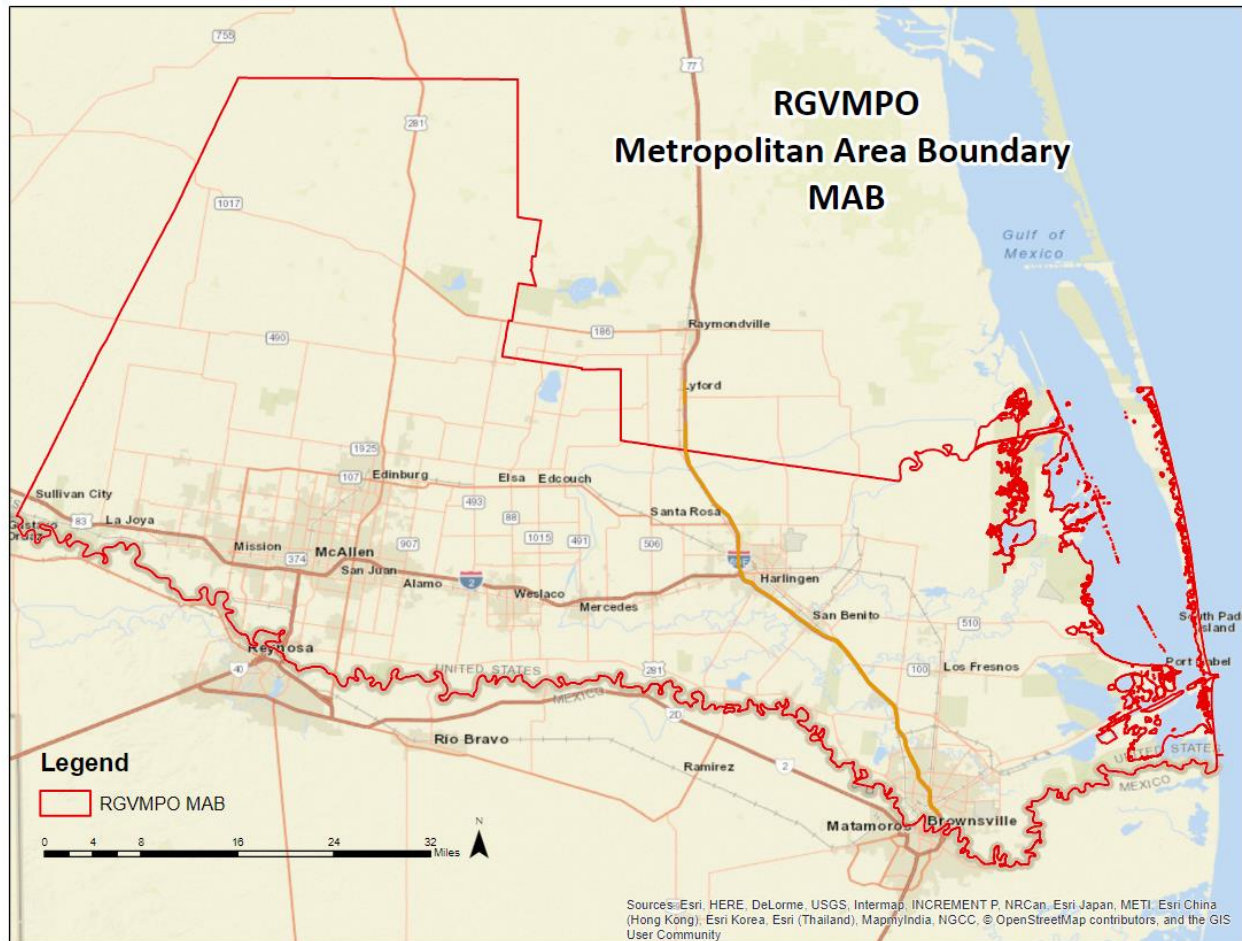
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Attached: Highway & Transit TIP Tables, Financial Summaries, Public Involvement Announcement, and FY 2020-2045 MTP Table

Planning Area



A. INTRODUCTION

The Rio Grande Valley is located just north of the Rio Grande River, at the southernmost tip of the state of Texas. There are four counties within the Valley (Starr, Hidalgo, Cameron, and Willacy) and population exceeds 1 million residents in total. The proximity to the country of Mexico requires several border crossings and accommodating transportation infrastructure. A total of 14 multi-modal border crossings exist within the region. With significant increases in population, economic and housing development has flourished across the metropolitan area. The metropolitan planning area is the geographic area in which the metropolitan transportation

planning process, required by 23 USC 134 and Section 5307 of the Federal Transit Act (FTA), must be carried out. Each metropolitan planning area encompasses the census boundary, the urbanized boundary, and the Metropolitan Urban Area Boundary. The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) is a federally funded program that addresses the mobility goals of the urbanized area of the region, in accordance to the Metropolitan Transportation Planning and Programming Final Rule (23 CFR Subpart C Part 450.300). The RGVMPO administers all federal funds for various urban transportation improvements inclusive of road and highway expansion, maintaining the existing infrastructure through pavement management systems, safety transportation planning (including the creation of designated freight routes and bicycle/pedestrian paths), emergency response planning, rail studies and transit planning.

B. PURPOSE

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

- ✚ Develop a TIP for the metropolitan area which shall cover a period of no less than four years, be updated at least every four years and be approved by the MPO and the Governor
- ✚ Provide all interested parties with a reasonable opportunity to comment on the proposed TIP
- ✚ Assure the TIP includes capital and non-capital surface transportation projects within the boundaries of the metropolitan planning area proposed for funding
- ✚ Assure the TIP contains all regionally significant projects requiring an action by FHWA or FTA
- ✚ Assure the TIP includes for each project:
 - Sufficient descriptive material of the project such as type of work, termini, and length
 - Estimated total project cost
 - Amount of Federal funds proposed to be obligated during each program year for the project
 - Identification of agencies responsible for carrying out the project
- ✚ Assure each project included in the TIP is consistent with the approved metropolitan transportation plan

- ✚ Assure the TIP includes a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from private and public sources that are reasonably expected to be made available to carry out the TIP
- ✚ The TIP shall include a project only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project
- ✚ Shall be designed such that once implemented, it makes progress toward achieving the performance targets established

The current Transportation Legislation called **Fixing America's Surface Transportation (FAST) Act** was signed into law on December 4th, 2015 by President Barack Obama. This is the first Federal law in over ten years to provide long-term funding certainty for surface transportation. FAST Act was preceded by the Moving Ahead for Progress in the 21st Century of 2012 (MAP-21), by the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users of 2005 (SAFETEA-LU), by the Transportation Equity Act for the 21st Century of 1998 (TEA-21), and by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

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

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

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

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

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

C. DEFINITION OF AREA

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

D. PUBLIC INVOLVEMENT PROCESS

The requirements from FAST-Act regarding the public involvement process make emphasis on establishing a participation plan that defines a process for individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation, agencies and officials which represent tourism and natural disaster risk reduction, representatives of users of public transportation including pedestrian walkways and bicycle facilities,

representatives of the disabled, employer based commuter programs such as carpool and vanpool programs, transit benefits program, parking cash-out program, shuttle program or telework program, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process. In other words, citizen and employer-based participation and input are essential for a comprehensive, cooperative, and continuing transportation planning process.

RGVMPO's public involvement procedures are designed to educate the public on transportation planning, to seek out and provide opportunity for interested parties to comment on transportation ideas and proposals, and to actively contribute to the transportation policy and decision-making process. Public notice of public participation activities and time established for public review of and comments on the TIP will satisfy Section 5307 Program of Project (POP) public involvement requirements for grantees with signed memorandums of agreement with RGVMPO. The Lower Rio Grande Valley Development Council, City of McAllen, City of Brownsville rely on RGVMPO's public participation process to satisfy the section 5307 POP requirements. Part of RGVMPO's public outreach for the FY 2021-2024 TIP process involves selecting strategic meeting places along a transit route and at well-known locations. These public meeting sessions should be scheduled during daytime and early evening hours, to accommodate work and/or school schedules while transit services are active and operating. The MPO should publish bilingual flyers (English & Spanish) outlining the purpose of the Public Meetings. Notice of the meetings are made available on all transit buses, e-mail/postal mailouts to the entire RGVMPO mailing list which includes residents, business establishments, police and fire departments, medical facilities, retirement homes, educational / religious institutions, the RGVMPO website, Facebook and twitter pages. To gather comments from the public, the RGVMPO will also implement a series of electronic surveys which has previously prevailed as a significant outreach tool.

The RGVMPO was formed by the merging of three previously existing MPOs: Brownsville MPO, Harlingen-San Benito MPO, and Hidalgo County MPO. During the development of RGVMPO plans and documents, all three MPOs worked in collaboration. In October of 2019, public meetings were held region-wide at multiple locations. The MPO's efforts provided an opportunity for public engagement involving the creation of a Public Participation Plan, Unified Planning & Work Program, Bicycle Plan, Transportation Improvement Program, and Metropolitan Transportation Plan. Regional transit providers' Program of Projects, Short-Range Transit Plans, and actively operating transit routes were also included in the process. Alliance Transportation was contracted by RGVMPO to assist in the design of the 2045 Metropolitan Transportation Plan and Regional Transit, Bicycle & Pedestrian Plan. Collective efforts have been made by both RGVMPO and Alliance Transportation to engage all stakeholders involved in the transportation planning process.

A minimum period of 30 days for public feedback is provided before the adoption of the TIP. The RGVMPO actively considers all public input, including but not limited to underserved and economically disadvantaged areas. Low access to food sources, development of safe, accommodating urban roadways, and the overall public health of the region are also exemplifying of concerns addressed by the MPO during public involvement. Periodic auditing of effective techniques used during the public involvement process ensures transparency and revision of the

process, if necessary. Projects are developed for inclusion into the TIP by collecting data specified by project selection criteria and project ranking. As required by regulation, projects considered for inclusion into the TIP must be identified in the Metropolitan Transportation Plan. Projects added, revised, or incurring administrative changes will be presented to the Technical Advisory Committee for both comment and approval. Once approved, projects will be presented to the Transportation Policy Board for final approval, before uploading into the Texas Department of Transportation (TXDOT) online portal.

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

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

E. GROUPED PROJECTS

Under 23 CFR 450.326(h) projects proposed for FHWA and/or FTA funding that are not considered by State and MPO of appropriate scale for individual identification in a given program are grouped together based on function, geographical area, and work type by using applicable classifications under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. TxDOT in

cooperation with FHWA/FTA allocates lump-sums based on various funding categories to grouped projects. These projects are identified using specific Control Section Job [CSJ] numbers and are usually not determined as regionally significant. According to Title 23 USC Section 135 Statewide Planning, MPO handles grouped projects as an administrative modification if the lump-sum is identified and approved in the MTP.

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

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

The following federal performance goals are also considered:

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

F. FUNDING PROGRAMS

The TIP provides a four-year prioritized listing of all bikeway/pedestrian walkway, bridge and highway projects utilizing federal funds within the MPO region. The MPO transportation planning partners collaborate to implement project identification, funding sources, and scheduling of MTP. TxDOT sub-allocates a portion of federal dollars to each of the twenty-five (25) MPO's in the State on an annual basis. The RGVMPPO Transportation Policy

Committee (TPC) is responsible for managing and directing the development of a multi-year program of local projects within available annual budget amounts.

Preventive Maintenance and Rehabilitation [Cat-1]

These funds may be used for rehabilitation of the Interstate Highway System main lanes, frontage roads, structures, signs, pavement markings, striping, etc. The Transportation Planning and Programming Division may approve the use of rehabilitation funds for the construction of interchanges and high occupancy vehicle lanes on the Interstate Highway System. These projects are selected by districts. The Texas Transportation Commission allocates funds through a formula allocation program. Projects selected for Energy Sector distribution/initiatives are managed by the Maintenance Division.

Metropolitan and Urban Corridor Projects [Cat-2]

Mobility and added capacity projects along a corridor that improve transportation facilities in order to decrease travel time and the levels or duration of traffic congestion, and to increase the safe and efficient movement of people and freight in metropolitan and urbanized areas. Projects are recommended by Districts based on corridors that are selected by the MPO through the metropolitan planning process. These projects are selected by the Texas Department of Transportation thru coordination with the MPO. This category also includes the newly available Category 2M generated from Proposition's 1 and 7 which are funded by the oil and gas extraction taxes not being deposited into the Rainy-Day Fund and also from the Sales and Use Tax which was initiated in 2018 and the Tax of Motor Vehicle sales and rentals which will be initiated in 2020.

Non-Traditionally Funded Transportation Projects [Cat-3]

Transportation related projects that qualify for funding from sources not traditionally part of the state highway fund including state bond financing under programs such as ARRA, Proposition 1 [Diversion from Rainy Day Fund], Proposition 7 [General Sales Tax and Vehicle Sales Tax], Proposition 12 [General Obligation Bonds], pass-through toll financing, unique federal funding, regional toll revenue, and local participation funding. Projects are determined by legislation, Texas Transportation Commission approved Minute Order, and local government commitments.

Statewide Connectivity Corridor Projects [Cat-4]

Funding is intended to address mobility and added capacity project needs on major state highway system corridors which provide statewide connectivity between urban areas and corridors. The highway connectivity network is composed of the: Texas Trunk System; National Highway System (NHS); and Connections from Texas Trunk System or NHS to major ports on international borders or Texas water ports. Selections are based on engineering analysis of

projects on three corridor types: mobility corridors based on congestion, connectivity corridors based on two lane roadways requiring upgrade to four lane divided roadways, and strategic corridors which are additions to the state highway network.

Congestion Mitigation and Air Quality Improvement [Cat-5]

Funding is to address the attainment of a national ambient air quality standard in the non-attainment areas of the state which are currently Dallas, Fort Worth, Houston, Beaumont and El Paso. Projects are for congestion mitigation and air quality improvement (CMAQ) in the non-attainment areas in the state. Projects are selected by MPOs in consultation with TxDOT. The Texas Transportation Commission allocates funds distributed by population and weighted by air quality severity to non-attainment areas. Non-attainment areas are designated by the US Environmental Protection Agency (EPA).

Structures Replacement and Rehabilitation Bridge Program, Railroad Grade Separation Program, Bridge Maintenance and Improvement Program (BMIP) [Cat-6]

Projects are selected by the Bridge Division (BRG) based on a listing of eligible bridges prioritized first by Deficiency Categorization (Structurally Deficient followed by Functionally Obsolete) and then Sufficiency Ratings. Railroad Grade Separation projects are selected based on a cost-benefit index rating. Projects in the BMIP are selected statewide based on identified bridge maintenance/improvement needs to aid in ensuring the management and safety of the state's bridge assets. The Texas Transportation Commission allocates funds through the Statewide Allocation Program.

Metropolitan Mobility and Rehabilitation [Cat-7]

Funding is to address transportation needs within the metropolitan area boundaries of metropolitan Planning Organizations having urbanized areas with populations of 200,000 or greater known as Transportation Management Areas (TMAs). Projects are selected by the MPO in consultation with the districts and interested parties. Allocation of funds is based on population. Projects are selected by the MPO's in consultation with TxDOT.

Safety [Cat-8] There are 4 different programs:

- a) The *Federal Highway Safety Improvement Program (HSIP)* addresses safety related projects on and off the state highway system. Projects are evaluated using three years of crash data and ranked by the Safety Improvement Index. High Risk Rural Roads projects previously authorized remain in Category 8. Future High-Risk Rural Roads projects will be managed under the HSIP if required by special rule. Safe Routes to School projects previously authorized remain in Category 8. Future Safe Routes to School projects will be managed under the Transportation Alternative Program guidelines in Category 9.

- b) In the *Safety Bond Program*, the allocations are approved by the commission, this program is managed as an allocation program on a statewide basis. Projects are evaluated, ranked, prioritized, and selected by Traffic Operations Division.
- c) In the *Systemic Widening Program*, the allocations are made for roadway widening projects on the state highway system. Projects are evaluated using the Total Risk Factor Weights. Projects are evaluated, ranked, prioritized, and selected by the Traffic Operations Division.
- d) In the *Federal Railway-Highway Safety Program* funding is set aside from the HSIP for safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. Installation of automatic railroad warning devices at railroad crossings on and off state highway system, selected from statewide inventory list, which is prioritized by index using a crash prediction formula (number of trains per day, train and highway speed, average daily traffic, number of tracks and traffic lanes, type of existing warning device, train involved crashes within prior 5 years, etc). Provide incentive payments to local governments for closing crossings. Improve signal preemption and coordination of train control signals. Improve passive warning devices to comply with federal guidelines.

Transportation Alternative Program - TAP [Cat-9]

This is a TxDOT administered call for projects, the eligible TAP project activities defined in the Texas Administrative Code, Title 43, Sub-chapter F Rule 11.303. TAP funds can be used for any of the following purposes:

- Construction of on and off-road trail facilities for pedestrian and bicycle facilities, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- Construction of infrastructure-related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrian, bicyclists, or other non-motorized transportation users.
- Construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements near schools.
- A project that will require the acquisition of real property through exercise of eminent domain or condemnation is not eligible for participation in the TAP.
- Whether proposed as an independent project or as an element of a larger transportation project, the project must be limited to a logical unit of work and be constructible as an independent project.

This is a Texas Transportation Commission program created under MAP-21. Includes 50% distribution of funds based on population, and TMAs receive direct TAP allocations. These TMA allocations shall be ranked and selected by the TMA in consultation with TxDOT. TxDOT staff makes recommendations to Texas Transportation Commission for TAP allocation to areas with less than 200,000 in population. The Texas Transportation Commission, by written order, will select projects for funding under a TxDOT administered TAP call for projects. Statewide TAP Flex projects shall be selected by the Texas Transportation Commission.

Under Category 9 as well falls the Safety Rest Area Program. This is a Texas Transportation Commission allocation program. Projects are selected and managed by the Maintenance Division based on a prioritized list. The Maintenance Division authorizes the letting for Category Safety Rest Area projects and monitors the district's ability to reach letting targets. Projects in this category must have the concurrence and support of the MPO having jurisdiction in the area. The Design Division manages statewide allocation and ranks projects. The selection criteria for these projects include travel corridors, appropriate size and spacing of rest areas, customer-desired features, and operational functions. This program has the purpose of renovating, building, and relocating safety rest areas and visitor centers along the state highway system. A small amount of program funds is used for safety rest area repairs.

Supplemental Transportation Projects [Cat-10], there are several programs outlined below:

- Texas Parks and Wildlife Department - For construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, etc. Subject to Memorandum of Agreement between TxDOT and Texas Parks and Wildlife Department. This is a Texas Transportation Commission allocation program.
- Green Ribbon Landscape Improvement Program - Addresses new landscape development and establishment projects within districts that have air quality non-attainment or near non-attainment counties. Allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties. Projects are selected, ranked, and managed by the State's Design Division.
- Curb Ramp Program - This program addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities. Projects are selected based on conditions of curb ramps or location of intersections without ramps. Projects are selected, ranked, and managed by the State's Design Division.
- Miscellaneous Landscape Incentive Awards Program - This program allows the department to negotiate and execute joint landscape developments projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize

participating cities or communities' efforts in litter control, quality of life issues, and beautification programs and projects. Projects are selected, ranked, and managed by the State's Design Division.

- Coordinated Border Infrastructure Program - Projects selected in program to improve the safe movement of motor vehicles at or across the land border between the United States and Mexico. Texas Transportation Commission allocation program by formula. Funding level is set based on projects identified by the districts and approved by FHWA.
- Supplemental Transportation Projects - Federal discretionary and congressional high-priority projects.
- Federal Lands Access Program - Projects are selected on Federal Lands Access Program transportation facilities that are located on or adjacent to or provide access to federal lands. Project applications are scored and ranked by the Programming Decision Committee.
- Railroad Rehabilitation and Improvement Projects - This is a Texas Transportation Commission allocation program. Projects selected and managed by the Traffic Operations Division based on a prioritized list.
- Railroad Grade Crossing Re-Planking Program - For replacement of rough railroad crossing surfaces on the state highway system. Project selection is based on conditions of the riding surface and benefit to cost per vehicle sing the crossing. Projects selected and managed by the Traffic Operations Division based on a prioritized list.
- Railroad Signal Maintenance Program - These are financial contributions to each railroad company based on number of state highway system crossings and type of automatic devices present at each crossing. Projects selected and managed by the Traffic Operations Division based on a prioritized list.

District Discretionary [Cat-11]

This category is used to address projects selected at the District' Engineer's discretion. Most projects should be on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right-of-way acquisition. Projects in this category must have the concurrence and support of the Metropolitan Planning Organization (MPO) having jurisdiction in the particular area.

Strategic Priority [Cat-12]

The Texas Transportation Commission selects projects which generally promote economic opportunity, increase efficiency on military deployment routes or to retain military assets in response to the federal military base realignment and closure report, or maintain the ability to respond to both man-made and natural emergencies. Also, the Commission approves pass-through financing projects in order to help local communities address their transportation needs.

In this Category fall also the Reconciliation of STP-MM funds. These are allocations provided to MPOs and projects are selected and ranked by the MPO in consultation with TxDOT.

Develop Authority [DA]

These planning funds are distributed by formula and by project selection. May be programmed to account for inflation costs, meet funding shortfall or gaps, or initiate advanced planning project activities. These are project specific and selected by the districts, Administration, and the Texas Transportation Commission. Districts coordinate with the MPO on planning activities to ensure alignment with the MTP. The distribution is based on existing category formulas and programs in order to meet target planning levels.

G. PUBLIC TRANSPORTATION

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

The City of Brownsville’s transit provider Brownsville Metro operates in the Brownsville area only. Most of the bus routes (except for Route 30) start and finish their trips at La Plaza at Brownsville Multimodal Terminal in downtown Brownsville. Most routes are scheduled to provide a trip about once every hour. Brownsville Metro provides service throughout Brownsville with thirteen bus routes, running from 6 a.m. to 8 p.m., from Monday through Saturday. The City of McAllen’s transit provider, Metro McAllen currently operates nine intracity bus routes and a paratransit bus service for eligible patrons. The bus system hubs out of the downtown terminal facility where passengers can connect to an array of international, national, regional and intracity destinations. The bus service hours of operation are from Monday through Saturday from 6:00 a.m. - 9:00 p.m. and Sunday 8:00 a.m. - 6:00 p.m. Island Metro is a free shuttle system operating on South Padre Island with daily service. Stops include beach

accesses, many of the island's hotels, restaurants, attractions, and other points of interest. Island Metro can be contacted by phone for information regarding schedules and route map. All shuttles and buses within the region are equipped with bicycle racks, are ADA accessible with wheelchair lifts, and offer complimentary WiFi.

All transit providers have been working together and are actively participating in a regional planning strategy. The Regional Transit Advisory Panel (RTAP), a committee comprised of individuals representing the diverse transportation agencies and companies, both public and private, in the Rio Grande Valley, have assisted in developing and implementing a regional transportation coordination plan for Cameron and Hidalgo Counties. The RTAP committee has examined ways to manage mobility more efficiently and effectively for this region's entities and public education institutions. The Texas State Legislature recently passed a bill authorizing the creation of a Regional Transit Authority (RTA) for the Lower Rio Grande Valley region. The RTA will help create new opportunities growth and economic prosperity, while ensuring resources for the expansion of regional public transportation, including increased bus routes, expanded rural coverage and enhanced student access to college campuses.

FUNDING PROGRAMS USED

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

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

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

programs, plan, design and evaluate a public transportation project, and conduct technical studies related to public transportation.

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

- Increases funding levels.
- Provides new emphasis on intercity transportation, including intercity buses and intermodal facilities, as well as tourism and the reduction of risk from natural disasters.
- Clarifies the selection and role of the representative of public transportation providers on the MPO board.
- Expands the scope of the planning process to include resiliency and reliability of the transportation system.
- Highlights the need for States and MPOs to provide public ports, intercity bus operators and employer-based commuting programs with a reasonable opportunity to comment on transportation plans.
- Provides MPOs that serve transportation management areas with the option to develop a Congestion Management Plan with input from employers, private and public transit providers, transportation management associations, and organizations that provide transportation access to employment for low-income individuals.
- Provides that the statewide transportation plan must include a description of the performance measures and performance targets and a system performance report evaluating the condition and performance of the transportation system.

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

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

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

- The Special Rule relating to operating costs for “100 bus providers” has been expanded to include demand response public transportation service operated by state or local governmental authorities, excluding ADA complementary paratransit service.
- Additionally, in determining the amount of operating assistance available for specific systems in urbanized areas under the Special Rule, public transportation systems within the urbanized area to allocate funds by a method other than by measuring vehicle revenue hours.
- Recipients may now use up to 20% of their 5307 allocation (previously 10%) for the operation of paratransit service, if certain conditions are met.
- A provision has been added that directs recipients to maintain equipment and facilities in accordance with their transit asset management plan.
- Recipients are no longer required to expend 1 percent of their funding for associated transit improvements. However, recipients are still required to submit an annual report listing projects that were carried out in the preceding fiscal year.
- Starting in FY 2019, the Small Transit Intensive Cities (STIC) tier will increase to 2 percent from 1.5 percent.
- Grantees may use up to 0.5% of their 5307 allocation on Workforce Development activities.

Chapter 53 Section 5310

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

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

- A State or local governmental entity that operates a public transportation service and that is eligible to receive direct grants under 5311 or 5307 is now an eligible direct recipient for Section 5310 funds.

- FTA shall disseminate collection of Best Practices to public transportation stakeholders on innovation, program models, new services delivery options, performance measure findings, and transit cooperative research program reports.
- Section 3006(b): a new discretionary pilot program for innovative coordinated access and mobility – open to 5310 recipients and sub-recipients – to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation (NEMT) services; such as: the deployment of coordination technology projects that create or increase access to community One-Call/One-Click Centers, etc.
- Section 3006(c): Requires the interagency transportation Coordinating Council on Access and Mobility (CCAM) to create an updated strategic plan on transportation coordination across federal agencies and develop a cost-sharing policy.

Chapter 53 Section 5339

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

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

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

- Grantees may use up to 0.5% of their 5339 allocation on Workforce Development activities.

Transportation Development Credits

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

TRANSIT ASSET MANAGEMENT (TAM)

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

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

Summary of Transit State of Good Repair Targets

TAM Targets for 5307 Transit Agencies within the RGVMAB

<i>Brownsville Metro</i>		FY			
Measure	Asset Class	2021	2022	2023	2024

Revenue

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

Equipment

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

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

<i>Metro McAllen</i>		FY			
Measure	Asset Class	2021	2022	2023	2024

Revenue

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

Equipment

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

Facilities

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

<i>Valley Metro</i>		FY			
Measure	Asset Class	2021	2022	2023	2024

Revenue

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

Equipment

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

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

Selection of Projects

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

Expected Results

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

H. PERFORMANCE BASED PLANNING FOR METROPOLITAN PLANNING ORGANIZATIONS

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

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

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

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,

4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries

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

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

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

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

There are three different sets of performance measures that the MPO must comply with. They include safety targets (PM1), pavement/bridge targets (PM2), and system performance targets. These different types of targets have different deadlines. Safety targets must be set by February 27, 2018.

Implementation Timeline

Final Rule	Effective Date	States Set Targets By	MPOs Set Targets By	LRSTP, MTP, STIP and TIP Inclusion
Safety Performance Measures (PM1)	April 14, 2016	Aug. 31, 2017	Up to 180 days after the State sets targets, but not later than Feb. 27, 2018	Updates or amendments on or after May 27, 2018
Pavement/ Bridge Performance Measures (PM2)	May 20, 2017	May 20, 2018	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019
System Performance Measures (PM3)	May 20, 2017	May 20, 2018	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019



U.S. Department of Transportation
Federal Highway Administration

I. TIP PROJECT SELECTION PROCESS

The final selection of projects for Service Transportation Program (STP), Transportation Alternative Program (TAP), Proposition 1, and Proposition 7 funds, is the ultimate responsibility of the RGVMPO's Transportation Policy Board (TPB). As part of the selection process, the TPB has assigned specific duties to the TAC and Project Selection Committee. The following outlines the duties of the TAC and Project Selection Committees and their roles in the Project Selection Process.

The Lower Rio Grande Valley Development Council (LRGVDC) is the designee for public transportation funds, the LRGVDC is the designee as well as the recipient for the Urban Area Formula program. The RGVMPO is responsible for notifying eligible local entities of funding availability, publicizing the process, and coordinating a competitive selection. This selection process of projects using public transportation funds is also ultimately the TPB's responsibility. As part of the selection process, the RGVMPO uses a set of project selection criteria. This selection criteria addresses gaps in the current service within the targeted community and considers the geographic distribution to encourage some level of diverse geographic disbursement. The project must show evidence of broad solicitation for input (coordination planning process). The RGVMPO ensures that the Regional Public Transportation Plan is in coordination and supports the projects applying for funding.

For Fiscal Year 2015-2040

- Category 7 Funding Allocation should be assigned to projects designated as Off-System; On-System projects to be approved on a CASE BY CASE basis by the Transportation Policy Board.
- At least 25% of the less predictable funding allocation (i.e. Trends Modeling, indexing gasoline, etc.) also be assigned to Off-System projects with the remaining 75% assigned to On-System projects (State Roads)

The following procedures will be followed for distribution of projects for Fiscal Year 2020 to 2045

- Each entity shall submit a RGVMPO TIP Document, identifying project status in many facets of project development (Environmental Clearance, ROW acquisition, design, etc.)
- Projects will be scheduled in accordance with timelines submitted by entities and financial constraints; however actual letting of the projects will be on a first come first served basis.

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

In accordance to House Bill 20, planning organizations shall develop their own project recommendation criteria, which must include consideration of: 1) projected improvements to congestion and safety; 2) projected effects on economic development opportunities for residents of the region; 3) available funding; 4) effects on the environment including air quality; 5) socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods; 6) any other factors deemed appropriate by the planning organization.

In previous years, the House Bill 20 work group has been restructured as the Planning Partners committee which still convenes regularly to accomplish the goals stipulated in House Bill 20. This group is conveying the importance of implementing project selection based on the performance measures and values adopted by each RGVMPO, where projects are to be selected based on this process or whether a project was selected circumventing this process due to a significant external factor which makes it necessary and critical for the region, in which case the RGVMPO will provide a detailed reasoning for endorsing such project.

J. TIP MODIFICATION AND AMENDMENT POLICIES AND PROCEDURES

Federal planning regulations 23 CFR Part 450 allows states and RGVMPOs to make minor adjustments to TIPs and STIPs without a formal public involvement process at either the local or state level. Under 23 CFR Part 450.328 TIP is subject to modification at any time consistent with the procedures established for its development and approval. A STIP revision is required for “Changes in an estimated federal cost exceeding 50% and resulting in a revised total cost exceeding \$1,499,999. Further, a STIP revision is not required when a “change in estimated federal cost resulting in a total project cost of under \$1,500,000.00”.

The following changes *will* require an amendment to the TIP:

- a) Adding or deleting project(s)
- b) Revising the project scope of work
- c) Revising the project cost (over 50% +/-)
- d) Revising funding categories
- e) Revising the phase of work [ex: from P.E. to Construction]
- f) Revising project limits

Amendments to the TIP require a two-step process. To permit adequate public review and comment, amendments to the TIP are introduced and discussed at the TPB meeting, with action on the amendment occurring at the following TPB meeting (approximately 30 days after initial presentation). To the extent possible, amendments to delete a project or significantly change the scope of work of a project will be explicitly listed on both the presentation and action agendas for the TPB meetings. Moreover, amendments to the TIP or the MTP require quick action due to impending federal or state requirements or deadlines.

Governing bodies of the sponsoring agencies will promptly notify the RGVMPO in writing of any currently programmed projects that are under proposal to get deleted from the TIP. Additionally, its preference for project replacement is stated in the written notification. TPB will provide direction and/or may consider action at the next appropriate meeting with respect to amending the TIP. To the extent possible, any project amended outside the timeframe of the current TIP due to funding limitations will have priority consideration in being amended back into the TIP when additional funding becomes available.

K. YEAR OF EXPENDITURE

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

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

L. AIR QUALITY ISSUES

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

M. AMERICANS WITH DISABILITIES ACT (ADA)

The Americans with Disabilities Act (ADA) was designated to establish equal rights for persons with disabilities. The ADA requires municipalities to develop programs that do not discriminate against persons with disabilities solely based on a physical or mental disability. The Act addresses several areas including employment, public services, nondiscrimination in the

private sector, and telecommunications access. The RGVMPO shall include persons with disabilities in the development of its employment programs and public programs and facilities. The RGVMPO and the Texas Department of Transportation are dedicated to making sure that all projects comply with the Americans with Disabilities Act (ADA) of 1990. All construction contracts or projects emphasize ADA requirements for all projects in the TIP.

N. Definition of CSJ Categories


PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	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.
5000-00-953	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 System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	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 and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, 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].

APPENDIX A

FAST-Act Compliance Checklist

FAST-Act RGVMPPO's COMPLIANCE CHECKLIST

As per the FAST-Act requirements for Metropolitan Planning Organizations Transportation Planning, please find for your reference the following compliance elements:

This compliance document makes several references to the RGVMPPO's UMAP application. U.M.A.P. (United Metropolitan Area Planning) is an interactive web mapping application available for use on both desktops and mobile devices. This web map allows for seamless online viewing of all RGVMPPO GIS mapping data. U.M.A.P. can be accessed on the RGVMPPO website by clicking on the U.M.A.P. link on the website header WWW.RGVMPPO.ORG. The web mapping application is in a similar format as a google map with added functionality. When on U.M.A.P. RGVMPPO map data can be turned on and off by using the Layers button on the top right hand side of the banner the button looks like . When clicked on a drop-down list appears listing all available mapping data, layers can be toggled on the map by selecting the checkbox of the desired data layer; multiple layers can be viewed simultaneously. Navigation through map is similar to that of a google map by clicking and dragging on the map to move about the mapping area. To zoom in and out of an area the + and – buttons on the left-hand side of the mapping area can be used or by using the scroll wheel on your mouse. Some items on the map provide more information by simply being clicked on opening a pop-up window with more detail about the map item.

- 1. Update the Public Participation Plan to include public ports and private providers of transportation including intercity bus operators, employer based commuting programs such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program or telework program.**

Compliance:

- ✓ The RGVMPPO updated its Public Participation Plan on November 17, 2017 to make it FAST-Act compliant. This document can be found under <http://www.RGVMPPO.org/docs/default.htm>
- ✓ The transit providers of the Hidalgo County MPO McAllen and Valley Metro do not have carpool programs, vanpool programs, transit benefits programs, parking cash-out programs, shuttle programs or telework programs so this doesn't apply to our region.

2. Demonstrate consultation with agencies involved in tourism and natural disaster risk reduction

Compliance:

- ✓ The Bicycle and Pedestrian Advisory Committee, an advisory sub-committee to the Transportation Policy Committee holds monthly meetings (unless otherwise agreed) the first Wednesday of every month before the Technical Advisory Committee Meeting. This Committee holds members from different backgrounds such as City Planners, Engineers, advocates, Economic Development as well as the Super Intendent for Estero Llano Grande State Park and the Refuge Manager for Santa Ana National Wildlife Refuge. During these monthly meetings, miscellaneous topics are discussed such as future music festivals, 5k's and events taking place at Santa Ana National Wildlife Refuge as well as Estero Llano Grande State Park. We also use our social media profiles (Twitter and Facebook) to promote these events.
- ✓ A hurricane evacuation map can be found at the Hidalgo County MPO's UMAP application at www.RGVMPO.org/gisapps/GIS_RGVMPO/

3. MPOs, States, and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS

Compliance:

- ✓ Please find below the MOA resolutions which have been executed with the transit providers and TxDOT for performance target setting.

**MEMORANDUM OF UNDERSTANDING AMONG
THE RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
("MPO")
THE TEXAS DEPARTMENT OF TRANSPORTATION ("TxDOT")
BROWNSVILLE METRO, METRO MCALLEN, AND VALLEY METRO
PUBLIC TRANSPORTATION OPERATORS**

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) promulgated regulations 23 CFR 450.314, and

WHEREAS, the MPO, the State and the Public Transportation Operator(s) are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, and

WHEREAS, these responsibilities shall be clearly identified in written agreements among the MPO, the State and the Public Transportation Operator(s) serving the Metropolitan Planning Area (MPA), and

WHEREAS, to the extent possible, a single agreement between all responsible parties should be developed, and

WHEREAS, the federal regulations require the written agreement to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (MTP), the metropolitan Transportation Improvement Program ("TIP"), and development of the annual listing of obligated projects.

WHEREAS, the federal regulations require that the MPO, State DOT, and the public transit provider shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

NOW THEREFORE, the parties agree as follows:

1. Purpose

It is the purpose of this Memorandum of Understanding (MOU) to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Rio Grande Valley MPA and to provide a single agreement between the State of Texas acting through the Texas Department of Transportation (TxDOT), Rio Grande Valley MPO (RGVMPO), Brownsville Metro, Metro McAllen, and Valley Metro in accordance with current Federal Legislation and as required by 23 CFR 450.314.

2. Responsibilities of all parties

All parties will:

- a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance-based planning format and final form. Decide upon and adopt performance targets for this planning process in accordance with Federal and State requirements and guidance.
- b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation (MTP) and TIP.
- c. Ensure TxDOT, the Public Transportation Operator(s) and the MPO cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways and bicycle transportation facilities for which federal funds were obligated in the preceding fiscal year.
- d. Ensure that the UPWP will detail and document these responsibilities, deliverables and associated costs.

3. Performance Based Planning & Programming

- a. Developing transportation performance data
 - 1) TxDOT will provide the MPO with a subset for their MPA of the state performance data used in developing statewide targets.
 - 2) If an MPO chooses to develop their own target for any measure, they will provide TxDOT with any supplemental data they utilize in association with the target-setting process.
- b. Selection of transportation performance targets
 - 1) TxDOT will develop draft statewide federal performance targets in coordination with the applicable MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets one month prior to final statewide targets adoption.
 - 2) If the MPO chooses to adopt their own target for any measure, it will develop draft MPO performance targets in coordination with TxDOT. Coordination methods will be at the discretion of the MPO, but TxDOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.

c. Reporting of Performance Targets

- 1) TxDOT performance targets will be reported to FHWA and FTA, as applicable. The MPO will be notified when TxDOT has reported final statewide targets.
- 2) MPO performance targets will be reported to TxDOT.
- 3) For each target, the MPO will provide the following information no later than 180 days after the date TxDOT or the Public Transportation Operator establishes performance targets, or the date specified by federal code:
 - a. Written agreement to plan and program projects so that they contribute toward the accomplishment of TxDOT or Public Transportation Operator performance target, or;
 - b. Written notification that the MPO will set a quantifiable target for that performance measure for the MPO's planning area.
 - 1) If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 - 2) Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
 - 3) TxDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
 - 4) The MPO will include information outlined in 23 CFR 450.324 (g) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any TIP amended or adopted after May 27, 2018.
 - 5) Reporting of targets and performance by TxDOT and the MPO shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673
- c. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO
 - 1) TxDOT will provide the MPO with an update of the subset for their MPA of the state performance data used in developing statewide targets including prior performance data.
- d. The collection of data for the State asset management plans for the NHS
 - 1) TxDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

4. Responsibilities of the MPO

The MPO will:

- a. Work in consultation with Public Transportation Operator(s) and TxDOT in developing the financial plan for the MTP.
- b. Work in consultation with Public Transportation Operator(s) and TxDOT in developing the financial plan for the TIP.
- c. Conduct Technical and Policy Board meetings as required and necessary.
- d. In consultation with Public Transportation Operator(s) and TxDOT, update the MTP and TIP in accordance with State and Federal laws.
- e. Invite Transit Districts to participate in all public participation processes.
- f. Conduct comprehensive, cooperative and continuous transportation planning for the Rio Grande Valley MPA.
- g. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the MPO MPA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area.

5. Responsibilities of the Public Transportation Operator(s)

The Public Transportation Operator will:

- a. Work in consultation with the MPO in developing short-range and long-range plans for transit for inclusion in the MTP.
- b. Assist in validation of data used as input into the transportation plan.
- c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.
- d. Work in consultation with the MPO and TxDOT in developing the financial plan for the TIP.
- e. Provide the MPO with the annual list of transit obligated projects.
- f. Serve on the MPO Technical Committee and Policy Board as applicable.
- g. Notify the MPO of changes to projects that would affect the MTP or TIP.
- h. Invite the MPO to participate in all public participation processes.
- i. Establish transit asset management performance targets and share with the MPO and other interested parties.

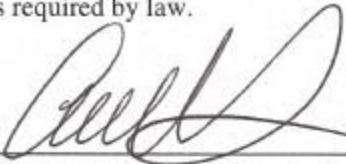
6. Responsibilities of TxDOT.

- a. Work in consultation with Public Transportation Operator(s) and the MPO in developing the financial plan for the TIP and MTP.
- b. Assist in the validation of data used input into the transportation plan.
- c. Provide the MPO with the annual list of obligated projects
- d. Serve on the MPO Technical Committee and Policy Board.
- e. Notify the MPO of changes to projects that would affect the MTP or TIP.
- f. In consultation with the MPO and Transit District, update the MTP and TIP in accordance with State and Federal laws.
- g. Work in consultation with the MPO and Public Transportation Operators in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

7. Term. This Memorandum shall become effective as to each Party when fully executed by all parties. It shall remain in full force and effect until such time it is terminated in writing by one or all the parties.**8. Validity and Enforceability.** If any current or future legal limitations affect the validity or enforceability of a provision of this MOU, then the legal limitations are made a part of this MOU and shall operate to amend this MOU to the minimum extent necessary to bring this MOU into conformity with the requirements of the limitations, and so modified, this MOU shall continue in full force and effect.**9. Governing Law and Venue.** This MOU shall be governed by the laws of the State of Texas. Venue for an action arising under this MOU shall lie exclusively in Travis County, Texas.**10. Severability.** If a provision contained in this MOU is held invalid for any reason, the invalidity does not affect other provisions of the MOU and can be given effect without the invalid provision, and to this end the provisions of this MOU are severable.

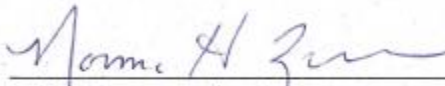
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EXECUTED by the parties hereto, each respective entity acting by and through its duly authorized official as required by law.



 Chairperson of the RGV MPO Policy Board

Date: 9/25/19




 Public Transportation Operator (Brownsville Metro)
 Director/General Manager

Date: 9-25-19



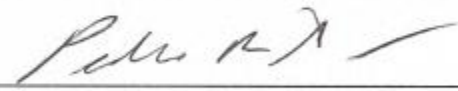
 Public Transportation Operator (Metro McAllen)
 Director/General Manager

Date: 9/27/19



 Public Transportation Operator (Valley Metro)
 Director/General Manager


Date: 9/25/19



 Texas Department of Transportation
 District Engineer

Date: 9-25-19

Approved as to Content:



 Rio Grande Valley MPO
 Director

Date: 9-25-19

4. Incorporate two new planning factors, a) improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation and b) enhance travel and tourism.

Compliance:

- ✓ Please refer to page 6 of this document to verify compliance with this item.

- ✓ Please refer to the RGVMPO's UMAP application at www.RGVMPO.org/gisapps/GIS_RGVMPO/ for review of the area's FEMA data showing low lying areas prone to flooding and the roadways that maybe affected by storm waters.
- ✓ To enhance travel and tourism available on UMAP are Parks, Bike Friendly Businesses, Hike & Bike Trails, National Wild Life Refuge and points of interest data including; museums, major shopping areas, event and entertainment venues.

5. Include consideration of intercity buses

Compliance:

- ✓ MTP Project Data available on UMAP includes: Roadway Name, Project Limits, Project Description, Year of Expenditure and funding category. Valley Metro and McAllen Metro Routes and Bus Stops which can be overlaid on roadway network to show links between major highway networks and arterials within the region and identification of routes that lie on roadways that maybe affected by storm waters.

6. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters.

Compliance:

- ✓ Please refer to UMAP application at www.RGVMPO.org/gisapps/GIS_RGVMPO/. UMAP data includes Hurricane evacuation routes, FEMA data showing low lying areas prone to flooding and the roadways that maybe affected by storm waters.

7. MTP includes a description of the performance measures and performance used in assessing the performance of the transportation system.

Compliance:

- ✓ Please make reference to pages 19-23 to verify compliance with this item.
- ✓ Both transit providers Valley Metro and McAllen Metro have adopted TAM targets
- ✓ The RGVMPO has adopted targets following those of the Texas Department of Transportation. These are for (PM1) since these were to be adopted by MPO's by February 27, 2018. The RGVMPO is still closely monitoring the target settings for (PM2) and (PM3) which are to be adopted by the Texas Department of Transportation by May 20, 2018.

8. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the performance targets including progress achieved by the MPO toward the performance targets.

Compliance:

- ✓ Please make reference to pages 19-23 to verify compliance with this item.

- ✓ Both transit providers Valley Metro and McAllen Metro have adopted TAM targets
- ✓ The RGVMPO has adopted targets following those of the Texas Department of Transportation. These are for (PM1) since these were to be adopted by MPO's by February 27, 2018. The RGVMPO is still closely monitoring the target settings for (PM2) and (PM3) which are to be adopted by the Texas Department of Transportation by May 20, 2018.

9. STIP/TIP include a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by the MPO in the MTP.

Compliance:

- ✓ Please make reference to pages 19-24 to verify compliance with this item.
- ✓ TxDOT has provided the Decision Lens Tool to visualize what project selection might look like when performance measures are implemented. The MPO intends to use the Decision Lens tool to help TAC and TPC members see how projects rank when we apply different weights to criteria to projects. Decision Lens should help the committees make informed decisions on how to best utilize performance measures when they see exactly how it may play out during implementation.

10. STIP/TIP include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans.

Compliance:

- ✓ Please make reference to pages 23 and 24 to verify compliance with this item.
- ✓ The House Bill 20 work group now the Planning Partners committee is conveying the importance of implementing project selection based on the performance measures and values adopted by each MPO, where projects are to be selected based on this process or whether a project was selected circumventing this process due to a significant external factor which makes it necessary and critical for the region, in which case the MPO will provide a detailed reasoning for endorsing such project. This is where the RGVMPO will have an excellent use of the Decision Lens Tool provided by TxDOT.

APPENDIX B

Glossary

A

Americans with Disabilities Act {ADA} - Federal law designed to protect the rights of people with virtually any physical or mental disability. It protects consumers in that it makes discrimination against the disabled illegal in public accommodations, transportation, and telecommunications.

Analysis of Alternatives - Understanding how the transportation system and its components work such as information on the costs, benefits and impacts of potential changes to the system.

Apportionment - A term that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program among the States. 2) The distribution of funds as prescribed by a statutory formula.

Appropriation - Authorization of funding expenditures from Congress.

Appropriations Act - Action of a legislative body that makes funds available for expenditure with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments made, but for the highway program operating under contract authority, the appropriations act specifies amounts of funds that Congress will make available for the fiscal year to liquidate obligations.

Arterial - A major thoroughfare that is vital for moving people and goods; feeds into the interstate and freeway systems.

Arterial Highway - A major highway used primarily for through traffic.

Arterial Street - A class of street serving major traffic movements (high-speed, high volume) for travel between major points.

Association of Metropolitan Planning Organizations (AMPO) - is a nonprofit, membership organization established in 1994 to serve the needs and interests of "metropolitan planning organizations (MPOs)" nationwide. AMPO offers its member MPOs technical assistance and training, conferences and workshops, frequent print and electronic communications, research a forum for transportation policy development and coalition building, and a variety of other services.

Attainment Area - An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act. Nonattainment areas are areas considered not to have met these standards for designated pollutants. An area may be an attainment area for one pollutant and a nonattainment area for others.

Audit - Periodic investigation of financial statements and their relationships to planned or permitted expenditures.

Authorization: Basic substantive legislation or that which empowers an agency to implement a program and establishes an upper limit on the amount of funds that can be appropriated for that program.

Authorization Act - Basic substantive legislation that establishes or continues Federal programs or agencies and establishes an upper limit on the amount of funds for the program(s). The current authorization act for surface transportation programs is the Moving Ahead for Progress for the 21st Century (MAP-21).

Average Annual Daily Traffic (AA DT) - The total volume of traffic on a highway segment for one year, divided by the number of days in the year.

Average Annual Daily Truck Traffic (AADTT) - The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.

B

Bicycle and Pedestrian Advisory Committee (BPAC) – committee composed of employees from cities within Hidalgo County, planners, citizens at large, nature park representatives that meet on a monthly basis to discuss topics related to bike and hike topics.

Bike Friendly Business - any business member of the Bike Friendly Business Initiative that has met at least three qualifications from the application

Bike Friendly Business Initiative - Program started by the MPO aimed at recruiting businesses supportive of the cyclist community in Hidalgo County.

Bike Lane - a part of a road marked off or separated for the use of bicyclists.

Bike Path - a path, as one alongside a roadway, for the use of bicyclists and physically separated from motorized vehicle traffic.

Bike Route - A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without specific bicycle route number.

Bikeway - A facility designed to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.

Bottleneck - The point of minimum capacity along a roadway segment.

Bridge Management System (BMS) - A systematic process that provides, analyzes, and summarizes bridge information for use in selecting and implementing cost-effective bridge construction, rehabilitation, and maintenance programs.

Budget Authority - Empowerment by Congress that allow Federal agencies to incur obligations that will result in the outlay of funds. This empowerment is generally in the form of appropriations. However, for most of the highway programs, it is in the form of contract authority.

Budget Resolution - A concurrent resolution passed by Congress presenting the Congressional Budget for each of the succeeding 5 years. A concurrent resolution does not require the signature of the President.

Bus-Only Lane - is a lane restricted to buses, and generally used to speed up public transport otherwise held up by traffic congestion.

Bus Rapid Transit - is a relatively new umbrella term for urban mass transportation services utilizing buses to perform premium services on existing roadways or dedicated bus rapid transit corridors.

C

Calendar Year - The period between January 1 and December 31 of any given year.

Capacity - The maximum resource that can be assigned (allocated) to or be serviced by a facility. For example, the capacity of a school is the number of students that can be enrolled there.

Capital Program Funds - Financial assistance from the Capital Program of 49 U.S.C. This program enables the Secretary of Transportation to make discretionary capital grants and loans to finance public transportation projects divided among fixed guideway (rail) modernization, construction of new fixed guideway systems and extensions to fixed guideway systems; and replacement, rehabilitation, and purchase of buses and rented equipment, and construction of bus-related facilities.

Carpooling and Vanpooling - Carpools and vanpools are transportation services that can be provided by public or private entities or arranged by a group of individuals. In this mode, people organize a group to share a ride to work. Carpooling is typically organized at the individual level with carpool members working out all arrangements. Vanpooling is typically organized by a local company or transit agency that facilitates the organizational process.

Census - The complete enumeration of a population or groups at a point in time with respect to well-defined characteristics for example, population, production, traffic on particular roads. In some connection the term is associated with the data collected rather than the extent of the collection so that the term sample census has a distinct meaning. The partial enumeration resulting from a failure to cover the whole population, as distinct from a designed sample enquiry, may be referred to as an "incomplete census".

Census Division - A geographic area consisting of several States defined by the U.S. Department of Commerce, Bureau of the Census. The States are grouped into nine divisions and four regions.

Census Transportation Planning Package (CTPP) - is a set of special tabulations from decennial census demographic surveys designed for transportation planners. The CTPP contains data summarizing worker and household characteristics, worker characteristics, and journey-to-work flow data.

Central Business District (CBD) - also called a central activities district and in North America a "downtown") is the commercial and often geographic heart of a city.

Center for Transportation Research (CTR) - A top university-based transportation research centers at the University of Texas which undertakes relevant transportation research, provides significant educational opportunities for University of Texas students, and provides a public service by conducting research that responds to the transportation needs of U.S. travelers. CTR undertakes investigations that seek practical solutions to various state mobility problems.

Certification Acceptance - A procedure authorized by 23 U.S.C. 117(a) wherein the FHWA can delegate any of the 23 U.S.C. responsibilities for planning, design, and construction of projects, not on the Interstate System, to other qualified governmental entities.

Clean Air Act (CAA) - is a piece of United States environmental policy relating to the reduction of smog and air pollution. It follows the Clean Air Act in 1963, the Clean Air Act Amendment in 1966, the Clean Air Act Extension in 1970, and the Clean Air Act Amendments in 1977. It was enacted by the 101st United States Congress and authorized the establishment of federal and state regulations that limit emissions stationary and mobile sources of air pollutants.

Code of Federal Regulations (CFR) - A compilation of the general and permanent rules of the executive departments and agencies of the Federal Government as published in the Federal Register. The code is divided into SO titles that represent broad areas subject to Federal regulation.

Collector - An urban street which provides access within neighborhoods, commercial and industrial districts, and which channels traffic from local streets to minor and major arterials. Collectors are typically low volume and low speed streets; however, they sometimes serve local bus routes.

Commercial Vehicle Only lanes (CVO) - A traffic lane that can be used only by commercial vehicles such as trucks and vans transporting products, mail, building materials or other forms of freight for business purposes.

Commuter Rail - Railroad local and regional passenger train operations between a central city, its suburbs and/or another central city. It is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices and usually only one or two stations in the

Central business district - Also known as "suburban rail." This service utilizes locomotive-hauled or self-propelled railroad cars on traditional rail lines. Stations are typically spaced at least 4 miles apart and use boarding platforms. Service can be limited to "rush-hour(s)" or it can be run all day and on weekends and holidays.

Congestion - Interference of vehicles with one another as they travel, reducing speed and increasing travel time.

Congestion Management Process (CMP) - A systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. A CMS includes methods to monitor and evaluate performance; identify alternative action; access and implement cost-effective action; and evaluate the effectiveness of implemented actions.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) - provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon

monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions.

Constraints - Limitations of a product, or by regulation, which results in a revised approach or process to resolve.

Corridor - A broad geographical area of land that follows a general directional flow or connects major sources of trips.

Council of Governments (COG) - is a voluntary association of municipal and county governments, enabled by state law to promote regional issues and cooperation among members.

Criteria - A principle or standard by which the RGVMPO judges a project for project selection. Used to build performance measures.

D

Decision Lens - Software provided by TxDOT to implement performance measures into the project selection process. The software ranks projects by predetermined criteria with data that is manually input by staff.

Dedicated sales tax - Financing method that allows local governments to use tax revenue income to match or leverage federal transportation funds for implementing transportation improvements. In high-growth areas, earmarked sales taxes can produce a secure revenue stream with which to support bond financing for certain kinds of projects, for example, highway and transit infrastructure projects that may not generate enough operating income to cover construction costs. Dedication of sales tax for transportation purposes requires voter approval.

Delay - The additional travel time experienced by a driver, passenger or pedestrian due to circumstances that impede the desirable movement of traffic

Demand Responsive Vehicle (Transit) - A nonfixed-route, nonfixed schedule vehicle that operates in response to calls from passengers or their agents to the transit operator or dispatcher.

Department of Transportation (USDOT) - Federal agency established by act of congress in 1966 and responsible for highways, mass transit, aviation and ports. The DOT includes the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Developer impact fees - is a fee that is implemented by a local government on a new or proposed development to help assist or pay for a portion of the costs that the new development may cause with public services to the new development within the United States. This type of fees can be used for development of transit centers near planned office buildings

or highway interchanges constructed in the vicinity of land which is zoned for malls or shopping centers.

Direct Funding - Funds transferred directly from the Secretary of the Interior to the ITG upon request for programs contracted or compacted under P.L. 93-638 as amended.

Disadvantaged Business Enterprise (DBE) - program intended to ensure nondiscrimination in the award and administration of DOT-assisted contracts in highways, transit, airport and safety during financial assistance programs.

E

Electronic tolling system - a technological implementation aimed to eliminate the delay on toll roads by collecting tolls electronically. This feature debits the accounts of registered car owners without requiring them to stop.

Emergency Preparedness Plan - A comprehensive plan which identifies potential emergencies and their impact on the community and identifies operating procedures and actions to put in place during actual emergencies.

Enhancement Activities - Refers to activities related to a transportation project that 'enhance' or contribute to the existing or proposed project. Examples of such activities include provision of facilities for pedestrians or cyclists, landscaping or other scenic beautification projects, historic preservation, control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff.

Environmental Assessment (EA) - is an assessment of the possible impact-positive or negative-that a proposed project may have on the environment; considering natural, social and economic aspects.

Environmental Impact Statement (EIS) - A report required by the National Environment Policy Act of the potential effect of plans for land use in terms of environmental, engineering, esthetic, and economic aspects of the proposed objective.

Environmental justice: Principles applied to transportation planning efforts that ensure full and fair participation of all potentially affected communities in the transportation decision-making process.

Environmental Protection Agency (EPA) - an agency of the federal government charged with a variety of responsibilities relating to the protection of the quality of the natural environment, including research and monitoring, promulgation of standards for air and water quality, and control of the introduction of pesticides and other hazardous materials into the environment.

Environmentally Sensitive Area - An area of environmental importance having natural resources which if degraded may lead to significant adverse, social, economic or ecological consequences. These could be areas in or adjacent to aquatic ecosystems¹ drinking water sources, unique or declining species habitat, and other similar sites.

Evaluation of Alternatives - A synthesis of the information generated by an analysis in which judgments are made on the relative merits of alternative actions.

Expenditures - Actual cash (or electronic transfer) payments made to the States or other entities. Outlays are provided as reimbursement for the Federal share for approved highway program activities. 2) A term signifying disbursement of funds for repayment of obligations incurred. An electronic transfer of funds, or a check sent to a State highway or transportation agency for voucher payment, is an expenditure or outlay.

Expressway - A divided roadway for through traffic with full or partial access control and including grade separation at all or most intersections. Also, a wide road built for fast moving traffic traveling long distances, with a limited number of points at which drivers can enter and leave it.

F

Facility- The means by which a transportation mode is provided. For example, a sidewalk is a facility, so is an HOV lane.

Farm to Market (FM) -An identifier for a roadway designated by the Texas Transportation Commission to be part of the statewide highway system. Normally associated as a 2-lane roadway in rural areas but are in urban areas and can be a 4 or 6 lane divided roadway. The FM roadway designation is typically given to roads that are located east of IH-35.

Fixing America's Surface Transportation (FAST) Act - Bill passed in 2015 to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

Federal Highway Administration (FHWA) -is a division of the United States Department of Transportation that specializes in highway transportation. This component administers, plans, funds and regulates the federal highway system.

Federal Register - Daily publication which provides a uniform system for making regulations and legal notices issued by the Executive Branch and various departments of the Federal government available to the public.

Federal Highway Administration (FHWA)- is a division of the United States Department of Transportation that specializes in highway transportation. This component administers, plans, funds and regulates the federal highway system.

Federal Transit Administration (FTA)- is an agency within the United States Department of Transportation (DOT) that provides financial and technical assistance to local public transit systems. This component provides financial and technical assistance to local transit systems.

Ferry Boat-A boat providing fixed-route service across a body of water.

Financial planning- The process of defining and evaluating funding sources, sharing the information, and deciding how to allocate the funds

Financial programming- A short-term commitment of funds to specific projects identified in the regional Transportation Improvement Plan (TIP).

Fiscal constraint- Making sure that a given program or project can reasonable expect to receive funding within the allotted time for its implementation

Fiscal year -The yearly accounting period beginning October 1 and ending September 30 of the subsequent calendar year. Fiscal years are denoted by the calendar year in which they end.

Fixed-Route -Term applied to transit service that is regularly scheduled and operates over as a set route; usually refers to bus service.

Freedom of Information Act (FOIA) - Allows all U.S. citizens and residents to request any records in possession of the executive branch of the federal government. The term “records” includes documents, papers, reports, letters, films, photographs, sound recordings, computer tapes and disks.

Freeway - A divided arterial highway designed for the unimpeded flow of large volumes. Access to a freeway is rigorously controlled and intersection grade separations. An expressway with fully controlled access.

Freight Rail - an extensive network of railway lines and yards to serve freight traffic and provides transportation of cargo nationwide

Frontage Road - A roadway generally paralleling an expressway, freeway, parkway, or through street designed to intercept, collect and distribute traffic desiring to cross, enter or leave such features. The frontage road may be within the same traffic way as the main roadway or in a separate traffic way.

G

Geographic Information System (GIS) - (no mention) A geographical information system that captures, stores, analyzes, manages, and presents data that is linked to location.

Grants - A federal financial assistance award making payment in cash or in kind for a specified purpose. The federal government is not expected to have substantial involvement with the state or local government or other recipient while the contemplated activity is being performed. The term “grants-in-aid” is commonly restricted to grants to states and local governments

H

Highway- Is any road, street, parkway, or freeway/expressway that includes rights-of-way, bridges, railroad-highway crossings, tunnels, drainage structures, signs, guardrail, and protective structures in connection with highways. The highway further includes that portion of any interstate or international bridge or tunnel and the approaches thereto.

Historic Preservation - no mention - Protection and treatment of the nation’s significant historic buildings, landmarks, landscapes, battlefields, tribal communities and archeological sites, prominent federally owned buildings; and State and privately-owned properties.

I

Infrastructure - In transit systems, all the fixed components of the transit system, such as rights-of-way, tracks, signal equipment, stations, park-and-ride lots, bus stops, maintenance facilities. 2) In transportation planning, all the relevant elements of the environment in which a transportation system operates. 3) A term connoting the physical underpinnings of society at large, including but not limited to, roads, bridges, transit, waste systems, public housing, sidewalks, utility installations, parks, public buildings and communications networks.

Intermodal - the ability to connect, and the connections between, modes of transportation

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) - a bill that provides authorization for highways, highway safety, and mass transportation for Fiscal Years 1992-1997. The purpose of the Act was to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and will move people and goods in an energy efficient manner. Metropolitan Planning Organizations, in cooperation with the State and key transportation providers, must develop transportation plans and programs for metropolitan areas.

Intersection - A point defined by any combination of courses, radials, or bearings of two or more navigational aids. 2) Used to describe the point where two runways, a runway and a taxiway, or two taxiways cross or meet.

Interstate Highway - Limited access, divided highway of at least four lanes designated by the Federal Highway Administration as part of the Interstate System.

Interstate Highway System - The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. Also connects the US to internationally significant routes in Canada and Mexico.

L

Light Rail Transit - an electric railway with a “light volume” of traffic capacity, compared to heavy rail and known as “streetcar”, “trolley car” and “tramway”. Light Rail Transit uses rail cars singly or in short trains, powered by electricity usually supplied by over-head wires. The vehicles allow for rapid acceleration, automatic or manual control systems, and platforms at track or car level. Although they can operate in mixed traffic, most light rail vehicles have the exclusive use of their own rights-of-way or lanes on city streets. This allows them to avoid congestion and offer faster, more reliable service. Stations may be located a few blocks apart in dense areas but are typically spaced about a mile apart.

M

Management Systems – Systems to improve identification of problems and opportunities throughout the entire surface transportation network, and to evaluate and prioritize alternative strategies, actions and solutions. 2) A systematic process, designed to assist decisionmakers in selecting cost-effective strategies/actions to improve the efficiency and safety of, and protect the investment in, the nation’s transportation infrastructure.

Memorandum of Understanding (MOU) – A document providing a general description of the responsibilities that are to be assumed by two or more parties in their pursuit of some goal(s). more specific information may be provided in an associated SOW.

Metropolitan Planning Area - The geographic area in which the metropolitan transportation planning process required by 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app 1607) must be carried out.

Metropolitan Planning Organization (MPO) – This is a federally funded agency that has the responsibility to provide development, planning, and programs to the county in a continuous, cooperative, and comprehensive, manner regarding transportation systems.

Metropolitan Transportation Plan (MTP) - this plan will serve as a blueprint for the necessary investments that the region will need to undertake. This is a 25-year forecast of the MPO's future projects and or tasks.

Mobility – the ability to move or be moved from place to place

Mode – a specific form of transportation, such as automobile, subway, bus rail, or air.

Multimodal – the ability of transportation options using different modes within a system or corridor

Multimodal Transportation – often used as a synonym for intermodalism. Congress and other frequently use the term intermodalism in its broadest interpretation as a synonym for multimodal transportation. Most precisely, multimodal transportation covers all modes without necessarily including a holistic or integrated approach.

Municipal Utility District (MUD) – Political entities that provide one or all these utilities: electricity, natural gas, sewer, waste collection, wholesale telecommunications, water, etc., to the residents of that district. Entities have authority to construct and maintain improvements, incur debt and tax the land within its boundaries to pay operating expenses and repay debts.

N

National Environmental Policy Act of 1969 (NEPA) - Established a national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.

National Highway System (NHS) – A system developed by the Department of Transportation in cooperation with the states, local officials and metropolitan planning organizations (MPOs) that identifies major intermodal highways that connect to major intermodal facilities (port, airports, rail transit, etc.) and are important to the Nation's economy, defense and mobility.

National Highway Traffic Safety Administration – The administration was established by the Highway Safety Act of 1970 (23 U.S.C. 401 note). The Administration was established to carry out a congressional mandate to reduce the mounting number of deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways and to provide motor vehicle damage susceptibility and ease of repair information, motor vehicle inspection demonstrations and protection of purchasers of motor vehicles having altered odometers, and

to provide average standards for greater vehicle mileage per gallon of fuel for vehicles under 1,000 pounds.

National Trails System (NTS) – The network of scenic, historic and recreation trails created by the National Trails System Act of 1968. These trails provide for outdoor recreation needs, promote the enjoyment, appreciation, and preservation of open-air, outdoor areas and historic resources, and encourage public access and citizen involvement.

Nonattainment Area (NAA) – Any geographic area that has not met the requirements for clean air as set out in the Clean Air Act of 1990.

North American Free Trade Agreement (NAFTA) – is a trilateral trade bloc in North America created by the governments of United States, Canada and Mexico. The agreement created the trade bloc that came into force on January 1, 1994.

O

Obligation – The Federal government’s legal commitment (promise) to pay or reimburse the States or other entities for the Federal share of a project’s eligible costs.

Obligation Limitation – A restriction or “ceiling” on the amount of Federal assistance that may be promised (obligated) during a specified period. This is a statutory budgetary control that does not affect the apportionment or allocation of funds. Rather, it controls the rate at which these funds may be used.

Occupancy – the number of people, including driver and passenger(s) in a vehicle. Nationwide Personal Transportation Survey occupancy rates are generally calculated as person miles divided by vehicle miles.

Ozone (O₃) – is a triatomic molecule, consisting of 3 oxygen atoms. Therefore, hydrocarbon emissions caused by the operation of trucks, automobiles, lawnmowers, and other gasoline powered equipment, can contribute to the production of ozone. Ground-level ozone is an air pollutant with harmful effects on the respiratory system of animals.

P

Paratransit – is an alternative mode of flexible passenger transportation that does not follow fixed routes or schedules and is typically a demand-response door-to-door transportation service intended to meet the needs of persons with a physical or mental impairment that substantially limits one or more life activities. This service is required by law in each transit provider’s service area.

Park-and-Ride Lot – any designated parking lot that is serviced with express or limited-express transit service.

Parking Management: is a variety of strategies that encourage more efficient use of existing parking facilities, improve the quality of service provided to parking facility users and improve parking facility design. A strategy for discouraging solo driving and encouraging use of ridesharing, transit, biking, and walking.

- *Parking Management approaches include:*
 - Preferential parking for car and vanpool patrons.
 - Replacement of subsidized employee parking with a cash payment.
 - Reduced minimum requirements in parking codes.
 - Maximum parking requirements in parking codes.
 - Caps on the overall supply of parking.
 - Timed curb parking
 - Peripheral parking combined with shuttles.

Passenger Rail: The term “passenger rail” is used in this plan to refer to a high capacity regional transit provided by rail. Passenger rail routes may include one or a combination of technologies.

Pavement Management System: A systematic process that provides, analyzes, and summarizes pavement information for use in selective and implementing cost-effective pavement construction, rehabilitation, and maintenance programs. Pavement includes all road surface types including paved, gravel, and improved or unimproved earth.

Pedestrian: Any person not in or on a motor vehicle or other vehicle.

Pedestrian Walkway: A continuous way designated for pedestrians and separated from the through lanes for motor vehicles by space or barrier.

Performance Measures: Indicators of how well the transportation system is performing regarding such things as average speed, reliability of travel, and accident rates. Used as feedback in the decision-making process.

Planning Funds: Primary source of funding for metropolitan planning designated by the FHWA.

Public Involvement Program (PIP): Established guidelines developed to disseminate information to all metropolitan area citizens, groups, agencies, and transportation providers to assure their input in the decision-making process of transportation programs, projects, etc. for the Hidalgo County metropolitan area.

Public Participation: The active and meaningful involvement of the public in the development of transportation plans and programs.

Public Transit: Passenger transportation services, usually local in scope, that is available to any person who pays a prescribed fare. It operates on established schedules along designated

routes or lines with specific stops and is designed to move relatively large numbers of people at one time.

Public Transit Agencies: A public entity responsible for administering and managing transit activities and services. Public transit agencies can directly operate transit service or contract out for all, or part of the total transit service provided.

Public Transit System: An organization that provides transportation services owned, operated, or subsidized by any municipality, county, regional authority, state or other government agency, including those operated or managed by a private management firm under contract to the government agency owner.

Public Transportation: Transportation by bus, rail or other conveyance, either publicly or privately owned, which provides to the public general or special service on a regular and continuing basis.

Public Road: Any road under the jurisdiction of and maintained by a public authority (federal, state, county, town or township, local government, or instrumentality thereof) and open to public travel.

R

Rail: A rolled steel shape laid in two parallel lines to form a track for carrying vehicles with flanged steel wheels.

Railhead: The end of a rail spur where trains are serviced, stored, loaded and unloaded.

Ranch to Market (RM): Identifier for a roadway designated by the Texas Transportation Commission to be a part of the statewide highway system. Normally associated as a 2-lane roadway in rural areas but are in urban areas and can be a 4 or 6 lane divided roadway.

Rapid Rail Transit: Transit service using railcars driven by electricity usually drawn from a third rail, configured for passenger traffic, and usually operated on exclusive rights-of-way. It generally uses longer trains and has longer station spacing than light rail.

Regional Planning Organization (RPO): An organization that performs planning for multi-jurisdictional areas. MPO's regional councils, economic development associations, rural transportation associations are examples of RPO's

Regionally Significant Project: A project that is on a facility which serves regional transportation needs.

Reversible Travel Lane: A traffic lane which is used to carry traffic in one direction during a specific period of the day, and carries traffic in the opposite direction, or is restricted to turning

movements, during another period of the day. Changeable electronic signs are used to inform motorists of how the lane can be used.

Reformulated Gasoline (RFG): Gasoline with a different composition from conventional gasoline (e.g., lower aromatics content) that cuts air pollutants.

Reid Vapor Pressure (RVP): An indicator of the volatility of gasoline and is measured in pounds per square inch (psi).

Right of Way (ROW): Public land reserved for locating infrastructure such as a roadway or a utility line. **Sale/leaseback agreement:** used by public agencies as a cash flow management technique. Government owned facilities, such as bus maintenance facilities, can be sold to private investors, who will expand or rehabilitate the facility and then lease it back to the public agency over a fixed period.

Road Class: The category of roads based on design, weatherability, their governmental designation, and the Department of Transportation functional classification system.

Road Functional Classification: The classification of a road in accordance with the Bureau of Land Management.

Rural Highway: Any highway, road or street that is not an urban highway.

S

Safety Management System: A systematic process that has the goal of reducing the number and severity of transportation related accidents by ensuring that all opportunities to improve safety are identified, considered and implemented as appropriate.

Sale of Development Rights: Used by the public sector to capture the potential value of real estate at highway interchanges and along arterials, without giving up ownership of the land.

Shared Roadway: A roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.

Single Occupant Vehicle (SOV): Any vehicle that contains just one person, the driver.

Smart Growth: A set of policies and programs design to protect, preserve and economically develop established communities and valuable natural and cultural resources.

Special districts: Special Assessment Districts, Benefit Assessment Districts, and Road Utility Districts are used to help recover the capital cost of street or roads or to capture part of the

potential value of these improvements for adjoining landowners or commercial businesses. As public entities, these districts can issue bonds secured only by fee income. This affects or benefits specific constituents and can be politically sensitive. Revenues derived from special districts are potentially a good source of funds for maintenance reserve accounts.

Special Infrastructure Development Unit: A working group of planning, engineering and financial specialist which oversees a limited number of major transportation projects that are financed with public and private sector funds. Through a Joint Powers Resolution, the Unit's governance could be shared among local agencies such as the TxDOT Pharr District and a city and/or county transportation department, and the Unit would manage a single pipeline of public/ private sector projects for the region. Project implementation would remain with the relevant state and local agencies. The unit would finance its operations through fees payable at a financial closing.

Standard Metropolitan Statistical Area (SMSA): Census Bureau delineation for major metropolitan areas in the U.S

State Data Center (SDC): The official repository of census data and demographic data for the State of Texas.

State Highway (SH): Roads, streets and highways maintained by the State.

State Implementation Plan (SIP): A plan required by the 1977 Clean Air Act Amendments which describes how the State of Texas will meet air quality standards.

State Transportation Improvement Program (STIP): A staged, multi-year statewide, Intermodal program of transportation projects which is consistent with the Statewide Transportation Plan and planning processes and metropolitan plans, TIPs and processes.

Statewide Transportation Plan (STP): The official statewide intermodal transportation plan that is developed through the statewide transportation planning process.

Sub-Allocation: An administration distribution of funds DIA Central Office down to the DIA area.

Surface Transportation Program (STP) (part of ISTEA and TEA 21): A federal program designed to create flexible funding for transit and highway construction. Has since been replaced with the FAST ACT.

Surface Transportation –Transportation Enhancement (STP TE): A funding category used to address projects that are above and beyond what could normally be expected in the way of enhancements to the transportation system.

Surface Transportation Program – Metropolitan Mobility (STP MM): a funding category used to address transportation needs within the metropolitan area boundaries of MPO's having urbanized areas with populations of 200,000 or greater.

T

Tax exempt revenue bonds: Widely used by state and local government to finance revenue producing facilities such as airports, toll roads, sports complexes, hospitals, and wastewater plants. It is generally secured only by project revenues, without a backup pledge, and is regarded as off-balance sheet financing for the public agency issuing the bonds, under appropriate arrangements, revenue bonds can also be used for street rehabilitation and maintenance.

Tax Increment Reinvestment Zone (TIRZ): are special zones created by a governing authority to help finance the cost of new development or redevelopment in an area that otherwise would not attract enough market development in a time-or cost-effective manner. Taxes gained by the new improvement (i.e tax increments) are set aside to finance public improvements within the zone boundaries.

Telecommuting: Communicating electronically (by telephone, computer, fax, etc) with an office, either from home or from another site, instead of traveling to it physically.

Texas Department of Transportation (TxDOT): The State agency responsible for construction and maintenance of all interstate, U.S, state highways, ranch-to-market (RM) and farm-to market (FM) roads within the state.

Texas Natural Resources Conservation Commission (TNRCC): A state agency charged with protecting water and air resources, including regulations of hazardous material sites.

Texas Transportation Institute (TTI): A state agency that is a member of the Texas A&M University system and engages in research pertaining to all forms of transportation, including all phases of activities concerned with the movement of people, goods, and services and identifies and helps to solve major state and national transportation problems.

Toll Road: A road in which one must pay a toll or a fee to use.

Traffic Analysis Zone (TAZ): is a special area delineated by state and/or local transportation officials for tabulating traffic-related data-especially journey-to-work and place-of-work statistics. A TAZ usually consist of one or more census blocks, block groups, or census tracts.

Traffic Counts - The number of vehicles that pass over a section of road.

Traffic Impact Analysis (TIA): A study of how a land use or development will affect traffic in the surrounding area and how such impacts might be mitigated, as necessary, through on-and/or off-site-measures. These documents are typically prepared by a licensed professional traffic engineer or civil engineer in connection with a specified proposed land use (including public uses), subdivisions, or zone change application.

Traffic Serial Zone (TSZ): The smallest geographically designated area used for analysis of transportation activity such as a data collection and travel movements within, into, and out of the urban area.

Transit-Oriented Development (TOD): Types of development that enhance or support public transit use.

Transportation Bill: The bill refers to the market value of all purchases of transportation services and facilities; it includes all domestic expenditures made by an economy for transportation purposes. Although the transportation bill does not reflect several significant non-market costs, it is a useful indicator of a country's transportation expenditures, and transportation analyst closely follow changes in the bill and its components.

Transportation Control Measures: Transportation strategies that affect traffic patterns or reduce vehicle use to reduce air pollutant emissions. These may include HOV lanes, provisions of bicycle facilities, ridesharing, telecommuting, etc. Such actions may be included in a SIP if needed to demonstrate attainment of the NAAQS.

Transportation Demand Management (TDM): An effort to reduce the number of people traveling by single-occupant vehicles (SOV) by promoting non-SOV modes of transportation (e.g., carpools, vanpools, transit). TDM efforts may also discourage the use of SOV's by imposing tolls or taxes.

Transportation Enhancement Program (TEP): A federal program that provides funds for nontraditional improvements adjacent to or within the right of way of a transportation facility. Some examples of improvements are preserving an historic structure, installing bicycle and pedestrian facilities, landscaping and incorporating environmental protection systems.

Transportation Equity Act for the 21st Century (TEA 21): A law authorizing highway, safety, transit and other surface transportation programs for FY1998- 2003. This new law combines the continuation and improvement of current ISTEA programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

Transportation Improvement Program (TIP): A document prepared by an MPO that identifies funding for specific transportation projects and studies to be implemented in an area over a three-year period.

Transportation Infrastructure: A federal credit program under which the USDOT may provide three forms of credit assistance – for surface transportation projects of national or regional significance. The fundamental goal is to leverage federal funds by attracting substantial private

and non-federal co-investment in critical improvements to the nation's surface transportation system.

Transportation Management Area (TMA): Term for all urbanized areas with a population of over 200,000

Transportation Policy Committee (TPC): The governing body of RGVMPPO consisting of locally elected officials and representatives from the Texas Department of Transportation and the LRGVDC.

U

Unified Planning Work Program (UPWP): An annual work plan prepared by the MPO's describing transportation planning activities and funding sources that will occur within their specific jurisdiction.

Unified Transportation Program (UTP): A ten-year planning document that guides and controls project development for TxDOT in a feasible and economical manner.

Union Pacific Railroad (UPRR): headquartered in Omaha, Nebraska, is the largest and oldest operating railroad network in the United States. Union Pacific operates North America's premier railroad franchise, covering 23 states in the western two-thirds of the United States.

Urban Highway: Any road or street within the boundaries of an urban area. An urban area is an area including and adjacent to a municipality or urban place with a population of 5,000 or more. The boundaries of urban areas are fixed by state highway departments, subject to the approval of the Federal Highway Administration, for purposes of the Federal-Aid Highway Program.

Urbanized Area: Area that contains a city of 50,000 or more population plus incorporated surrounding areas meeting size or density criteria defined by the U.S Census.

V

Vehicle Miles of Travel (VMT): The number of miles traveled nationally by vehicles for a period of 1 year. VMT is either calculated using 2 odometers readings or for vehicles with less than 2 odometer readings, imputed using a regression estimate.

APPENDIX C

RGVMPO SELF-CERTIFICATION

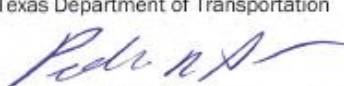
Transportation Improvement Program

FY 2021-2024

MPO SELF-CERTIFICATION – ATTAINMENT AREA

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

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

 PHARR
 District
 Texas Department of Transportation

 District Engineer
 6-24-2020
 Date

 Metropolitan Planning Organization
 Policy Board Chairperson

 Chairperson
 6/24/2020
 Date

APPENDIX D

RE-DESIGNATION AGREEMENT, RGVMPPO PLANNING AGREEMENT & RESOLUTIONS

Re-Designation Agreement

Original Copy 9 of 9

B. Official Actions and Voting by the Policy Board.

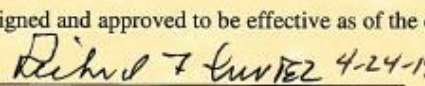
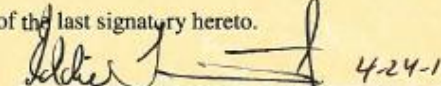
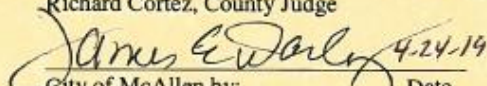
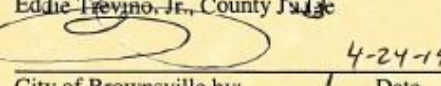
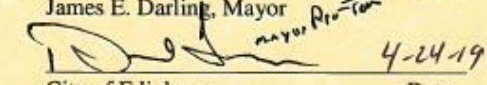
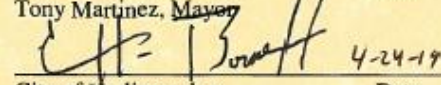
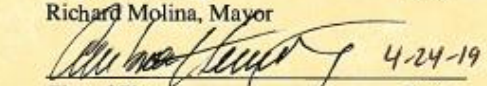
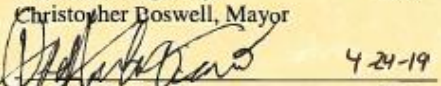
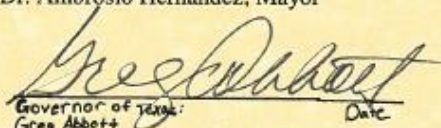
(i). Quorum: Sixty-five percent (65%) of members of the Policy Board (excluding ex officio members) must be present to constitute a quorum. If sixty-five percent (65%) of members of the Policy Board is a partial number, said number shall be rounded up to the nearest whole number.

(ii). Official Action: A supermajority seventy-five percent (75%) of the quorum is sufficient to authorize Official Action of the Policy Board.

(iii). Amending the Bylaws: Bylaws may be amended by independent action of the Policy Board within the time limit set by the Policy Board for approval of the proposed amendment. Voting may be at a meeting or by written ballots delivered within the time limit set by the Policy Board to receive written ballots. The following is required to amend the bylaws: (a) a supermajority seventy-five percent (75%) of the full Policy Board (regardless of presence or quorum) must agree to adopt the amendment and (b) the supermajority voting to adopt the amendment must include all Policy Board members from Cameron county, Hidalgo county, McAllen, Harlingen, Brownsville, Edinburg, Mission, Pharr voting for the amendment. The bylaws may not be amended to change the composition of the Policy Board, sub-region boundaries or sub-region allocation. Any change to these items can be made only by amendment to the Re-designation Agreement requiring the agreement to all of the signatories thereto.

C. The Chair and Vice Chair will be from the entities that are the local government signatories to the Re-designation Agreement, being the Cities of McAllen, Harlingen, Brownsville, Edinburg, Mission, Pharr and Hidalgo and Cameron Counties. The Chair/Vice Chair will also be Policy Board members. The Chair and Vice Chair must come from different counties and rotate at the end of the two (2) year terms.

Signed and approved to be effective as of the date of the last signatory hereto.

 Hidalgo County by: _____ Date 4-24-19 Richard Cortez, County Judge	 Cameron County by: _____ Date 4-24-19 Eddie Trevino, Jr., County Judge
 City of McAllen by: _____ Date 4-24-19 James E. Darling, Mayor	 City of Brownsville by: _____ Date 4-24-19 Tony Martinez, Mayor
 City of Edinburg: _____ Date 4-24-19 Richard Molina, Mayor	 City of Harlingen by: _____ Date 4-24-19 Christopher Boswell, Mayor
 City of Pharr: _____ Date 4-24-19 Dr. Ambrosio Hernandez, Mayor	 City of Mission by: _____ Date 4-24-19 Dr. Armando Ocana, Mayor
 Governor of Texas: _____ Date 5 Greg Abbott	

Approval of Re-designation of the Rio Grande Valley Metropolitan Planning Organization

In accordance with 23 U.S.C. §134(d), as implemented by 23 C.F.R. §450.310, an existing metropolitan planning organization (MPO) may be re-designated only by agreement between the governor and units of general purpose local government that together represent at least 75 percent of the existing metropolitan planning area population (including the largest incorporated city).

On April 24, 2019, elected officials from units of general purpose local government that together represent at least 75 percent of the existing metropolitan planning area population in each of the Harlingen-San Benito, Brownsville, and Hidalgo County MPOs (including the largest incorporated city, based on population, in each MPO) executed an agreement to re-designate these three MPOs into one consolidated MPO, the Rio Grande Valley MPO, and to establish the metropolitan planning area boundary for the Rio Grande Valley MPO to include all of the territory in the existing boundaries of the Harlingen-San Benito, Brownsville, and Hidalgo County MPOs.

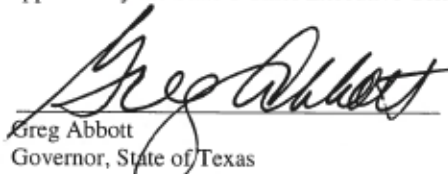
Texas Department of Transportation staff has reviewed and accepted the documentation and rationale supporting the proposed re-designation.

Recommended by:


James M. Bass
Executive Director
Texas Department of Transportation

Dated: May 6, 2019

Approved by the State's Chief Executive Officer:


Greg Abbott
Governor, State of Texas

Dated: MAY 14, 2019

Planning Agreement

Contract No.:	50-20XF000 ²⁶
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	20.205/20.505
Not Research and Development	

STATE OF TEXAS §

COUNTY OF TRAVIS §

AGREEMENT WITH METROPOLITAN PLANNING ORGANIZATION

THIS AGREEMENT is made by and between the State of Texas, acting through the Texas Department of Transportation, called the "Department," the Rio Grande Valley Metropolitan Planning Organization (MPO) Policy Committee, called the "MPO", which has been designated by the Governor of the State of Texas as the MPO of the **Brownsville, Harlingen and McAllen**, urbanized areas, and the **Lower Rio Grande Valley Development Council**, which serves as the Fiscal Agent for the MPO.

WITNESSETH

WHEREAS, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urbanized areas of the State; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

WHEREAS, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs designated by the Governor to support the urban transportation planning process; and

WHEREAS, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration, combined with additional federal funds, and distributed to the state as a single distribution; and

WHEREAS, the federal share payable for authorized activities using the Consolidated Planning Grant funds is eighty percent (80%) of allowable costs; and

WHEREAS, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

WHEREAS, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and



WHEREAS, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using Consolidated Planning Grant funds and other federal transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and



Contract No.:	50-20X F0001
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	20.205/20.505
Not Research and Development	


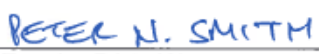
Article 40. Signatory Warranty

Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

THIS AGREEMENT IS EXECUTED by the Department, the MPO, and the Fiscal Agent in triplicate.


 Signature
 THE MPO

 Typed or Printed Name
 RGVMPO Chairman
 Title
 9/17/2019
 Date


 Signature
 THE FISCAL AGENT

 Typed or Printed Name
 LRGLAC
 Title
 9/17/2019
 Date


 Signature
 THE DEPARTMENT

 Typed or Printed Name
 Director, Transportation Planning and
 Programming Division, Texas Department of
 Transportation
 Title
 9/27/2019
 Date

Resolutions**RESOLUTION 2020-11****SUBJECT: Approval of FY 2021-2024
Transportation Improvement Program (TIP)**

WHEREAS, the Rio Grande Valley Metropolitan Planning Organization, is the designated agency for Transportation Planning in the designated Transportation Management Areas; and

WHEREAS, the RGVMPPO is required to have a systematic way to gather citizen input on Transportation issues; and

WHEREAS, these procedures have been duly discussed and gone through the required Public Comment Period; and

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

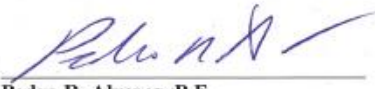
- Develop a TIP for the metropolitan area which shall cover a period of no less than four years, be updated at least every four years and be approved by the MPO and the Governor.
- Provide all interested parties with a reasonable opportunity to comment on the proposed TIP.
- Assure the TIP includes capital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

NOW THEREFORE, BE IT RESOLVED, that the Rio Grande Valley Metropolitan Planning Organization Transportation Policy Board agreed by a majority vote to approve the FY 2021-2024 Transportation Improvement Program (TIP), including highway project tables, transit project tables, and supporting literature.

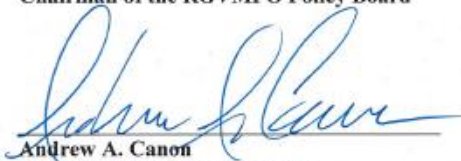
PASSED AND APPROVED on this 24th day of June 2020.



The Honorable Ambrosio "Amos" Hernandez
City of Pharr
Chairman of the RGV MPO Policy Board



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



Andrew A. Canon
RGV MPO Executive Director

RESOLUTION 2019-01

Adoption of Targets for Safety Performance Measures Established by the Texas Department of Transportation

WHEREAS, the Texas Department of Transportation has established targets for 5 Performance Measures based on five (5) year rolling averages for:

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

WHEREAS, the Texas Department of Transportation has officially adopted the safety targets in the Highway Safety Improvement Program Annual Report dated August 31, 2017, and has adopted identical safety targets for number of fatalities, rate of fatalities and number of serious injuries as set forth in the Highway State Strategic Plan (HSSP), and

WHEREAS, Texas Department of Transportation's adopted safety targets will be reviewed at the two-year and four-year anniversary, and

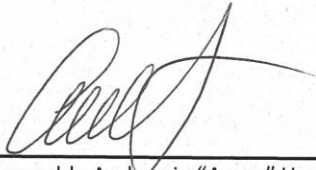
NOW THEREFORE, BE IT RESOLVED, that the RGVMPD Policy Board has agreed to adopt and support the Texas Department of Transportation 2018 targets for the five safety performance measures attached herein and supports any amendments made by TXDOT during review periods,

BE IT FURTHER RESOLVED, that the RGVMPD Policy Board will plan and program projects that contribute to the accomplishment of said targets:

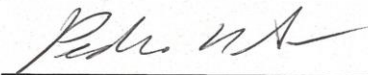
SAFETY PERFORMANCE TARGETS FOR FY2018

2018 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA	Rate of Fatalities (FARS/CRIS/ARF DATA	Number of Serious Injuries (FARS/CRIS DATA	Serious Injury Rate (CRIS DATA	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA
2014	3,536	1.45	17,133	7.05	1,893
2015	3,516	1.36	17,096	6.62	2,023
2016	3,775	1.44	17,578	6.71	2,304
2017	3,801	1.45	17,890	6.68	2,224
2018 Target	3,891	1.46	18,130	6.64	2,309
2018 Target as a 5 year Average:	3,704	1.43	17,565	6.74	2,151

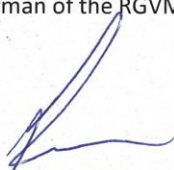
Approved September 25, 2019



The Honorable Ambrosio "Amos" Hernandez
City of Pharr
Chairman of the RGVMPD Policy Board



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



Ron Garza Interim
Director RGVMPD

RESOLUTION 2019-02

**Adoption of Targets for Infrastructure Condition, Asset Management (PM2),
System Performance, Freight and CMAQ(PM3) as set forth by the Texas
Department of Transportation**

WHEREAS, the Texas Department of Transportation has established targets for the following Performance Measures:

1. % of Pavement on IH in "good" condition
2. % of Pavement on IH in "poor" condition
3. % of Pavement on Non-IH NHS in "good" condition
4. % of Pavement on Non-IH NHS in "poor" condition
5. % of NHS Bridge Deck in "good" condition
6. % of NHS Bridge Deck in "poor" condition
7. % revenue vehicles at or exceeding useful life benchmark (TAM)
8. % service vehicles (non-revenue) at or exceeding useful life benchmark (TAM)
9. % facilities rated below 3 on condition scale (TERM)
10. % track segments with performance restrictions
11. NHS IH Level of Travel Time Reliability
12. NHS non-IH Level of Travel Time Reliability
13. Truck Travel Time Reliability
14. Annual Hours of Peak Hour Excessive Delay per capita
15. % Non-SOV Travel
16. Total Emissions Reductions

WHEREAS, the Texas Department of Transportation has officially reported these targets to FHWA on June 21, 2018

WHEREAS, Texas Department of Transportation's adopted PM2 and PM3 targets will be reviewed at the two-year and four-year anniversary, and

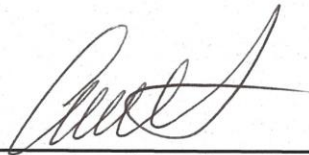
NOW THEREFORE, BE IT RESOLVED, that the RGVMPPO Policy Board has agreed to adopt and support the Texas Department of Transportation 2018 targets for the PM2 and PM3 Performance Measures attached herein, and supports any amendments made by TXDOT during review periods,

BE IT FURTHER RESOLVED, that the RGVMPPO Policy Board will plan and program projects that contribute to the accomplishment of said targets:

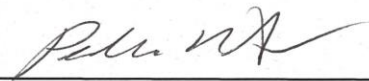
Pavement on Interstate-Highway	Baseline	2020 Target	2022 Target
% in "Good" condition			66.40%
% in "Poor" condition			0.30%
Pavement on Non-Interstate Highway (National Highway System)	Baseline	2020 Target	2022 Target
% in "Good" condition	54.40%	52.00%	52.30%
% in "Poor" condition	13.80%	14.30%	14.30%
National Highway System Bridge Deck Condition	Baseline	2020 Target	2022 Target
% in "Good" condition	0.88%	0.80%	0.80%
% in "Poor" condition	50.63%	50.58%	50.42%
Transit Asset Management	Baseline	2020 Target	2022 Target
%Revenue vehicles at or exceeding useful life benchmark			<15%
% service vehicles (non-revenue) at or exceeding useful life benchmark			<15%
% facilities rated below 3 on condition scale (TERM)			<15%
% track segments with performance measures			<15%
National Highway System Travel Time Reliability	Baseline	2020 Target	2022 Target
Interstate Highway Level of Travel Time Reliability	79.60%	61.20%	56.40%
Non-Interstate Highway Level of Travel Time Reliability			55.40%
Truck Travel Time Reliability	Baseline	2020 Target	2022 Target
	1.50%	1.70%	1.79%

Annual Hours of Peak Hour Excessive Delay Per Capita				
Dallas-Fort Worth				15
Houston Galveston				16
% Non-SOV Travel				
Dallas-Fort Worth		19.60%	19.21%	19.01%
Houston Galveston		20.10%	19.70%	19.50%
Total Emission Reduction				
		NCTCOG		
		NOX	2410.8	2898.96
		VOC	499.72	599.67
		HGAC		
		NOX	403.22	806.44
		VOC	267.86	535.72
		El Paso		
		CO	580.24	891.11
		PM 10	0.97	13.71
Statewide NOX		2841.02	3699.4	8122.03
Statewide VOC		767.58	1135.39	2470.67
Statewide CO		580.24		891.11
Statewide PM 10		0.97		13.71

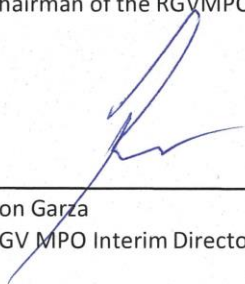
Approved September 25, 2019



The Honorable Ambrosio "Amos" Hernandez
City of Pharr
Chairman of the RGV MPO Policy Board



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



Ron Garza
RGV MPO Interim Director

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
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Currently There are NO Projects in FY 2021

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	CAMERON	0921-06-293	CS	E	BROWNSVILLE	CCRMA	\$1,000,000	
LIMITS FROM:	ON WEST RAIL TRAIL, FROM PALM BLVD @FORMER RAIL LINE				REVISION DATE:	7_2020		
LIMITS TO:	I-69 E SOUTHBOUND FRONTAGE RD W OF OLD ALICE RD				MPO PROJ NUMBER:	BMPO-E7		
PROJECT	CONSTRUCT MULTI-MODAL FACILITY				FUNDING CAT(S):	CAT 7		
DESCRIPTION:					PROJECT HISTORY:			
REMARKS	E= PRELIMINARY ENGINEERING							
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$1,000,000	COST OF						
ROW PURCHASE:	\$0	APPROVED	CAT 7	FEDERAL	STATE	LOCAL	LC	TOTAL
CONST COST:	\$10,000,000	PHASES:		\$800,000		\$200,000		\$1,000,000
CONST ENG:	\$660,000	\$1,000,000						
CONTING:	\$200,672							
IND COSTS:	\$317,890							
POT CHG ORDER:	\$727,439							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$12,906,001	TOTALS		\$800,000	\$0	\$200,000	\$0	\$1,000,000
PHARR	CAMERON	0921-06-315	CS	E	BROWNSVILLE	CCRMA	\$3,875,000	
LIMITS FROM:	ON EAST LOOP FROM I-69				REVISION DATE:	7_2020		
LIMITS TO:	SH 4				MPO PROJ NUMBER:	BMPO-E4		
PROJECT	CONSTRUCTION OF 4 TO 6 LANE ROADWAY PARTIALLY ON NEW				FUNDING CAT(S):	CAT 7 ,10		
DESCRIPTION:	LOCATION				PROJECT HISTORY:			
REMARKS	E= PRELIMINARY ENGINEERING							
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$3,875,000	COST OF						
ROW PURCHASE:	\$5,600,000	APPROVED	CAT 7	FEDERAL	STATE	LOCAL	LC	TOTAL
CONST COST:	\$100,000,000	PHASES:	CAT 10	\$2,370,788		\$592,697		\$2,963,485
CONST ENG:	\$5,600,000	\$3,875,000		\$911,515				\$911,515
CONTING:	\$4,900,000							
IND COSTS:	\$0							
BND FINANCING:	\$0							
POT CHG ORDER:	\$5,044,434							
TOTAL PROJECT COST:	\$125,019,434	TOTALS		\$3,282,303	\$0	\$592,697	\$0	\$3,875,000
PHARR	CAMERON	0921-06-290	CS	E	BROWNSVILLE	CAMERON COUNTY	\$1,100,000	
LIMITS FROM:	ON OLD ALICE ROAD, FROM SH 100				REVISION DATE:	7_2020		
LIMITS TO:	SPORTS PARK BLVD				MPO PROJ NUMBER:	BMPO-E2		
PROJECT	WIDEN FROM 2 LANE TO 4 LANE URBAN ROADWAY				FUNDING CAT(S):	CAT 7		
DESCRIPTION:					PROJECT HISTORY:			
REMARKS	E= PRELIMINARY ENGINEERING TRANSPORTATION DEVELOPMENT							
P7:	CREDITS (TDC) TO BE APPLIED FOR ALL NON FEDERAL PARTICIPATION							
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$1,100,000	COST OF						
ROW PURCHASE:	\$0	APPROVED	CAT 7	FEDERAL	STATE	LOCAL	LC	TOTAL
CONST COST:	\$19,131,623	PHASES:		\$880,000		\$220,000		\$1,100,000
CONST ENG:	\$1,650,000	\$1,100,000						
CONTING:	\$0							
IND COSTS:	\$0							
BND FINANCING:	\$0							
POT CHG ORDER:	\$715,523							
TOTAL PROJECT COST:	\$22,597,146	TOTALS		\$880,000	\$0	\$220,000	\$0	\$1,100,000

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

* FUNDING NOT FIXED

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	CAMERON	0921-06-280	VA	C, E	BROWNSVILLE	BROWNSVILLE	\$375,000	
LIMITS FROM:	SOUTHMOST TRAIL, FROM MANZANO ST				REVISION DATE:		7_2020	
LIMITS TO:	LA POSADA DR.				MPO PROJ NUMBER:		BMPO-ST1	
PROJECT DESCRIPTION:	CONSTRUCT 10' CONCRETE HIKE AND BIKE TRAIL (LENGTH 0.8 MILES)				FUNDING CAT(S):		7, 3LC	
REMARKS	SOUTHMOST NATURE TRAIL PHASE II			E=	PROJECT HISTORY:			
P7:	Construction Engineering							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$0	COST OF						
ROW PURCHASE:	\$0	APPROVED	Cat 7	FEDERAL	STATE	LOCAL	LC	TOTAL
CONST COST:	\$356,250	PHASES:	3 LC	\$285,000	\$0	\$71,250	\$0	\$356,250
CONST ENG:	\$18,750	\$375,000					\$18,750	\$18,750
CONTING:	\$26,250							
IND COSTS:	\$0							
BND FINANCING:	\$0							
POT CHG ORDER:	\$12,459							
TOTAL PROJECT COST:	\$413,709		TOTALS	\$285,000	\$0	\$71,250	\$18,750	\$375,000
PHARR	CAMERON	0684-01-068	SH 550	C, E	BROWNSVILLE	CCRMA	\$18,250,000	
LIMITS FROM:	0.203 MI S OF FM 1847				REVISION DATE:		7_2020	
LIMITS TO:	1.13 MI SE OF UPRR OVRPSS FM 3248				MPO PROJ NUMBER:		BMPO-CCR1	
PROJECT DESCRIPTION:	CONSTRUCT CONTROLLED ACCESS TOLLED FACILITY				FUNDING CAT(S):		CAT 7	
REMARKS	E= Preliminary and Construction Engineering				PROJECT HISTORY:			
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$1,000,000	COST OF						
ROW PURCHASE:	\$0	APPROVED	CAT 7	FEDERAL	STATE	LOCAL	LC	TOTAL
CONST COST:	\$15,618,497	PHASES:		\$14,600,000		\$3,650,000		\$18,250,000
CONST ENG:	\$1,631,503	\$18,250,000						
CONTING:	\$743,425							
IND COSTS:	\$0							
BND FINANCING:	\$0							
POT CHG ORDER:	\$918,918							
TOTAL PROJECT COST:	\$19,912,343		TOTALS	\$14,600,000	\$0	\$3,650,000	\$0	\$18,250,000

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

* FUNDING NOT FIXED

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST					
Pharr	Cameron	0921-06-292	CS	E	Los Fresnos	CCRMA	\$380,300					
LIMITS FROM:	On Whipple Rd, FM 1575					REVISION DATE:	7_2020					
LIMITS TO:	FM 1847					MPO PROJ NUMBER:	BMPO-E5					
PROJECT	Proposed 2 lane roadway with continuous left turn lane.					FUNDING CAT(S):	7					
DESCRIPTION:	PROJECT HISTORY:											
REMARKS												
P7:												
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE								
PRELIM ENG:	\$380,300	COST OF	FEDERAL					STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$0	APPROVED	Cat 7	\$304,240						\$76,060		\$380,300
CONST COST:	\$4,000,000	PHASES:										
CONST ENG:	\$440,000	\$380,300										
CONTING:	\$260,000											
POT CHG ORDER:	\$152,592											
IND COSTS:	\$0											
BND FINANCING:	\$0											
TOTAL PROJECT COST:	\$5,232,892	TOTALS	\$304,240					\$0	\$76,060	\$0	\$380,300	
Pharr	Cameron	2717-01-027	FM 3248	C	Brownsville	TXDOT	\$15,120,000					
LIMITS FROM:	IH-69E					REVISION DATE:	7_2020					
LIMITS TO:	FM 1847					MPO PROJ NUMBER:	BMPO-AG1					
PROJECT	Widen from 4 lanes to 6 lanes with raised medians					FUNDING CAT(S):	2					
DESCRIPTION:	PROJECT HISTORY:											
REMARKS												
P7:												
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE								
PRELIM ENG:	\$740,880	COST OF	FEDERAL					STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$0	APPROVED	Cat 2	\$12,096,000					\$3,024,000		\$15,120,000	
CONST COST:	\$15,120,000	PHASES:										
CONST ENG:	\$749,952	\$15,120,000										
CONTING:	\$300,888											
IND COSTS:	\$0											
POT CHG ORDER:	\$565,488											
BND FINANCING:	\$0											
TOTAL PROJECT COST:	\$17,477,208	TOTALS	\$12,096,000					\$3,024,000	\$0	\$0	\$15,120,000	

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

* FUNDING NOT FIXED

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
PHARR	CAMERON	0921-06-207	VA	C	BROWNSVILLE	TXDOT	\$15,600,000		
LIMITS FROM:	VICINITY OF GSA FACILITY AT BROWNSVILLE					REVISION DATE:	7_2020		
LIMITS TO:	VETERANS INTERNATIONAL BRIDGE AT LOS TOMATES					MPO PROJ NUMBER:	BMPO-LS17		
PROJECT	CONSTRUCTION OF BORDER SAFETY INSPECTION FACILITY					FUNDING CAT(S):	CAT 10, CAT 11		
DESCRIPTION:	PROJECT HISTORY:								
REMARKS									
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:			COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$1,950,000		APPROVED	CAT 10	\$1,138,496				\$1,138,496
CONST COST:	\$15,600,000		PHASES:	CAT 10	\$5,361,504				\$5,361,504
CONST ENG:	\$600,000		\$15,600,000	Cat 11	\$7,280,000	\$1,820,000.0			\$9,100,000
CONTING:	\$530,000								
IND COSTS:	\$0								
BND FINANCING:	\$0								
TOTAL PROJECT COST:	\$18,680,000			TOTALS	\$13,780,000	\$1,820,000	\$0	\$0	\$15,600,000
Pharr	Cameron	0684-03-019	FM 1732	C	Olmito	TXDOT	\$22,560,000		
LIMITS FROM:	US 281					REVISION DATE:	7_2020		
LIMITS TO:	IH-69E					MPO PROJ NUMBER:	BMPO-BB1		
PROJECT	WIDEN FROM 2 TO 4 LANE URBAN					FUNDING CAT(S):	2		
DESCRIPTION:	PROJECT HISTORY:								
REMARKS									
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$1,105,440		COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0		APPROVED	Cat 2	\$18,048,000	\$4,512,000			\$22,560,000
CONST COST:	\$22,560,000		PHASES:						
CONST ENG:	\$1,118,976		\$22,560,000						
CONTING:	\$448,944								
IND COSTS:	\$0								
POT CHG ORDER:	\$843,744								
BND FINANCING:	\$0								
TOTAL PROJECT COST:	\$26,077,104			TOTALS	\$18,048,000	\$4,512,000	\$0	\$0	\$22,560,000
PHARR	CAMERON	0921-06-289	VA	C	BROWNSVILLE	BROWNSVILLE	\$6,968,000		
LIMITS FROM:	SOUTHMOST NATURE TRAIL, FROM FM 1847					REVISION DATE:	7_2020		
LIMITS TO:	ALAMEDA DR./MONSEES RD					MPO PROJ NUMBER:	BMPO-ST2		
PROJECT	CONSTRUCT 10' CONCRETE HIKE AND BIKE TRAIL					FUNDING CAT(S):	CAT 7		
DESCRIPTION:	PROJECT HISTORY:								
REMARKS						SOUTHMOST NATURE TRAIL PHASE IV			
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$0		COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0		APPROVED	CAT 7	\$5,574,400		\$1,393,600		\$6,968,000
CONST COST:	\$6,968,000		PHASES:						
CONST ENG:	\$341,432		\$6,968,000						
CONTING:	\$139,360								
IND COSTS:	\$2,000								
POT CHG ORDER:	\$289,868								
BND FINANCING:	\$0								
TOTAL PROJECT COST:	\$7,740,660			TOTALS	\$5,574,400	\$0	\$1,393,600	\$0	\$6,968,000

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

* FUNDING NOT FIXED

**Brownsville Area - RGVMPO****Initial FY 2021 - 2024 Transportation Improvement Program****Funding by Category**

Funding Category	Description	FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$15,120,000	\$15,120,000	\$22,560,000	\$22,560,000	\$37,680,000	\$37,680,000
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$18,750	\$18,750	\$0	\$0	\$0	\$0	\$18,750	\$18,750
4	Urban and Regional Connectivity	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$23,669,735	\$23,669,735	\$380,300	\$380,300	\$6,968,000	\$6,968,000	\$31,018,035	\$31,018,035
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$911,515	\$911,515	\$0	\$0	\$6,500,000	\$6,500,000	\$7,411,515	\$7,411,515
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$9,100,000	\$9,100,000	\$9,100,000	\$9,100,000
Rider 11	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$0	\$0	\$24,600,000	\$24,600,000	\$15,500,300	\$15,500,300	\$45,128,000	\$45,128,000	\$85,228,300	\$85,228,300

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	\$0	\$19,847,303	\$12,400,240	\$37,402,400	\$69,649,943
State	\$0	\$0	\$3,024,000	\$6,332,000	\$9,356,000
Local Match	\$0	\$4,733,947	\$76,060	\$1,393,600	\$6,203,607
CAT 3 - Local Contributions (LC)	\$0	\$18,750	\$0	\$0	\$18,750
Total	\$0	\$24,600,000	\$15,500,300	\$45,128,000	\$85,228,300

Annotations

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-252	CS	C	HARLINGEN/SAN BENITO	CAMERON COUNTY	\$7,500,000
LIMITS FROM:	S. PARALLEL CORRIDOR, FM 509				REVISION DATE:	7_2020	
LIMITS TO:	FM 2520				MPO PROJ NUMBER:	HSB-133	
PROJECT	CONSTRUCTION 2 LANE RURAL				FUNDING CAT(S):	10, RIDER 11B, CAT 11	
DESCRIPTION:					PROJECT HISTORY:		
REMARKS	PROJECT NAME: SOUTH PARALLEL CORRIDOR STATE LET -CE						
P7:	COVERED BY TXDOT						
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$0	COST OF					
ROW PURCHASE:	\$0	APPROVED	CAT 10	\$1,340,000		\$335,000	\$1,675,000
CONST COST:	\$7,500,000	PHASES:	RIDER 11B	\$3,600,000	\$900,000		\$4,500,000
CONST ENG:	\$825,000	\$7,500,000	Cat 11	\$1,060,000		\$265,000	\$1,325,000
CONTING:	\$0						
IND COSTS:	\$0						
POT CHG ORDER:	\$424,496						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$8,749,496		TOTALS	\$6,000,000	\$900,000	\$600,000	\$0 \$7,500,000

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

* FUNDING NOT FIXED

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	CAMERON	0039-07-257	IH-69E	C	HARLINGEN	TXDOT	\$2,758,554	
LIMITS FROM:	INDUSTRIAL BLVD					REVISION DATE:	7_2020	
LIMITS TO:	LOOP 499/ PRIMERA RD					MPO PROJ NUMBER:	HSB-115	
PROJECT	NB AND SB RAMPS REVERSAL					FUNDING CAT(S):	CAT 2U	
DESCRIPTION:				PROJECT HISTORY:				
REMARKS				Project name: I69/US 77 Ramp Reversal				
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$135,169	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	CAT 2U	\$2,206,843	\$551,711	\$0	\$0	\$2,758,554
CONST COST:	\$2,758,554	PHASES:						
CONST ENG:	\$110,618	\$2,758,554						
CONTING:	\$39,171							
IND COSTS:	\$175,996							
POT CHG ORDER:	\$107,859							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$3,327,367	TOTALS		\$2,206,843	\$551,711	\$0	\$0	\$2,758,554
PHARR	CAMERON	0327-08-102	BUS 77X	C	HARLINGEN	TXDOT	\$651,026	
LIMITS FROM:	Jefferson Ave					REVISION DATE:	7_2020	
LIMITS TO:	0.035 Mi S. of SS 206					MPO PROJ NUMBER:	HSB-135	
PROJECT	Install Raised Median					FUNDING CAT(S):	8	
DESCRIPTION:				PROJECT HISTORY:				
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$31,900	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	CAT 8	\$585,923	\$65,103	\$0	\$0	\$651,026
CONST COST:	\$651,026	PHASES:						
CONST ENG:	\$18,554	\$651,026						
CONTING:	\$6,706							
IND COSTS:								
POT CHG ORDER:	\$10,677							
BND FINANCING:								
TOTAL PROJECT COST:	\$718,863	TOTALS		\$585,923	\$65,103	\$0	\$0	\$651,026

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

* FUNDING NOT FIXED

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Pharr	Cameron	0327-08-098	Business 77X	C	Harlingen	TxDOT	\$5,203,597	
LIMITS FROM:	SS206					REVISION DATE:	7_2020	
LIMITS TO:	Commerce St.					MPO PROJ NUMBER:	HSB-077	
PROJECT	Construct Raided Median					FUNDING CAT(S):	1,2	
DESCRIPTION:				PROJECT HISTORY:				
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$254,979	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	Cat 1	\$81,625	\$20,406			\$102,031
CONST COST:	\$5,203,597	PHASES:	Cat 2	\$4,081,253	\$1,020,313			\$5,101,566
CONST ENG:	\$258,098	\$5,203,597						
CONTING:	\$103,552							
IND COSTS:	\$0							
POT CHG ORDER:	\$194,614							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$6,014,840		TOTALS	\$4,162,878	\$1,040,719	\$0	\$0	\$5,203,597
PHARR	CAMERON	0921-06-254	FM 509	C,E,R	HARLINGEN	CCRMA	\$9,686,000	
LIMITS FROM:	FM 508					REVISION DATE:	7_2020	
LIMITS TO:	FM 1599					MPO PROJ NUMBER:	HSB-509	
PROJECT	NEW LOCATION, CONSTRUCT 2 LANE RURAL					FUNDING CAT(S):	CAT 2U, 10, Other	
DESCRIPTION:				PROJECT HISTORY:				
REMARKS	C, PE, & ROW							
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$686,000	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$2,000,000	APPROVED	CAT 2U	\$5,600,000	\$1,400,000	\$0	\$0	\$7,000,000
CONST COST:	\$7,000,000	PHASES:	CAT 10	\$686,000	\$0	\$0	\$0	\$686,000
CONST ENG:	\$617,967	\$9,686,000	3LC				\$2,000,000	\$2,000,000
CONTING:	\$124,949							
IND COSTS:	\$617,967							
POT CHG ORDER:								
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$11,046,883		TOTALS	\$6,286,000	\$1,400,000	\$0	\$2,000,000	\$9,686,000

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

* FUNDING NOT FIXED

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Cameron	0039-12-254	Business 77X	C	Harlingen	TxDOT	\$1,386,649
LIMITS FROM:	Commerce St.					REVISION DATE:	7_2020
LIMITS TO:	Arroyo Bridge					MPO PROJ NUMBER:	HSB-136
PROJECT	Construct Raised Median					FUNDING CAT(S):	1,2
DESCRIPTION:	PROJECT HISTORY:						
REMARKS							
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$67,946	COST OF		FEDERAL	STATE	LOCAL	LC
ROW PURCHASE:		APPROVED	Cat 1	\$542,572	\$135,643		\$678,215
CONST COST:	\$1,389,649	PHASES:	Cat 2	\$566,747	\$141,687		\$708,434
CONST ENG:	\$68,778	\$1,386,649					
CONTING:	\$27,594						
IND COSTS:							
POT CHG ORDER:	\$51,860						
BND FINANCING:							
TOTAL PROJECT COST:	\$1,605,827	TOTALS		\$1,109,319	\$277,330	\$0	\$0
							\$1,386,649
Pharr	Cameron	1137-02-038	Loop 499	C	Harlingen	TxDOT	\$15,300,000
LIMITS FROM:	Business 77					REVISION DATE:	7_2020
LIMITS TO:	SS 206					MPO PROJ NUMBER:	HSB-137
PROJECT	WIDEN FROM 4 TO 6 LANE ROADWAY WITH RAISED MEDIAN					FUNDING CAT(S):	1,2
DESCRIPTION:	PROJECT HISTORY:						
REMARKS							
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$735,000	COST OF		FEDERAL	STATE	LOCAL	LC
ROW PURCHASE:		APPROVED	Cat 1	\$240,000	\$60,000		\$300,000
CONST COST:	\$15,300,000	PHASES:	Cat 2	\$12,000,000	\$3,000,000		\$15,000,000
CONST ENG:	\$744,000	\$15,300,000					
CONTING:	\$298,500						
IND COSTS:							
POT CHG ORDER:	\$572,220						
BND FINANCING:							
TOTAL PROJECT COST:	\$17,649,720	TOTALS		\$12,240,000	\$3,060,000	\$0	\$0
							\$15,300,000

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

* FUNDING NOT FIXED

*Harlingen San Benito Area - RGVMPO***Initial FY 2021 - 2024 Transportation Improvement Program****Funding by Category**

		FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$102,031	\$102,031	\$978,215	\$978,215	\$1,080,246	\$1,080,246
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$2,758,554	\$2,758,554	\$12,101,566	\$12,101,566	\$15,708,434	\$15,708,434	\$30,568,554	\$30,568,554
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	\$2,000,000
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$651,026	\$651,026	\$0	\$0	\$0	\$0	\$651,026	\$651,026
9	TAP Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$1,675,000	\$1,675,000	\$0	\$0	\$686,000	\$686,000	\$0	\$0	\$2,361,000	\$2,361,000
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$1,325,000	\$1,325,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,325,000	\$1,325,000
Rider 11	Energy Sector	\$4,500,000	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500,000	\$4,500,000
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$7,500,000	\$7,500,000	\$3,409,580	\$3,409,580	\$14,889,597	\$14,889,597	\$16,686,649	\$16,686,649	\$42,485,826	\$42,485,826

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	\$6,000,000	\$2,792,766	\$10,448,878	\$13,349,319	\$32,590,963
State	\$900,000	\$616,814	\$2,440,719	\$3,337,330	\$7,294,863
Local Match	\$600,000	\$0	\$0	\$0	\$600,000
CAT 3 - Local Contributions (LC)	\$0	\$0	\$2,000,000	\$0	\$2,000,000
Total	\$7,500,000	\$3,409,580	\$14,889,597	\$16,686,649	\$42,485,826

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST				
PHARR	HIDALGO	0921-02-360	CS	R	WESLACO	HIDALGO COUNTY	\$2,200,000				
LIMITS FROM:	ON MILE 10N, FROM MILE 6 (WESTGATE)					REVISION DATE:	7_2020				
LIMITS TO:	FM 1015					MPO PROJ NUMBER:	HC-264r				
PROJECT	WIDEN FROM 2 TO 4 LANES					FUNDING CAT(S):	7				
DESCRIPTION:	LG RESPONSIBLE FOR CE, LOCAL LET					PROJECT HISTORY:					
REMARKS											
P7:											
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE							
PRELIM ENG:	\$1,240,022	COST OF	FEDERAL					STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$2,200,000	APPROVED	CAT 7 (ROW)	\$1,760,000					\$440,000		\$2,200,000
CONST COST:	\$12,194,434	PHASES:									
CONST ENG:	\$1,700,000	\$2,200,000									
CONTING:	\$0										
IND COSTS:	\$1,341,328										
BND FINANCING:	\$0										
PT CHG ORD	\$549,189										
TOTAL PROJECT COST:	\$19,224,973	TOTALS	\$1,760,000					\$0	\$440,000	\$0	\$2,200,000
PHARR	HIDALGO	0921-02-395	CS	R	MISSION	HIDALGO COUNTY	\$3,000,000				
LIMITS FROM:	ON INSPIRATION RD/MILITARY PARKWAY LOOP FROM IH-2					REVISION DATE:	7_2020				
LIMITS TO:	FM 1016					MPO PROJ NUMBER:	HC-341r				
PROJECT	WIDEN FROM 2 TO 4 LANE DIVIDED					FUNDING CAT(S):	7				
DESCRIPTION:						PROJECT HISTORY:					
REMARKS											
P7:											
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE							
PRELIM ENG:	\$1,276,483	COST OF	FEDERAL					STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$3,000,000	APPROVED	CAT 7 (ROW)	\$2,400,000					\$600,000		\$3,000,000
CONST COST:	\$20,047,928	PHASES:									
CONST ENG:	\$2,205,272	\$3,000,000									
CONTING:	\$0										
IND COSTS:	\$1,094,374										
BND FINANCING:	\$0										
PT CHG ORD	\$790,254										
TOTAL PROJECT COST:	\$28,414,311	TOTALS	\$2,400,000					\$0	\$600,000	\$0	\$3,000,000
PHARR	HIDALGO	0921-02-394	CS	C	DONNA	DONNA	\$44,529,491				
LIMITS FROM:	@ DONNA INT'L BRIDGE					REVISION DATE:	7_2020				
LIMITS TO:						MPO PROJ NUMBER:	HC-361				
PROJECT	CONSTRUCTION OF COMMERCIAL FACILITIES FOR NORTHBOUND					FUNDING CAT(S):	3LC				
DESCRIPTION:	LOADED / EMPTY AND SOUTHBOUND LOADED TRUCKS					PROJECT HISTORY:					
REMARKS	LOCAL FUNDING FOR CONSTRUCTION, PRELIMINARY ENGINEERING,										
P7:	AND CONSTRUCTION ENGINEERING										
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE							
PRELIM ENG:	\$4,545,234	COST OF	FEDERAL					STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	CAT 3 - LOCAL						\$44,529,491		\$44,529,491
CONST COST:	\$44,529,491	PHASES:									
CONST ENG:	\$1,500,000	\$44,529,491									
CONTING:	\$0										
IND COSTS:	\$0										
BND FINANCING:	\$0										
PT CHG ORD	\$1,852,427										
TOTAL PROJECT COST:	\$52,427,152	TOTALS	\$0					\$0	\$0	\$44,529,491	\$44,529,491

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

* FUNDING NOT FIXED

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST				
PHARR	HIDALGO	0921-02-142	IBTC	E	Hidalgo County	HCRMA	\$8,000,000				
LIMITS FROM:	365 Toll and FM 493					REVISION DATE:	7_2020				
LIMITS TO:	IH-2					MPO PROJ NUMBER:	RMA-3				
PROJECT DESCRIPTION:	CONSTRUCT NON-TOLLED 4 LANE DIVIDED (AT GRADE) HIGHWAY (INTERIM)					FUNDING CAT(S):	12				
REMARKS	E= Preliminary Engineering					PROJECT HISTORY:					
P7:											
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$8,000,000	COST OF	FEDERAL					STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$40,000,000	APPROVED	Cat 12 VRF	\$6,400,000		\$1,600,000				\$8,000,000	
CONST COST:	\$96,270,000	PHASES:									
CONST ENG:	\$6,500,000	\$8,000,000									
CONTING:	\$5,078,652										
IND COSTS:	\$0										
BND FINANCING:	\$0										
PT CHG ORD	\$4,139,586										
TOTAL PROJECT COST:	\$159,988,238	TOTALS	\$6,400,000	\$0	\$1,600,000	\$0	\$8,000,000				
PHARR	HIDALGO	0921-02-194	CS	R	PENITAS	HIDALGO COUNTY	\$1,185,242				
LIMITS FROM:	Liberty Blvd, From Mile 3					REVISION DATE:	7_2020				
LIMITS TO:	US 83					MPO PROJ NUMBER:	HC-284ar				
PROJECT DESCRIPTION:	WIDEN FROM 2 TO 4 LANES WITH DEDICATED LEFT TURN LANE					FUNDING CAT(S):	7, 10 - EARMARK, 3 - LOCAL				
REMARKS						PROJECT HISTORY:					
P7:											
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$219,782	COST OF	FEDERAL					STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$1,185,242	APPROVED	CAT 7	\$320,000		\$80,000				\$400,000	
CONST COST:	\$9,448,858	PHASES:	CAT 10 - EARMARK	\$560,826		\$140,206				\$701,032	
CONST ENG:	\$1,086,619	\$1,185,242	3LC				\$84,210			\$84,210	
CONTING:	\$0										
IND COSTS:	\$585,829										
BND FINANCING:	\$0										
PT CHG ORD	\$508,264										
TOTAL PROJECT COST:	\$13,034,594	TOTALS	\$880,826	\$0	\$220,206	\$84,210	\$1,185,242				
PHARR	HIDALGO	0865-01-108	CS	R	Palmview	TXDOT	\$2,699,360				
LIMITS FROM:	On Veterans SH 495 From IH-2/US 83					REVISION DATE:	7_2020				
LIMITS TO:	SH 364 (La Homa Rd)					MPO PROJ NUMBER:	HC-50r				
PROJECT DESCRIPTION:	Construct 4 Lanes Divided Urban section					FUNDING CAT(S):	7				
REMARKS						PROJECT HISTORY:					
P7:											
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$843,140	COST OF	FEDERAL					STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$2,699,360	APPROVED	Cat 7	\$2,159,488		\$539,872				\$2,699,360	
CONST COST:	\$11,360,000	PHASES:									
CONST ENG:	\$511,200	\$2,699,360									
CONTING:	\$738,400										
IND COSTS:	\$704,320										
BND FINANCING:	\$0										
PT CHG ORD	\$476,691										
TOTAL PROJECT COST:	\$17,333,111	TOTALS	\$2,159,488	\$0	\$539,872	\$0	\$2,699,360				

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* FUNDING NOT FIXED

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-327	CS	R	Mission	Hidalgo County	\$1,192,488	
LIMITS FROM:	ON TAYLOR RD. FROM BUSINESS 83					REVISION DATE:	7_2020	
LIMITS TO:	I-2 (US 83)					MPO PROJ NUMBER:	HC-256r	
PROJECT DESCRIPTION:	Widen from 2 to 4 lanes Roadway					FUNDING CAT(S):	7	
REMARKS	PROJECT HISTORY:							
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$371,667	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$1,192,488	APPROVED	Cat 7	\$953,990		\$238,498		\$1,192,488
CONST COST:	\$4,500,000	PHASES:						
CONST ENG:	\$500,000	\$1,192,488						
CONTING:	\$365,050							
IND COSTS:	\$348,202							
BND FINANCING:								
PT CHG ORD	\$190,816							
TOTAL PROJECT COST:	\$7,468,223	TOTALS		\$953,990	\$0	\$238,498	\$0	\$1,192,488
PHARR	HIDALGO	0921-02-328	CS	R	Mission	Hidalgo County	\$2,011,852	
LIMITS FROM:	On Taylor Rd @Mile 2N					REVISION DATE:	7_2020	
LIMITS TO:	Business 83					MPO PROJ NUMBER:	HC-257r	
PROJECT DESCRIPTION:	Widen from 2 Lane 4 Lane Divided Urban					FUNDING CAT(S):	7	
REMARKS	PROJECT HISTORY:							
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$743,333	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$2,011,852	APPROVED	Cat 7	\$1,609,482		\$402,370		\$2,011,852
CONST COST:	\$6,006,390	PHASES:						
CONST ENG:	\$887,802	\$2,011,852						
CONTING:	\$376,725							
IND COSTS:	\$359,337							
BND FINANCING:	\$0							
PT CHG ORD	\$277,441							
TOTAL PROJECT COST:	\$10,662,880	TOTALS		\$1,609,482	\$0	\$402,370	\$0	\$2,011,852
PHARR	HIDALGO	0921-02-322	CS	R	Hidalgo County	Hidalgo County	\$2,030,000	
LIMITS FROM:	Mile 3 Rd					REVISION DATE:	7_2020	
LIMITS TO:	FM 2221					MPO PROJ NUMBER:	HC-284br	
PROJECT DESCRIPTION:	Construct 2 lanes with Shoulders (on new location from Mile 4 to FM2221)					FUNDING CAT(S):	7	
REMARKS	PROJECT HISTORY:							
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$347,988	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$2,030,000	APPROVED	Cat 7	\$1,624,000		\$406,000		\$2,030,000
CONST COST:	\$8,598,629	PHASES:						
CONST ENG:	\$1,576,755	\$2,030,000						
CONTING:	\$0							
IND COSTS:	\$784,583							
BND FINANCING:	\$0							
PT CHG ORD	\$418,028							
TOTAL PROJECT COST:	\$13,755,983	TOTALS		\$1,624,000	\$0	\$406,000	\$0	\$2,030,000

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

* FUNDING NOT FIXED

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST				
PHARR	HIDALGO	0921-02-405	Cesar Chavez	E,R	VARIOUS	COUNTY	\$5,721,217				
LIMITS FROM:	On Cesar Chaves from Business 83					REVISION DATE:	7_2020				
LIMITS TO:	Nolana Loop					MPO PROJ NUMBER:	HC-326r				
PROJECT	WIDEN TO 4 LANES					FUNDING CAT(S):	7,3LC				
DESCRIPTION:	PROJECT HISTORY:										
REMARKS											
P7:											
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE							
PRELIM ENG:	\$1,151,217	COST OF APPROVED PHASES: \$5,721,217	FEDERAL					STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$4,570,000		CAT 7 (ROW)						\$914,000		\$4,570,000
CONST COST:	\$18,064,345		CAT 3LC						\$1,151,217		\$1,151,217
CONST ENG:	\$2,567,723										
CONTING:	\$0										
IND COSTS:	\$2,004,892										
BND FINANCING:	\$0										
PT CHG ORD											
TOTAL PROJECT COST:	\$28,358,177		TOTALS		\$3,656,000	\$0	\$2,065,217	\$0	\$5,721,217		
PHARR	HIDALGO	0921-02-399	Cesar Chavez	R	VARIOUS	COUNTY	\$1,000,000				
LIMITS FROM:	Business 83					REVISION DATE:	7_2020				
LIMITS TO:	Ridge Rd.					MPO PROJ NUMBER:	HC-344r				
PROJECT	WIDEN TO 4 LANES					FUNDING CAT(S):	7				
DESCRIPTION:	PROJECT HISTORY:										
REMARKS											
P7:											
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE							
PRELIM ENG:	\$249,994	COST OF APPROVED PHASES: \$1,000,000	FEDERAL					STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$1,000,000		CAT 7 (ROW)						\$200,000		\$1,000,000
CONST COST:	\$6,193,200										
CONST ENG:	\$655,000										
CONTING:	\$0										
IND COSTS:	\$383,978										
BND FINANCING:	\$0										
PT CHG ORD											
TOTAL PROJECT COST:	\$8,482,172		TOTALS		\$800,000	\$0	\$200,000	\$0	\$1,000,000		
PHARR	HIDALGO	0921-02-399	Cesar Chavez	E	VARIOUS	COUNTY	\$249,994				
LIMITS FROM:	Business 83					REVISION DATE:	7_2020				
LIMITS TO:	Ridge Rd.					MPO PROJ NUMBER:	HC-344				
PROJECT	WIDEN TO 4 LANES					FUNDING CAT(S):	7				
DESCRIPTION:	PROJECT HISTORY:										
REMARKS						E = PRELIMINARY ENGINEERING					
P7:											
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE							
PRELIM ENG:	\$249,994	COST OF APPROVED PHASES: \$249,994	FEDERAL					STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$1,000,000		3LC							\$249,994	\$249,994
CONST COST:	\$6,193,200										
CONST ENG:	\$655,000										
CONTING:	\$0										
IND COSTS:	\$383,978										
BND FINANCING:	\$0										
PT CHG ORD											
TOTAL PROJECT COST:	\$8,482,172		TOTALS		\$0	\$0	\$0	\$249,994	\$249,994		

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* FUNDING NOT FIXED

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-361	Nolana Loop (S1)	R	MCALLEN	COUNTY	\$2,000,000
LIMITS FROM:	FM 1426					REVISION DATE:	7_2020
LIMITS TO:	FM 907					MPO PROJ NUMBER:	HC-152ar
PROJECT DESCRIPTION:	WIDEN TO 4 LANE DIVIDED					FUNDING CAT(S):	10 - EARMARK
REMARKS	CAT 10 = EARMARK FUNDING					PROJECT HISTORY:	
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$230,275	COST OF		FEDERAL	STATE	LOCAL	LC
ROW PURCHASE:	\$2,000,000	APPROVED		CAT 10 - EARMARK		\$400,000	\$2,000,000
CONST COST:	\$12,140,418	PHASES:					
CONST ENG:	\$1,200,000	\$2,000,000					
CONTING:	\$789,127						
IND COSTS:	\$752,706						
BND FINANCING:	\$0						
PT CHG ORD							
TOTAL PROJECT COST:	\$17,112,526	TOTALS		\$1,600,000	\$0	\$400,000	\$0
							\$2,000,000
PHARR	HIDALGO	0921-02-403	ELDORA RD	R	PHARR	COUNTY	\$1,200,000
LIMITS FROM:	FM 3362 (JACKSON RD)					REVISION DATE:	7_2020
LIMITS TO:	VETERANS BLVD (I RD)					MPO PROJ NUMBER:	HC-322r
PROJECT DESCRIPTION:	DIVIDED URBAN SECTION					FUNDING CAT(S):	7
REMARKS						PROJECT HISTORY:	
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$893,159	COST OF		FEDERAL	STATE	LOCAL	LC
ROW PURCHASE:	\$1,200,000	APPROVED		CAT 7		\$240,000	\$1,200,000
CONST COST:	\$12,204,142	PHASES:					
CONST ENG:	\$1,518,417	\$1,200,000					
CONTING:	\$0						
IND COSTS:	\$856,847						
BND FINANCING:	\$0						
PT CHG ORD							
TOTAL PROJECT COST:	\$16,672,565	TOTALS		\$960,000	\$0	\$240,000	\$0
							\$1,200,000
PHARR	HIDALGO	1064-01-043	FM 676	E	MCALLEN	PCT 4	\$1,839,870
LIMITS FROM:	TAYLOR RD					REVISION DATE:	7_2020
LIMITS TO:	FM 2220					MPO PROJ NUMBER:	HC-144
PROJECT DESCRIPTION:	WIDEN FROM 2 LANE TO 4 LANE DIVIDED					FUNDING CAT(S):	3LC
REMARKS	E = PRELIMINARY ENGINEERING					PROJECT HISTORY:	
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$1,839,870	COST OF		FEDERAL	STATE	LOCAL	LC
ROW PURCHASE:	\$1,202,648	APPROVED		CAT 3 - LOCAL		\$1,839,870	\$1,839,870
CONST COST:	\$6,000,000	PHASES:					
CONST ENG:	\$297,000	\$1,839,870					
CONTING:	\$119,400						
IND COSTS:	\$0						
BND FINANCING:	\$0						
PT CHG ORD	\$224,400						
TOTAL PROJECT COST:	\$9,683,318	TOTALS		\$0	\$0	\$0	\$1,839,870
							\$1,839,870

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* FUNDING NOT FIXED

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-379	TL2	C	McAllen	ANZALDUAS INT'L BRIDGE BOARD	\$43,700,000
LIMITS FROM:	AT ANZALDUAS INTERNATIONAL PORT OF ENTRY (NB)					REVISION DATE:	7_2020
LIMITS TO:						MPO PROJ NUMBER:	HC-352
PROJECT	INBOUND COMMERCIAL INSPECTION PREPRIMARY INSPECTION PRE-					FUNDING CAT(S):	10 - CBI, 3LC
DESCRIPTION:	CLEARED CARGO TRAFFIC					PROJECT HISTORY:	
REMARKS	May be accerlerated when project ready						
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$3,496,000	COST OF					
ROW PURCHASE:	\$0	APPROVED	CAT 10 - CBI	\$9,680,000	\$2,420,000		\$12,100,000
CONST COST:	\$43,700,000	PHASES:	3LC			\$31,600,000	\$31,600,000
CONST ENG:	\$4,370,000	\$43,700,000					
CONTING:	\$0						
IND COSTS:	\$0						
POT CHG ORDER:	\$1,742,091						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$53,308,091	TOTALS		\$9,680,000	\$2,420,000	\$0	\$31,600,000 \$43,700,000
PHARR	HIDALGO	1804-01-068	FM 1926	C	MCALLEN	MCALLEN	\$86,265
LIMITS FROM:	@ FM 1926 (23RD ST) & HACKBERRY AVE					REVISION DATE:	7_2020
LIMITS TO:						MPO PROJ NUMBER:	HC-310
PROJECT	ADDITION OF NORTH AND SOUTHBOUND CENTER TURN LANES					FUNDING CAT(S):	7
DESCRIPTION:						PROJECT HISTORY:	
REMARKS							
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$3,969	COST OF					
ROW PURCHASE:	\$16,000	APPROVED	CAT 7	\$69,012		\$17,253	\$86,265
CONST COST:	\$86,265	PHASES:					
CONST ENG:	\$4,050	\$86,265					
CONTING:	\$0						
IND COSTS:	\$5,022						
POT CHG ORDER:	\$6,280						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$121,586	TOTALS		\$69,012	\$0	\$17,253	\$0 \$86,265
PHARR	HIDALGO	0621-01-106	SH 336	C	MCALLEN	MCALLEN	\$77,958
LIMITS FROM:	INTERSECTION BUSINESS US 83					REVISION DATE:	7_2020
LIMITS TO:	135ft S INTERSECTION US BUSINESS 83					MPO PROJ NUMBER:	HC-312
PROJECT	ADDITION OF NORTHBOUND RIGHT TURN LANE					FUNDING CAT(S):	7
DESCRIPTION:						PROJECT HISTORY:	
REMARKS							
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$3,587	COST OF					
ROW PURCHASE:	\$31,000	APPROVED	CAT 7	\$62,366		\$15,592	\$77,958
CONST COST:	\$77,958	PHASES:					
CONST ENG:	\$3,660	\$77,958					
CONTING:	\$0						
IND COSTS:	\$4,538						
POT CHG ORDER:	\$3,243						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$123,986	TOTALS		\$62,366	\$0	\$15,592	\$0 \$77,958

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	1804-01-071	FM 1926 (23RD ST)	C	MCALLEN	MCALLEN	\$141,219
LIMITS FROM:	@ FM 1926 (23RD ST) & EBONY AVE					REVISION DATE:	7_2020
LIMITS TO:						MPO PROJ NUMBER:	HC-313
PROJECT DESCRIPTION:	ADDITION OF EAST, NORTH, AND SOUTHBOUND CENTER TURN LANES					FUNDING CAT(S):	7
REMARKS						PROJECT HISTORY:	
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$6,497	COST OF					
ROW PURCHASE:	\$21,000	APPROVED	CAT 7	FEDERAL	STATE	LOCAL	LC TOTAL
CONST COST:	\$141,219	PHASES:		\$112,975		\$28,244	\$141,219
CONST ENG:	\$6,630	\$141,219					
CONTING:	\$0						
IND COSTS:	\$8,221						
POT CHG ORDER:	\$4,954						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$188,521	TOTALS		\$112,975	\$0	\$28,244	\$0 \$141,219
PHARR	HIDALGO	1804-01-072	FM 1926 (23RD ST)	C	MCALLEN	MCALLEN	\$116,618
LIMITS FROM:	@ FM 1926 (23RD ST) & JACKSON AVE					REVISION DATE:	7_2020
LIMITS TO:						MPO PROJ NUMBER:	HC-314
PROJECT DESCRIPTION:	ADDITION OF NORTH AND SOUTHBOUND CENTER TURN LANES					FUNDING CAT(S):	7
REMARKS						PROJECT HISTORY:	
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$5,366	COST OF					
ROW PURCHASE:	\$31,000	APPROVED	CAT 7	FEDERAL	STATE	LOCAL	LC TOTAL
CONST COST:	\$116,618	PHASES:		\$93,294		\$23,324	\$116,618
CONST ENG:	\$5,475	\$116,618					
CONTING:	\$0						
IND COSTS:	\$6,789						
POT CHG ORD:	\$4,271						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$169,519	TOTALS		\$93,294	\$0	\$23,324	\$0 \$116,618
PHARR	HIDALGO	0921-02-328	CS	C,E	VARIOUS	Hidalgo County	\$8,306,011
LIMITS FROM:	ON TAYLOR RD @MILE 2 N					REVISION DATE:	7_2020
LIMITS TO:	BUSINESS 83					MPO PROJ NUMBER:	HC-257
PROJECT DESCRIPTION:	WIDEN FROM 2 TO 4 LANES DIVIDED URBAN					FUNDING CAT(S):	7, 3LC
REMARKS	E = CONSTRUCTION ENGINEERING					PROJECT HISTORY:	
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$743,333	COST OF					
ROW PURCHASE:	\$2,011,852	APPROVED	CAT 7	FEDERAL	STATE	LOCAL	LC TOTAL
CONST COST:	\$7,418,209	PHASES:	3LC	\$5,515,354		\$1,378,838	\$6,894,192
CONST ENG:	\$887,802	\$8,306,011					\$1,411,819 \$1,411,819
CONTING:	\$376,725						
IND COSTS:	\$359,337						
POT CHG ORD:	\$277,441						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$12,074,699	TOTALS		\$5,515,354	\$0	\$1,378,838	\$1,411,819 \$8,306,011

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-303	VA	C	McAllen	McAllen	\$10,000,000
LIMITS FROM:	Anzalduas Intl Bridge Port of Entry					REVISION DATE:	7_2020
LIMITS TO:	South Bound					MPO PROJ NUMBER:	HC-277
PROJECT	CONSTRUCTION OF SOUTHBOUND INSPECTION STATION					FUNDING CAT(S):	7, 10 - CBI, Rider 11b
DESCRIPTION:						PROJECT HISTORY:	
REMARKS							
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$800,000	COST OF					
ROW PURCHASE:	\$0	APPROVED	CAT 10 - CBI	\$4,393,367	\$1,098,342		\$5,491,709
CONST COST:	\$10,000,000	PHASES:	Rider 11	\$3,200,000	\$800,000		\$4,000,000
CONST ENG:	\$1,281,660	\$10,000,000	Cat 7	\$406,633		\$101,658	\$508,291
CONTING:	\$0						
IND COSTS:	\$0						
POT CHG ORD:	\$424,707						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$12,506,367		TOTALS	\$8,000,000	\$1,898,342	\$101,658	\$0 \$10,000,000
PHARR	HIDALGO	0921-02-286	CS	R	COUNTY	Hidalgo County	\$4,396,313
LIMITS FROM:	On Mile 6W, from SH 107					REVISION DATE:	7_2020
LIMITS TO:	MILE 11 N					MPO PROJ NUMBER:	HC-148bbr
PROJECT	ROW ACQUISITION FOR RECONSTRUCTION AND WIDEN FROM 2 TO 4					FUNDING CAT(S):	7
DESCRIPTION:	LANES					PROJECT HISTORY:	
REMARKS							
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$992,000	COST OF					
ROW PURCHASE:	\$4,396,313	APPROVED	CAT 7	\$3,517,050		\$879,263	\$4,396,313
CONST COST:	\$31,202,489	PHASES:					
CONST ENG:	\$3,410,000	\$4,396,313					
CONTING:	\$1,316,000						
IND COSTS:	\$1,255,000						
POT CHG ORD:	\$1,260,436						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$43,832,238		TOTALS	\$3,517,050	\$0	\$879,263	\$0 \$4,396,313
PHARR	HIDALGO	0921-02-142	IBTC	R	HIDALGO COUNTY	HCRMA	\$40,000,000
LIMITS FROM:	365 Toll and FM 493					REVISION DATE:	7_2020
LIMITS TO:	IH-2					MPO PROJ NUMBER:	RMA-3
PROJECT	Construct Non-Tolled 4-Lane divided (at grade) highway (Interim)					FUNDING CAT(S):	12, 3LC
DESCRIPTION:						PROJECT HISTORY:	
REMARKS	Phase I						
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$8,000,000	COST OF					
ROW PURCHASE:	\$40,000,000	APPROVED	Cat 12	\$3,254,730		\$813,682	\$4,068,412
CONST COST:	\$96,270,000	PHASES:	Cat 3 Local			\$35,931,588	\$35,931,588
CONST ENG:	\$6,500,000	\$40,000,000					
CONTING:	\$5,078,652						
IND COSTS:	\$0						
POT CHG ORD:	\$4,139,586						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$159,988,238		TOTALS	\$3,254,730	\$0	\$813,682	\$35,931,588 \$40,000,000

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	1064-01-032	FM 676	C	ALTON	TXDOT	\$15,000,000
LIMITS FROM:	SH 364					REVISION DATE:	7_2020
LIMITS TO:	SH 107					MPO PROJ NUMBER:	
PROJECT DESCRIPTION:	Widen from 2 lane to 4 lane divided					FUNDING CAT(S):	2M
REMARKS						PROJECT HISTORY:	
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$423,987	COST OF		FEDERAL	STATE	LOCAL	LC
ROW PURCHASE:	\$1,200,000	APPROVED	Cat 2M	\$12,000,000	\$3,000,000		
CONST COST:	\$15,000,000	PHASES:					
CONST ENG:	\$450,000	\$15,000,000					
CONTING:	\$650,000						
IND COSTS:	\$620,000						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$18,343,987	TOTALS		\$12,000,000	\$3,000,000	\$0	\$0
							\$15,000,000

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-194	CS	C,E	PENITAS	Hidalgo County	\$10,535,477
LIMITS FROM:	Liberty Blvd from Mile 3				REVISION DATE:		7_2020
LIMITS TO:	US 83				MPO PROJ NUMBER:		HC-284a
PROJECT DESCRIPTION:	WIDEN FROM 2 TO 4 LANES WITH DEDICATED LEFT TURN LANE				FUNDING CAT(S):		7, 12S
REMARKS	E = CONSTRUCTION ENGINEERING				PROJECT HISTORY:		
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$219,782	COST OF					
ROW PURCHASE:	\$1,185,242	APPROVED	CAT 7	\$8,108,382		\$2,027,095	\$10,135,477
CONST COST:	\$9,448,858	PHASES:	CAT 12S	\$320,000		\$80,000	\$400,000
CONST ENG:	\$1,086,619	\$10,535,477					
CONTING:	\$0						
IND COSTS:	\$585,829						
POT CHG ORD:	\$508,264						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$13,034,594	TOTALS	\$8,428,382	\$0	\$2,107,095	\$0	\$10,535,477
PHARR	HIDALGO	0921-02-375	CS	C,R	PHARR	PHARR	\$4,523,551
LIMITS FROM:	ON HI LINE EAST FROM CAGE BLVD				REVISION DATE:		7_2020
LIMITS TO:	VETERANS RD				MPO PROJ NUMBER:		HC-336
PROJECT DESCRIPTION:	WIDEN TO 2 LANE WITH CONTINUOUS LEFT TURN LANE AND SHOULDERS				FUNDING CAT(S):		7
REMARKS	CAT 7 FOR ROW= \$350,000, CAT 7 FOR CONSTRUCTION= \$4,173,551				PROJECT HISTORY:		
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$204,504	COST OF					
ROW PURCHASE:	\$350,000	APPROVED	CAT 7	\$3,618,841	\$0	\$904,710	\$0 \$4,523,551
CONST COST:	\$4,173,551	PHASES:					
CONST ENG:	\$208,678	\$4,523,551					
CONTING:	\$271,281						
IND COSTS:	\$258,760						
POT CHG ORD:	\$196,068						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$5,662,842	TOTALS	\$3,618,841	\$0	\$904,710	\$0	\$4,523,551
Pharr	Hidalgo	1064-01-043	FM 676	C	McAllen	TXDOT	\$6,000,000
LIMITS FROM:	Taylor Rd				REVISION DATE:		7_2020
LIMITS TO:	FM 2220				MPO PROJ NUMBER:		HC-144
PROJECT DESCRIPTION:	Widen From 2 to 4 Lane Divided				FUNDING CAT(S):		Cat 1,7
REMARKS					PROJECT HISTORY:		
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$1,839,870	COST OF					
ROW PURCHASE:	\$1,202,648	APPROVED	Cat 7	\$3,600,000		\$900,000	\$4,500,000
CONST COST:	\$6,000,000	PHASES:	Cat 1	\$1,200,000	\$300,000		\$1,500,000
CONST ENG:	\$297,600	\$6,000,000					
CONTING:	\$119,400						
IND COSTS:	\$0						
POT CHG ORD:	\$224,400						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$9,683,918	TOTALS	\$4,800,000	\$300,000	\$900,000	\$0	\$6,000,000

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* FUNDING NOT FIXED

Hidalgo County Area - RGV MPO
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0921-02-400	CS	C, R	Pharr	Pharr	\$5,930,000
LIMITS FROM:	On Anaya Rd. from Cage Blvd.					REVISION DATE:	7_2020
LIMITS TO:	Veterans Blvd					MPO PROJ NUMBER:	HC-340
PROJECT	Widen from 2 to 5 lanes					FUNDING CAT(S):	7, 3LC
DESCRIPTION:						PROJECT HISTORY:	
REMARKS	Construction & ROW						
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$256,270	COST OF		FEDERAL	STATE	LOCAL	LC
ROW PURCHASE:	\$700,000	APPROVED	Cat 7	\$3,144,000		\$786,000	
CONST COST:	\$5,230,000	PHASES:	CAT 3 LC				\$2,000,000
CONST ENG:	\$5,230,000	\$5,930,000					\$2,000,000
CONTING:	\$339,950						
IND COSTS:	\$324,260						
POT CHG ORD:	\$200,459						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$12,280,939		TOTALS	\$3,144,000	\$0	\$786,000	\$2,000,000
Pharr	Hidalgo	0342-01-093	SH 107	C	Edinburg	TxDOT	\$19,000,000
LIMITS FROM:	Bus 281-W					REVISION DATE:	7_2020
LIMITS TO:	I-69C (US 281)					MPO PROJ NUMBER:	HC-337
PROJECT	Operational Improvements and Rehabilitation					FUNDING CAT(S):	2U
DESCRIPTION:						PROJECT HISTORY:	
REMARKS							
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$3,930,484	COST OF		FEDERAL	STATE	LOCAL	LC
ROW PURCHASE:	\$1,000,000	APPROVED	Cat 2	\$15,200,000	\$3,800,000		
CONST COST:	\$19,000,000	PHASES:					
CONST ENG:	\$2,195,826	\$19,000,000					
CONTING:	\$0						
IND COSTS:	\$0						
POT CHG ORD:	\$790,400						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$26,916,710		TOTALS	\$15,200,000	\$3,800,000	\$0	\$0
Pharr	Hidalgo	0921-02-376	CS	C,R	Pharr	Pharr	\$5,860,000
LIMITS FROM:	On Hi-Line West, From Jackson Rd					REVISION DATE:	7_2020
LIMITS TO:	Cage Blvd					MPO PROJ NUMBER:	HC-339
PROJECT	Widen to 2 lane with continuous left turn lane					FUNDING CAT(S):	7
DESCRIPTION:						PROJECT HISTORY:	
REMARKS							
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$254,800	COST OF		FEDERAL	STATE	LOCAL	LC
ROW PURCHASE:	\$660,000	APPROVED	Cat 7	\$4,688,000		\$1,172,000	
CONST COST:	\$5,200,000	PHASES:					
CONST ENG:	\$260,000	\$5,860,000					
CONTING:	\$338,000						
IND COSTS:	\$322,400						
POT CHG ORD:	\$138,590						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$7,173,790		TOTALS	\$4,688,000	\$0	\$1,172,000	\$0

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Pharr	Hidalgo	1429-02-036	FM 1426 (Raul Longoria)	C	San Juan	TxDOT	\$16,000,000	
LIMITS FROM:	Nolana Loop					REVISION DATE:	7_2020	
LIMITS TO:	I-2					MPO PROJ NUMBER:		
PROJECT	Widen from 4 to 6 Lanes w/ raised median					FUNDING CAT(S):	2U	
DESCRIPTION:						PROJECT HISTORY:		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$784,000	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	Cat 2	\$12,800,000	\$3,200,000			\$16,000,000
CONST COST:	\$16,000,000	PHASES:						
CONST ENG:	\$793,600	\$16,000,000						
CONTING:	\$318,400							
IND COSTS:	\$0							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$17,896,000	TOTALS		\$12,800,000	\$3,200,000	\$0	\$0	\$16,000,000
Pharr	Hidalgo	0528-01-118	SH 107 (Conway)	C	Palmhurst	TxDOT	\$20,400,000	
LIMITS FROM:	FM 1924 (Mile 3 N)					REVISION DATE:	7_2020	
LIMITS TO:	SH 495					MPO PROJ NUMBER:	HC-383	
PROJECT	Widen from 4 to 6 Lane w/Raised Median					FUNDING CAT(S):	1,2U	
DESCRIPTION:						PROJECT HISTORY:		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$999,600	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	Cat 1	\$320,000	\$80,000			\$400,000
CONST COST:	\$20,400,000	PHASES:	Cat 2	\$16,000,000	\$4,000,000			\$20,000,000
CONST ENG:	\$1,011,840	\$20,400,000						
CONTING:	\$405,960							
IND COSTS:	\$0							
POT CHG ORD:	\$762,960							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$23,580,360	TOTALS		\$16,320,000	\$4,080,000	\$0	\$0	\$20,400,000
Pharr	Hidalgo	0865-01-108	SH 495	C	Palmview	TxDOT	\$12,745,750	
LIMITS FROM:	Veterans Blvd, from IH-2					REVISION DATE:	7_2020	
LIMITS TO:	SH 364 (La Homa Rd)					MPO PROJ NUMBER:	HC-50	
PROJECT	Construct 4 Lanes divided urban					FUNDING CAT(S):	1,2U	
DESCRIPTION:						PROJECT HISTORY:		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$0	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	Cat 1	\$1,108,600	\$277,150			\$1,385,750
CONST COST:	\$12,745,750	PHASES:	Cat 2	\$9,088,000	\$2,272,000			\$11,360,000
CONST ENG:	\$632,189	\$12,745,750						
CONTING:	\$253,640							
IND COSTS:	\$0							
POT CHG ORD:	\$476,691							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$14,108,270	TOTALS		\$10,196,600	\$2,549,150	\$0	\$0	\$12,745,750

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-341	CS	C	MCALLEN	MCALLEN	\$1,404,225	
LIMITS FROM:	On Dove St, From 41st St					REVISION DATE:	7_2020	
LIMITS TO:	Bentsen Rd					MPO PROJ NUMBER:	HC-315	
PROJECT	CONSTRUCT 4 LANE DIVIDED ROADWAY (NEW LOCATION)					FUNDING CAT(S):	3LC	
DESCRIPTION:						PROJECT HISTORY:		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$68,807	COST OF APPROVED PHASES: \$1,404,225						
ROW PURCHASE:	\$0		3LC				\$1,404,225	\$1,404,225
CONST COST:	\$1,404,225							
CONST ENG:	\$70,211							
CONTING:	\$91,275							
IND COSTS:	\$87,062							
POT CHG ORD:	\$76,671							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$1,798,251	TOTALS	\$0	\$0	\$0	\$1,404,225	\$1,404,225	
PHARR	HIDALGO	0921-02-327	CS	C,E	MISSION	HIDALGO COUNTY	\$6,750,196	
LIMITS FROM:	ON TAYLOR RD, FROM BUSINESS 83					REVISION DATE:	7_2018	
LIMITS TO:	I-2 (US 83)					MPO PROJ NUMBER:	HC-256	
PROJECT	WIDEN FROM 2 LANE TO 4 LANE ROADWAY					FUNDING CAT(S):	7,3LC	
DESCRIPTION:						PROJECT HISTORY:		
REMARKS	E = CONSTRUCTION ENGINEERING							
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$1,930,000	COST OF APPROVED PHASES: \$6,750,196						
ROW PURCHASE:	\$1,620,318		CAT 7	\$4,000,000		\$1,000,000		\$5,000,000
CONST COST:	\$6,026,960		3LC				\$1,750,196	\$1,750,196
CONST ENG:	\$723,236							
CONTING:	\$0							
IND COSTS:	\$0							
POT CHG ORD:	\$190,816							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$10,491,330	TOTALS	\$4,000,000	\$0	\$1,000,000	\$1,750,196	\$6,750,196	
Pharr	Hidalgo	0921-02-358	CS	C, R	Edinburg	HIDALGO COUNTY	\$5,500,000	
LIMITS FROM:	On Owassa Rd, from IH-69C (US 281)					REVISION DATE:	7_2020	
LIMITS TO:	I Road					MPO PROJ NUMBER:	HC-156a	
PROJECT	Widen From 2 to 4 Lane roadway					FUNDING CAT(S):	7	
DESCRIPTION:						PROJECT HISTORY:		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$220,500	COST OF APPROVED PHASES: \$5,500,000						
ROW PURCHASE:	\$1,000,000		Cat 7	\$4,400,000		\$1,100,000		\$5,500,000
CONST COST:	\$4,500,000							
CONST ENG:	\$225,000							
CONTING:	\$292,500							
IND COSTS:	\$0							
POT CHG ORD:	\$0							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$6,238,000	TOTALS	\$4,400,000	\$0	\$1,100,000	\$0	\$5,500,000	

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Hidalgo County Area - RGV MPO
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0921-02-424	Pharr Bridge	C	Pharr	Pharr	\$14,577,764
LIMITS FROM:	At Pharr/Reynosa Int'l Bridge					REVISION DATE:	7_2020
LIMITS TO:						MPO PROJ NUMBER:	HC-372
PROJECT DESCRIPTION:	Dock Expansion Phase I					FUNDING CAT(S):	Rider 11, Cat 3
REMARKS	CAT 11 = RIDER 11B, E = PRELIMINARY ENGINEERING AND					PROJECT HISTORY:	
P7:	CONSTRUCTION ENGINEERING						
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$330,000	COST OF		FEDERAL	STATE	LOCAL	LC
ROW PURCHASE:	\$0	APPROVED	Rider 11	\$2,400,000	\$600,000		\$3,000,000
CONST COST:	\$14,577,764	PHASES:	3LC				\$11,577,764
CONST ENG:	\$275,000	\$14,577,764					\$11,577,764
CONTING:	\$275,000						
IND COSTS:	\$110,000						
POT CHG ORD:	\$569,991						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$16,137,755	TOTALS		\$2,400,000	\$600,000	\$0	\$11,577,764
Pharr	Hidalgo	0921-02-425	Pharr Bridge	C	Pharr	Pharr	\$13,610,000
LIMITS FROM:	At Pharr/ Reynosa Int'l Bridge					REVISION DATE:	7_2020
LIMITS TO:						MPO PROJ NUMBER:	HC-373
PROJECT DESCRIPTION:	Dock Expansion Phase II					FUNDING CAT(S):	Rider 11 Cat 3
REMARKS	CAT 11 = RIDER 11B, E = PRELIMINARY ENGINEERING AND					PROJECT HISTORY:	
P7:	CONSTRUCTION ENGINEERING						
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$690,000	COST OF		FEDERAL	STATE	LOCAL	LC
ROW PURCHASE:	\$0	APPROVED	Rider 11	\$4,000,000	\$1,000,000		\$5,000,000
CONST COST:	\$13,610,000	PHASES:	3LC				\$8,610,000
CONST ENG:	\$575,000	\$13,610,000					\$8,610,000
CONTING:	\$575,000						
IND COSTS:	\$270,000						
POT CHG ORD:	\$532,151						
BND FINANCING:							
TOTAL PROJECT COST:	\$15,720,000	TOTALS		\$4,000,000	\$1,000,000	\$0	\$8,610,000
Pharr	Hidalgo	0921-02-423	Pharr Bridge	C	Pharr	Pharr	\$7,500,000
LIMITS FROM:	At Pharr/ Reynosa Int'l Bridge					REVISION DATE:	7_2020
LIMITS TO:						MPO PROJ NUMBER:	HC-374
PROJECT DESCRIPTION:	Pharr Bridge Commercial Vehicle Staging Site					FUNDING CAT(S):	Rider 11 Cat 3
REMARKS	CAT 11 = RIDER 11B, E = PRELIMINARY ENGINEERING AND					PROJECT HISTORY:	
P7:	CONSTRUCTION ENGINEERING						
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$450,000	COST OF		FEDERAL	STATE	LOCAL	LC
ROW PURCHASE:	\$0	APPROVED	Rider 11	\$3,200,000	\$800,000		\$4,000,000
CONST COST:	\$7,500,000	PHASES:	3LC				\$3,500,000
CONST ENG:	\$375,000	\$7,500,000					\$3,500,000
CONTING:	\$375,000						
IND COSTS:	\$150,000						
POT CHG ORD:	\$293,250						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$9,143,250	TOTALS		\$3,200,000	\$800,000	\$0	\$3,500,000

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
Pharr	Hidalgo	0864-01-068	FM 494	C	McAllen	TxDOT	\$13,942,377	
LIMITS FROM:	SH 107					REVISION DATE:	7_2020	
LIMITS TO:	FM 676 (Mile 5)					MPO PROJ NUMBER:	HC-292a	
PROJECT DESCRIPTION:	Widen from 2 to 4 lanes					FUNDING CAT(S):	1,2U	
REMARKS				PROJECT HISTORY:				
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$683,175	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	Cat 1	\$4,227,502	\$1,056,875			\$5,284,377
CONST COST:	\$13,942,343	PHASES:	Cat 2	\$6,926,373	\$1,731,593			\$8,657,966
CONST ENG:	\$691,540	\$13,942,343						
CONTING:	\$277,453							
IND COSTS:	\$0							
POT CHG ORD:	\$386,984							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$15,981,495	TOTALS		\$11,153,874	\$2,788,469	\$0	\$0	\$13,942,343
Pharr	Hidalgo	2094-01-063	FM 2220 (Ware Rd)	C	Mcallen	TxDOT	\$18,774,045	
LIMITS FROM:	FM 1925 (Monte Cristo)					REVISION DATE:	7_2020	
LIMITS TO:	SH 107					MPO PROJ NUMBER:	HC-20	
PROJECT DESCRIPTION:	Widen from 2 to 6 Lanes With Median					FUNDING CAT(S):	1,2	
REMARKS				PROJECT HISTORY:				
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$919,928	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	Cat 1	\$1,419,236	\$354,809			\$1,774,045
CONST COST:	\$18,774,045	PHASES:	Cat 2	\$13,600,000	\$3,400,000			\$17,000,000
CONST ENG:	\$931,193	\$18,774,045						
CONTING:	\$373,604							
IND COSTS:	\$0							
POT CHG ORD:	\$702,149							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$21,700,919	TOTALS		\$15,019,236	\$3,754,809	\$0	\$0	\$18,774,045
Pharr	Hidalgo	3629-01-001	SH 68	C	PCT 1	TxDOT	\$183,600,000	
LIMITS FROM:	US 83					REVISION DATE:	7_2020	
LIMITS TO:	FM 1925					MPO PROJ NUMBER:	HC-295c	
PROJECT DESCRIPTION:	Divided Rural Highway Facility					FUNDING CAT(S):	1,2U,12	
REMARKS	New Location			PROJECT HISTORY:				
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$8,820,000	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0	APPROVED	Cat 1	\$2,880,000	\$720,000			\$3,600,000
CONST COST:	\$183,600,000	PHASES:	Cat 2	\$18,736,000	\$4,684,000			\$23,420,000
CONST ENG:	\$8,226,000	\$183,600,000	Cat 12	\$44,000,000	\$11,000,000			\$55,000,000
CONTING:	\$14,904,000		Cat 12 (TTC)	\$81,264,000	\$20,316,000			\$101,580,000
IND COSTS:	\$0							
POT CHG ORD:	\$10,795,680							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$226,345,680	TOTALS		\$146,880,000	\$36,720,000	\$0	\$0	\$183,600,000

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	1803-01-092	FM 1925	C	McAllen	TxDOT	\$9,125,000
LIMITS FROM:	10th Street					REVISION DATE:	7_2020
LIMITS TO:	McColl Rd					MPO PROJ NUMBER:	HC-290
PROJECT DESCRIPTION:	Widen from 2 to 6 lane with raised median					FUNDING CAT(S):	1,2
REMARKS					PROJECT HISTORY:		
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$447,125	COST OF		FEDERAL	STATE	LOCAL	LC
ROW PURCHASE:	\$0	APPROVED	Cat 1	\$708,000	\$177,000		\$885,000
CONST COST:	\$9,125,000	PHASES:	Cat 2	\$6,592,000	\$1,648,000		\$8,240,000
CONST ENG:	\$452,600	\$9,125,000					
CONTING:	\$181,588						
IND COSTS:	\$0						
POT CHG ORD:	\$341,275						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$10,547,588		TOTALS	\$7,300,000	\$1,825,000	\$0	\$0
							\$9,125,000
PHARR	HIDALGO	1803-02-035	FM 1925	C	COUNTY	TXDOT	\$10,000,000
LIMITS FROM:	FM 907 (ALAMO RD)					REVISION DATE:	7_2020
LIMITS TO:	SHARP RD					MPO PROJ NUMBER:	HC-12aa
PROJECT DESCRIPTION:	WIDEN FROM 2 TO 4 LANE DIVIDED					FUNDING CAT(S):	2U
REMARKS					PROJECT HISTORY:		
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$414,540	COST OF		FEDERAL	STATE	LOCAL	LC
ROW PURCHASE:		APPROVED	CAT 2	\$8,000,000	\$2,000,000		\$10,000,000
CONST COST:	\$10,000,000	PHASES:					
CONST ENG:	\$419,616	\$10,000,000					
CONTING:	\$168,354						
IND COSTS:							
POT CHG ORD:	\$374,000						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$11,376,510		TOTALS	\$8,000,000	\$2,000,000	\$0	\$0
							\$10,000,000
PHARR	HIDALGO	0921-02-479	Pharr-Reynosa International Bridge Expansion	C, E	PHARR	PHARR	\$27,936,000
LIMITS FROM:	At Pharr International Bridge					REVISION DATE:	7_2020
LIMITS TO:						MPO PROJ NUMBER:	HC-12bb
PROJECT DESCRIPTION:	Construct Twin Span Bridge					FUNDING CAT(S):	7, 3LC
REMARKS					PROJECT HISTORY:		
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$1,176,000	COST OF		FEDERAL	STATE	LOCAL	LC
ROW PURCHASE:		APPROVED	CAT 7	\$1,600,000		\$400,000	\$2,000,000
CONST COST:	\$24,000,000	PHASES:	3LC			\$25,936,000	\$25,936,000
CONST ENG:	\$1,080,000	\$27,936,000					
CONTING:	\$1,680,000						
IND COSTS:	\$760,867						
POT CHG ORD:	\$1,756,800						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$30,453,667		TOTALS	\$1,600,000	\$0	\$400,000	\$25,936,000
							\$27,936,000

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Pharr District Projects
FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-363	I Rd.	E	PHARR	PHARR	\$573,231	
LIMITS FROM:	Rancho Blanco					REVISION DATE:	7_2020	
LIMITS TO:	Military Hwy					MPO PROJ NUMBER:	HC-12ac	
PROJECT	Widen to 4 lane					FUNDING CAT(S):	3 LC	
DESCRIPTION:	E= Preliminary Engineering					PROJECT HISTORY:		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$573,231	COST OF APPROVED PHASES: \$573,231	3LC	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:							\$573,231	\$573,231
CONST COST:	\$10,000,000							
CONST ENG:	\$526,436							
CONTING:	\$760,408							
IND COSTS:	\$725,312							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$12,585,387		TOTALS	\$0	\$0	\$0	\$573,231	\$573,231

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

* FUNDING NOT FIXED

*Hidalgo Area - RGVMPO***Initial FY 2021 - 2024 Transportation Improvement Program****Funding by Category**

Funding Category	Description	FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$3,285,750	\$3,285,750	\$11,543,422	\$11,543,422	\$14,829,172	\$14,829,172
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$15,000,000	\$15,000,000	\$66,360,000	\$66,360,000	\$67,317,966	\$67,317,966	\$148,677,966	\$148,677,966
3	Non-Traditionally Funded Transportation Project	\$47,854,782	\$47,854,782	\$68,943,407	\$68,943,407	\$2,000,000	\$2,000,000	\$53,351,416	\$53,351,416	\$172,149,605	\$172,149,605
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$20,303,700	\$20,303,700	\$12,220,856	\$12,220,856	\$28,949,028	\$28,949,028	\$12,500,000	\$12,500,000	\$73,973,584	\$73,973,584
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$2,701,032	\$2,701,032	\$0	\$0	\$0	\$0	\$0	\$0	\$2,701,032	\$2,701,032
10 CBI	Corridor Border	\$0	\$0	\$17,591,709	\$17,591,709	\$0	\$0	\$0	\$0	\$17,591,709	\$17,591,709
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rider 11	Energy Sector	\$0	\$0	\$4,000,000	\$4,000,000	\$0	\$0	\$12,000,000	\$12,000,000	\$16,000,000	\$16,000,000
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$8,000,000	\$8,000,000	\$4,068,412	\$4,068,412	\$400,000	\$400,000	\$156,580,000	\$156,580,000	\$169,048,412	\$169,048,412
Total		\$78,859,514	\$78,859,514	\$121,824,384	\$121,824,384	\$100,994,778	\$100,994,778	\$313,292,804	\$313,292,804	\$614,971,480	\$614,971,480

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	\$24,803,786	\$42,304,781	\$79,195,823	\$207,953,110	\$354,257,500
State	\$0	\$7,318,342	\$13,929,150	\$49,488,278	\$70,735,769
Local Match	\$6,200,946	\$3,257,855	\$5,869,805	\$2,500,000	\$17,828,606
CAT 3 - Local Contributions (LC)	\$47,854,782	\$68,943,407	\$2,000,000	\$53,351,416	\$172,149,605
Total	\$78,859,514	\$121,824,384	\$100,994,778	\$313,292,804	\$614,971,480

APPENDIX
Grouped CSJ (TASA and Safety)

APPENDIX - Grouped CSJ (TASA and Safety)
FY 2021-2024 Transportation Improvement Program
Pharr District Projects

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-322	VA	C	BROWNSVILLE	BROWNSVILLE	\$999,080
LIMITS FROM:	2.0 MILES NORTH OF FM 511/FM 1847 INT.					REVISION DATE:	7_2020
LIMITS TO:	ALONG CANAL, 0.7 MI E, 0.38 MI N, 3 MI W					MPO PROJ NUMBER:	BMPO-BL1
PROJECT	CONSTRUCT 10' HIKE AND BIKE TRAIL BETWEEN BROWNSVILLE AND					FUNDING CAT(S):	9TAP, 3LC
DESCRIPTION:	LOS FRESNOS					PROJECT HISTORY:	
REMARKS	Brownsville Los Fresnos Connect PHASE I GROUPED TASA FY 2022						
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$48,954	COST OF					
ROW PURCHASE:	\$0	APPROVED	CAT 9	\$512,000		\$128,000	\$640,000
CONST COST:	\$999,080	PHASES:	3 LC			\$359,080	\$359,080
CONST ENG:	\$0	\$999,080					
CONTING:	\$19,882						
IND COSTS:	\$0						
BND FINANCING:	\$0						
POT CHG ORDER:	\$25,024						
TOTAL PROJECT COST:	\$1,092,940	TOTALS		\$512,000	\$0	\$128,000	\$359,080 \$999,080
Pharr	Cameron	0921-06-326	MESQUITE ST	C, E	Olmito	CAMERON COUNTY	\$418,243
LIMITS FROM:	Interior Roads at Olmito					REVISION DATE:	7_2020
LIMITS TO:	FM 1732					MPO PROJ NUMBER:	BMPO-CTY1
PROJECT	Construct 5' concrete sidewalks					FUNDING CAT(S):	Cat 9, Local
DESCRIPTION:						PROJECT HISTORY:	
REMARKS	E= Preliminary Engineering *Olmito Sidewalk Improvements						
P7:	GROUPED TASA FY 2023						
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$19,537	COST OF					
ROW PURCHASE:	\$0	APPROVED	Cat 9	\$318,965		\$79,741	\$398,706
CONST COST:	\$398,706	PHASES:	3LC			\$19,537	\$19,537
CONST ENG:	\$0	\$418,243					
CONTING:	\$7,934						
IND COSTS:	\$0						
POT CHG ORDER:	\$15,237						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$441,414	TOTALS		\$318,965	\$0	\$79,741	\$19,537 \$418,243
Pharr	Cameron	0921-06-325	VA	C,E	Los Fresnos	Los Fresnos	\$412,608
LIMITS FROM:	On the West side of FM 1847, Henderson Road					REVISION DATE:	7_2020
LIMITS TO:	First Street					MPO PROJ NUMBER:	BMPO-BL3
PROJECT	Construct Sidewalk on west side of FM 1847					FUNDING CAT(S):	9, Local
DESCRIPTION:						PROJECT HISTORY:	
REMARKS	E= Preliminary Engineering GROUPED TASA FY 2023						
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$18,915	COST OF					
ROW PURCHASE:	\$0	APPROVED	Cat 9	\$308,810		\$77,202	\$386,012
CONST COST:	\$386,012	PHASES:	3LC			\$26,596	\$26,596
CONST ENG:	\$0	\$412,608					
CONTING:	\$7,681						
IND COSTS:	\$0						
BND FINANCING:	\$0						
POT CHG ORD	\$15,093						
TOTAL PROJECT COST:	\$427,701	TOTALS		\$308,810	\$0	\$77,202	\$26,596 \$412,608

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* FUNDING NOT FIXED

APPENDIX - Grouped CSJ (TASA and Safety)
FY 2021-2024 Transportation Improvement Program
Pharr District Projects

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-324	VA	C	BROWNSVILLE	BROWNSVILLE	\$999,080
LIMITS FROM:	PHASE I TERMINUS, 1 MILE NORTH					REVISION DATE:	7_2020
LIMITS TO:	0.38 miles west, 0.1 miles north					MPO PROJ NUMBER:	BMPO -BL2
PROJECT	CONSTRUCT 10' HIKE AND BIKE TRAIL BETWEEN BROWNSVILLE AND					FUNDING CAT(S):	CAT 9, CAT 3LC
DESCRIPTION:	LOS FRESNOS					PROJECT HISTORY:	
REMARKS	Brownsville, Los Fresnos Connect Phase 2 GROUPED TASA FY 2023						
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$44,954	COST OF		FEDERAL	STATE	LOCAL	LC TOTAL
ROW PURCHASE:	\$0	APPROVED	CAT 9	\$512,000		\$128,000	\$640,000
CONST COST:	\$999,080	PHASES:	3LC				\$359,080 \$359,080
CONST ENG:	\$0	\$999,080					
CONTING:	\$19,882						
IND COSTS:	\$0						
POT CHG ORD	\$25,024						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$1,088,940		TOTALS	\$512,000	\$0	\$128,000	\$359,080 \$999,080
PHARR	CAMERON	0921-06-312	LOOP 499	C,E	HARLINGEN	HARLINGEN	\$544,711
LIMITS FROM:	RIO HONDO ROAD					REVISION DATE:	7_2020
LIMITS TO:	FM 106 (HARRISON AVE)					MPO PROJ NUMBER:	HSB-127
PROJECT	CONSTRUCTION OF 1.48 MI OF ADA-ACCESSIBLE 6FT WIDE					FUNDING CAT(S):	CAT 9, LC
DESCRIPTION:	SIDEWALKS					PROJECT HISTORY:	
REMARKS	PROJECT NAME: HARLINGEN- LOOP 499 SIDEWALKS IN-KIND						
P7:	CONTRIBUTION =\$21,626 GROUPED TASA FY 2022						
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$9,732	COST OF		FEDERAL	STATE	LOCAL	LC TOTAL
ROW PURCHASE:	\$1,946	APPROVED	CAT 9 (TASA)	\$415,215	\$69,203	\$34,601	\$0 \$519,019
CONST COST:	\$428,489	PHASES:	3LC				\$25,692 \$25,692
CONST ENG:	\$53,200	\$544,711					
CONTING:	\$25,653						
IND COSTS:	\$25,691						
POT CHG ORDER:	\$26,779						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$571,490		TOTALS	\$415,215	\$69,203	\$34,601	\$25,692 \$544,711
PHARR	CAMERON	0921-06-311	CS	C,E	PRIMERA	CITY OF PRIMERA	\$578,412
LIMITS FROM:	ON STUART PL RD, 0.18 MI N OF PRIMERA RD					REVISION DATE:	7_2020
LIMITS TO:	FM 2994/WILSON RD					MPO PROJ NUMBER:	HSB-128
PROJECT	CONSTRUCTION OF 1.2 MI OF ADA ACCESSIBLE 5 TO 6 FOOT WIDE					FUNDING CAT(S):	9TAP
DESCRIPTION:	SIDEWALK					PROJECT HISTORY:	
REMARKS	GROUPED TASA FY 2022						
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$21,690	COST OF		FEDERAL	STATE	LOCAL	LC TOTAL
ROW PURCHASE:	\$0	APPROVED	CAT 9	\$462,730	\$77,122	\$38,560	\$0 \$578,412
CONST COST:	\$482,010	PHASES:					
CONST ENG:	\$50,611	\$578,412					
CONTING:	\$0						
IND COSTS:	\$24,101						
POT CHG ORDER:	\$0						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$578,412		TOTALS	\$462,730	\$77,122	\$38,560	\$0 \$578,412

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* FUNDING NOT FIXED

APPENDIX - Grouped CSJ (TASA and Safety)
FY 2021-2024 Transportation Improvement Program
Pharr District Projects

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-392	VA	C	EDINBURG	EDINBURG	\$534,400
LIMITS FROM:	CANO					REVISION DATE:	7_2020
LIMITS TO:	FREDDY GONZALEZ					MPO PROJ NUMBER:	HC-359
PROJECT	INSTALLATION OF SOLAR POWERED LIGHTING ALONG THE CANO					FUNDING CAT(S):	9-TAP, LOCAL
DESCRIPTION:	WALKING TRAIL				PROJECT HISTORY:		
REMARKS	GROUPED TASA FY 2021						
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$0	COST OF		FEDERAL	STATE	LOCAL	LC TOTAL
ROW PURCHASE:	\$0	APPROVED	CAT 9 - TAP	\$422,400		\$105,600	\$528,000
CONST COST:	\$534,400	PHASES:	CAT 3 - LOCAL			\$6,400	\$6,400
CONST ENG:	\$0	\$534,400					
CONTING:	\$0						
IND COSTS:	\$0						
BND FINANCING:	\$0						
PT CHG ORD	\$22,231						
TOTAL PROJECT COST:	\$556,631		TOTALS	\$422,400	\$0	\$105,600	\$6,400 \$534,400
PHARR	HIDALGO	0921-02-393	VA	C	DONNA	DONNA	\$340,741
LIMITS FROM:	DONNA SIDEWALK PROJECT					REVISION DATE:	7_2020
LIMITS TO:	SOUTH INTERNATIONAL BLVD					MPO PROJ NUMBER:	HC-360
PROJECT	REHABILITATION OF DETERIORATED SIDEWALKS AND CONSTRUCTION					FUNDING CAT(S):	9-TAP
DESCRIPTION:	OF NEW SIDEWALKS				PROJECT HISTORY:		
REMARKS	GROUPED TASA FY 2022						
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$0	COST OF		FEDERAL	STATE	LOCAL	LC TOTAL
ROW PURCHASE:	\$0	APPROVED	CAT 9 - TAP	\$272,593		\$68,148	\$340,741
CONST COST:	\$340,741	PHASES:					
CONST ENG:	\$0	\$340,741					
CONTING:	\$0						
IND COSTS:	\$0						
POT CHG ORDER:	\$16,500						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$357,241		TOTALS	\$272,593	\$0	\$68,148	\$0 \$340,741
PHARR	HIDALGO	0921-02-431	VA	C	VARIOUS	MCALLEN	\$2,753,775
LIMITS FROM:	CANTON RD & JACKSON RD (EDINBURG)					REVISION DATE:	7_2020
LIMITS TO:	BICENTENNIAL HIKE BIKE & WISCONSIN (MCALLEN)					MPO PROJ NUMBER:	HC-370
PROJECT	JACKSON RD HIKE AND BIKE PROJECT PHASE II					FUNDING CAT(S):	9, 3LC
DESCRIPTION:					PROJECT HISTORY:		
REMARKS	JACKSON RD HIKE AND BIKE PHASE II GROUPED TASA FY 2022						
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$0	COST OF		FEDERAL	STATE	LOCAL	LC TOTAL
ROW PURCHASE:	\$370,000	APPROVED	CAT 9 - TAP	\$400,232		\$100,058	\$500,290
CONST COST:	\$2,753,775	PHASES:	3LC			\$2,253,485	\$2,253,485
CONST ENG:	\$0	\$2,753,775					
CONTING:	\$0						
IND COSTS:	\$0						
POT CHG ORDER:	\$88,111						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$3,211,886		TOTALS	\$400,232	\$0	\$100,058	\$2,253,485 \$2,753,775

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* FUNDING NOT FIXED

APPENDIX - Grouped CSJ (TASA and Safety)
FY 2021-2024 Transportation Improvement Program
Pharr District Projects

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-432	VA	C	VARIOUS	PHARR	\$2,196,840
LIMITS FROM:	CITY PHARR					REVISION DATE:	7_2020
LIMITS TO:	CITY ALAMO					MPO PROJ NUMBER:	HC-371
PROJECT	PSJA TriCity Pedestrian Improvements (Phase II)					FUNDING CAT(S):	9, 3LC
DESCRIPTION:						PROJECT HISTORY:	
REMARKS	PSJA TriCity Pedestrian Improvements (Phase II) GROUPED TASA FY						
P7:	2022						
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$0	COST OF		FEDERAL	STATE	LOCAL	LC TOTAL
ROW PURCHASE:	\$0	APPROVED		CAT 9 - TAP		\$324,034	\$1,620,170
CONST COST:	\$2,196,840	PHASES:		CAT 3 - LOCAL		\$576,670	\$576,670
CONST ENG:	\$0	\$2,196,840					
CONTING:	\$0						
IND COSTS:	\$0						
POT CHG ORD:	\$85,896						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$2,282,736			TOTALS	\$1,296,136	\$0 \$324,034	\$576,670 \$2,196,840
PHARR	HIDALGO	0921-02-429	VA	C	VARIOUS	LRGVDC	\$544,000
LIMITS FROM:	WITHIN HIDALGO COUNTY					REVISION DATE:	7_2020
LIMITS TO:						MPO PROJ NUMBER:	HC-368
PROJECT	RGV B-CYCLE BIKESHARE					FUNDING CAT(S):	9-TAP, 3LC
DESCRIPTION:						PROJECT HISTORY:	
REMARKS	GROUPED TASA FY 2022						
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$0	COST OF		FEDERAL	STATE	LOCAL	LC TOTAL
ROW PURCHASE:	\$0	APPROVED		CAT 9 - TAP		\$102,000	\$510,000
CONST COST:	\$544,000	PHASES:		CAT 3 - LOCAL		\$34,000	\$34,000
CONST ENG:	\$0	\$544,000					
CONTING:	\$0						
IND COSTS:	\$0						
POT CHG ORD:	\$21,270						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$565,270			TOTALS	\$408,000	\$0 \$102,000	\$34,000 \$544,000
PHARR	HIDALGO	0921-02-430	VA	E	VARIOUS	LRGVDC	\$330,000
LIMITS FROM:	WITHIN HIDALGO COUNTY					REVISION DATE:	7_2020
LIMITS TO:						MPO PROJ NUMBER:	HC-369
PROJECT	HIDALGO COUNTY ACTIVE MOBILITY PLAN					FUNDING CAT(S):	9-TAP
DESCRIPTION:						PROJECT HISTORY:	
REMARKS	E= Preliminary Engineering GROUPED TASA FY 2022						
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$330,000	COST OF		FEDERAL	STATE	LOCAL	LC TOTAL
ROW PURCHASE:	\$0	APPROVED		CAT 9 - TAP		\$66,000	\$330,000
CONST COST:	\$0	PHASES:					
CONST ENG:	\$0	\$330,000					
CONTING:	\$0						
IND COSTS:	\$0						
POT CHG ORD:	\$12,903						
BND FINANCING:	\$0						
TOTAL PROJECT COST:	\$342,903			TOTALS	\$264,000	\$0 \$66,000	\$0 \$330,000

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

* FUNDING NOT FIXED

APPENDIX - Grouped CSJ (TASA and Safety)
FY 2021-2024 Transportation Improvement Program
Pharr District Projects

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-480	Van Week St	C	Edinburg	UTRGV	\$356,625	
LIMITS FROM:	At UTRGV Campus					REVISION DATE:	7_2020	
LIMITS TO:						MPO PROJ NUMBER:	HC-480	
PROJECT DESCRIPTION:	Pedestrian/Bike Trail and Bike Racks					FUNDING CAT(S):	9	
REMARKS					PROJECT HISTORY:			
P7: GROUPED TASA FY 2024								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$0	COST OF APPROVED PHASES:	Cat 9	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$0			\$285,300	\$	71,325		\$356,625
CONST COST:	\$356,625							
CONST ENG:	\$0							
CONTING:	\$0							
IND COSTS:	\$0							
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$356,625		TOTALS	\$285,300	\$0	\$71,325	\$0	\$356,625
PHARR	HIDALGO	1804-01-069	FM 1926	C	McAllen	McAllen	\$94,785	
LIMITS FROM:	FM 1926 & Kendlewood Ave					REVISION DATE:	7_2020	
LIMITS TO:						MPO PROJ NUMBER:	HC-311	
PROJECT DESCRIPTION:	Addition of North and SouthBound Center Turn Lanes					FUNDING CAT(S):	7	
REMARKS					PROJECT HISTORY:			
P7: GROUPED SAFETY FY 2021								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$4,361	COST OF APPROVED PHASES:	Cat 7	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$16,000			\$75,828		\$18,957		\$94,785
CONST COST:	\$94,785							
CONST ENG:	\$4,450			\$94,785				
CONTING:	\$0							
IND COSTS:	\$5,518							
BND FINANCING:	\$0							
PT CHG ORD	\$0							
TOTAL PROJECT COST:	\$125,114		TOTALS	\$75,828	\$0	\$18,957	\$0	\$94,785

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

* FUNDING NOT FIXED

FY 2021-2024 RGVMPD TRANSIT TRANSPORTATION IMPROVEMENT PROGRAM**FY 2021 TRANSIT PROJECT LISTING****BROWNSVILLE AREA - RGVMPD TRANSPORTATION IMPROVEMENT PROGRAM**

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	TIGER
MPO Project #	BMPO-TGR2	Federal (FTA) Funds:	\$ 3,140,141
		State Funds from TxDOT:	\$ -
Apportionment Year:	2017	Other Funds:	\$ 1,358,997
Project Phase:	Project 1: Improve Operations and Passenger Facility	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 (YOE):	\$ 4,499,138
Sec 5309 ID Number:	Trans. Dev. Credits Requested:		
Amendment Date & Action:	Trans. Deve Credits Awarded (Date & Amount):		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	TIGER
MPO Project #	BMPO-TGR4	Federal (FTA) Funds:	\$ 539,859
		State Funds from TxDOT:	\$ -
Apportionment Year:	2017	Other Funds:	\$ 1,075,141
Project Phase:	Project 2: Improve Bus Stop Safety and Comfort	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 (YOE):	\$ 1,615,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	\$ -
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO112	Federal (FTA) Funds:	\$ 1,569,180
		State Funds from TxDOT:	\$ 563,392
Apportionment Year:	2021	Other Funds:	\$ 1,005,788
Project Phase:		Fiscal Year Cost:	\$ 3,138,360
Brief Project Description:	Operating Assistance	Total Project Cost (YOE):	\$ 3,138,360
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO113	Federal (FTA) Funds:	\$ 1,090,716
		State Funds from TxDOT:	\$ -
Apportionment Year:	2021	Other Funds:	\$ 272,679
Project Phase:		Fiscal Year Cost:	\$ 1,363,395
Brief Project Description:	Other Capital Program Items (PM)	Total Project Cost (YOE):	\$ 1,363,395
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO114	Federal (FTA) Funds:	\$ 26,596
		State Funds from TxDOT:	\$ -
Apportionment Year:	2021	Other Funds:	\$ 6,649
Project Phase:		Fiscal Year Cost:	\$ 33,245
Brief Project Description:	Planning Assistance-Short Range/Travel	Total Project Cost (YOE):	\$ 33,245
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5310
MPO Project #	PHRBMPO115	Federal (FTA) Funds:	\$ 166,311
		State Funds from TxDOT:	\$ -
Apportionment Year:	2021	Other Funds:	\$ 41,579
Project Phase:		Fiscal Year Cost:	\$ 207,890
Brief Project Description:	Other Capital Program Items (PM)	Total Project Cost (YOE):	\$ 207,890
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5339
MPO Project #	PHRBMPO116	Federal (FTA) Funds:	\$ 303,718
		State Funds from TxDOT:	\$ -
Apportionment Year:	2021	Other Funds:	\$ 53,597
Project Phase:		Fiscal Year Cost:	\$ 357,315
Brief Project Description:	Capital for Bus Equipment (Mobile Fare Collection Equipment) Purchase replacement bus(es), Bus Facilities, Stations/Terminals and Accessory/Misc. Equipment	Total Project Cost (YOE):	\$ 357,315
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

* **BMPO-TGR2 & BMPO-TGR4** project listings are being rolled over/shifted from previous **FY 2019-2022 TIP** since these projects have not yet been executed. These projects are planned to be executed in **FY 2021**.

Federal Share (5307)	\$ 2,686,492
Local Share (5307)	\$ 1,285,116
State Share	\$ 563,392
Total Cost	\$ 4,535,000

Federal JARC	
Local JARC	
Federal New Freedom	
Local New Freedom	
Federal Share 5310	\$ 166,311
Local Share 5310	\$ 41,579
Federal Share 5339	\$ 303,718
Local Share 5339	\$ 53,597
Federal Share 5311	
Local Share 5311	
Federal Share TIGER	\$ 3,680,000
Local Share TIGER	\$ 2,434,138
Total	\$ 11,214,343

Development Credits

FY 2022 TRANSIT PROJECT LISTING

BROWNSVILLE AREA - RGVMPMO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO118	Federal (FTA) Funds:	\$ 1,569,180
		State Funds from TxDOT:	\$ 563,392
Apportionment Year:	2022	Other Funds:	\$ 1,005,788
Project Phase:		Fiscal Year Cost:	\$ 3,138,360
Brief Project Description:	Operating Assistance	Total Project Cost (YOE):	\$ 3,138,360
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO119	Federal (FTA) Funds:	\$ 1,090,716
		State Funds from TxDOT:	\$ -
Apportionment Year:	2022	Other Funds:	\$ 272,679
Project Phase:		Fiscal Year Cost:	\$ 1,363,395
Brief Project Description:	Other Capital Program Items (PM)	Total Project Cost (YOE):	\$ 1,363,395
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO120	Federal (FTA) Funds:	\$ 26,596
		State Funds from TxDOT:	\$ -
Apportionment Year:	2022	Other Funds:	\$ 6,649
Project Phase:		Fiscal Year Cost:	\$ 33,245
Brief Project Description:	Planning Assistance-Short Range/Travel	Total Project Cost (YOE):	\$ 33,245
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5310
MPO Project #	PHRBMPO121	Federal (FTA) Funds:	\$ 166,311
		State Funds from TxDOT:	\$ -
Apportionment Year:	2022	Other Funds:	\$ 41,579
Project Phase:		Fiscal Year Cost:	\$ 207,890
Brief Project Description:	Other Capital Program Items (PM)	Total Project Cost (YOE):	\$ 207,890
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5339
MPO Project #	PHRBMPO122	Federal (FTA) Funds:	\$ 303,718
		State Funds from TxDOT:	\$ -
Apportionment Year:	2022	Other Funds:	\$ 53,597
Project Phase:		Fiscal Year Cost:	\$ 357,315
Brief Project Description:	Capital for Bus Equipment (Mobile Fare Collection Equipment) Purchase replacement bus(es), Bus Facilities, Stations/Terminals and Accessory/Misc. Equipment	Total Project Cost (YOE):	\$ 357,315
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

Federal Share (5307)	\$	2,686,492
Local Share (5307)	\$	1,285,116
State Share	\$	563,392
Total Cost	\$	<u>4,535,000</u>

Federal JARC

Local JARC

Federal New Freedom

Local New Freedom

Federal Share 5310 \$ 166,311

Local Share 5310 \$ 41,579

Federal Share 5339 \$ 303,718

Local Share 5339 \$ 53,597

Federal Share 5311

Local Share 5311

Federal Share TIGER

Local Share TIGER

Total \$ 5,100,205

Development Credits

FY 2023 TRANSIT PROJECT LISTING

BROWNSVILLE AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO125	Federal (FTA) Funds:	\$ 1,569,180
		State Funds from TxDOT:	\$ 563,392
Apportionment Year:	2023	Other Funds:	\$ 1,005,788
Project Phase:		Fiscal Year Cost:	\$ 3,138,360
Brief Project Description:	Operating Assistance	Total Project Cost (YOE):	\$ 3,138,360
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO126	Federal (FTA) Funds:	\$ 1,090,716
		State Funds from TxDOT:	\$ -
Apportionment Year:	2023	Other Funds:	\$ 272,679
Project Phase:		Fiscal Year Cost:	\$ 1,363,395
Brief Project Description:	Other Capital Program Items (PM)	Total Project Cost (YOE):	\$ 1,363,395
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO127	Federal (FTA) Funds:	\$ 26,596
		State Funds from TxDOT:	\$ -
Apportionment Year:	2023	Other Funds:	\$ 6,649
Project Phase:		Fiscal Year Cost:	\$ 33,245
Brief Project Description:	Planning Assistance-Short Range/Travel	Total Project Cost (YOE):	\$ 33,245
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5310
MPO Project #	PHRBMPO128	Federal (FTA) Funds:	\$ 166,311
		State Funds from TxDOT:	\$ -
Apportionment Year:	2023	Other Funds:	\$ 41,579
Project Phase:		Fiscal Year Cost:	\$ 207,890
Brief Project Description:	Other Capital Program Items (PM)	Total Project Cost (YOE):	\$ 207,890
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5339
MPO Project #	PHRBMPO129	Federal (FTA) Funds:	\$ 303,718
		State Funds from TxDOT:	\$ -
Apportionment Year:	2023	Other Funds:	\$ 53,597
Project Phase:		Fiscal Year Cost:	\$ 357,315
Brief Project Description:	Capital for Bus Equipment (Mobile Fare Collection Equipment), Purchase replacement bus(es), Bus Facilities, Stations/Terminals and Accessory/Misc. Equipment	Total Project Cost (YOE):	\$ 357,315
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	

Federal Share (5307)	\$	2,686,492
Local Share (5307)	\$	1,285,116
State Share	\$	563,392
Total Cost	\$	<u>4,535,000</u>

Federal JARC

Local JARC

Federal New Freedom

Local New Freedom

Federal Share 5310	\$	166,311
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Local Share 5310	\$	41,579
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Federal Share 5339	\$	303,718
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Local Share 5339	\$	53,597
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Federal Share 5311

Local Share 5311

Federal Share TIGER

Local Share TIGER

Total	\$	<u>5,100,205</u>
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Development Credits

FY 2024 TRANSIT PROJECT LISTING

BROWNSVILLE AREA - RGVMPMO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO130	Federal (FTA) Funds:	\$ 1,569,180
		State Funds from TxDOT:	\$ 563,392
Apportionment Year:	2024	Other Funds:	\$ 1,005,788
Project Phase:		Fiscal Year Cost:	\$ 3,138,360
Brief Project Description:	Operating Assistance	Total Project Cost (YOE):	\$ 3,138,360
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO131	Federal (FTA) Funds:	\$ 1,090,716
		State Funds from TxDOT:	\$ -
Apportionment Year:	2024	Other Funds:	\$ 272,679
Project Phase:		Fiscal Year Cost:	\$ 1,363,395
Brief Project Description:	Other Capital Program Items (PM)	Total Project Cost (YOE):	\$ 1,363,395
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5307
MPO Project #	PHRBMPO132	Federal (FTA) Funds:	\$ 26,596
		State Funds from TxDOT:	\$ -
Apportionment Year:	2024	Other Funds:	\$ 6,649
Project Phase:		Fiscal Year Cost:	\$ 33,245
Brief Project Description:	Planning Assistance-Short Range/Travel	Total Project Cost (YOE):	\$ 33,245
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5310
MPO Project #	PHRBMPO133	Federal (FTA) Funds:	\$ 166,311
		State Funds from TxDOT:	\$ -
Apportionment Year:	2024	Other Funds:	\$ 41,579
Project Phase:		Fiscal Year Cost:	\$ 207,890
Brief Project Description:	Other Capital Program Items (PM)	Total Project Cost (YOE):	\$ 207,890
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of Brownsville	Federal Funding Category:	5339
MPO Project #	PHRBMPO134	Federal (FTA) Funds:	\$ 303,718
		State Funds from TxDOT:	\$ -
Apportionment Year:	2024	Other Funds:	\$ 53,597
Project Phase:		Fiscal Year Cost:	\$ 357,315
Brief Project Description:	Capital for Bus Equipment (Mobile Fare Collection Equipment), Purchase replacement bus(es), Bus Facilities, Stations/Terminals and Accessory/Misc. Equipment	Total Project Cost (YOE):	\$ 357,315
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	

Federal Share (5307)	\$	2,686,492
Local Share (5307)	\$	1,285,116
State Share	\$	563,392
Total Cost	\$	<u>4,535,000</u>

Federal JARC

Local JARC

Federal New Freedom

Local New Freedom

Federal Share 5310 \$ 166,311

Local Share 5310 \$ 41,579

Federal Share 5339 \$ 303,718

Local Share 5339 \$ 53,597

Federal Share 5311

Local Share 5311

Federal Share TIGER

Local Share TIGER

Total \$ 5,100,205

Development Credits

Transit Financial Summary
Brownsville Area - RGVMPO
FY 2021 - 2024 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of June 2020

Transit Program		FY 2021				FY 2022			FY 2023		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total	
1	Sec. 5307 - Urbanized Formula >200K	2,686,492	1,848,508	4,535,000	2,686,492	1,848,508	4,535,000	2,686,492	1,848,508	4,535,000	
2	Sec. 5307 - Urbanized Formula <200K										
3	Sec. 5309 - Discretionary	0	0	0	0	0	0	0	0	0	
4	Sec. 5310 - Elderly &Individuals w/Disabilities	166,311	41,579	207,890	166,311	41,579	207,890	166,311	41,579	207,890	
5	Sec. 5311 - Nonurbanized Formula	0	0	0	0	0	0	0	0	0	
6	Sec. 5316 - JARC >200K	0	0	0	0	0	0	0	0	0	
7	Sec. 5316 - JARC <200K	0	0	0	0	0	0	0	0	0	
8	Sec. 5316 - JARC Nonurbanized	0	0	0	0	0	0	0	0	0	
9	Sec. 5317 - New Freedom >200K	0	0	0	0	0	0	0	0	0	
10	Sec. 5317 - New Freedom <200K	0	0	0	0	0	0	0	0	0	
11	Sec. 5317 - New Freedom Nonurbanized	0	0	0	0	0	0	0	0	0	
12	Sec. 5339 - Bus & Bus Facilities	303,718.00	53,597.00	357,315.00	303,718.00	53,597.00	357,315.00	303,718.00	53,597.00	357,315.00	
13	Other FTA - 5311 (f)	0.00	0	0	0	0	0	0	0	0	
14	Regionally Significant or Other	3,680,000	2,434,138	6,114,138	0	0	0	0	0	0	
	Total Funds	\$6,836,521	\$4,377,822	\$11,214,343	\$3,156,521	\$1,943,684	\$5,100,205	\$3,156,521	\$1,943,684	\$5,100,205	
Transportation Development Credits											
Requested											
Awarded		\$0			\$0			\$0			

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2024			Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	2,686,492	1,848,508	4,535,000	10,745,968	7,394,032	18,140,000
2	Sec. 5307 - Urbanized Formula <200K						
3	Sec. 5309 - Discretionary	0	0	0	0	0	0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	166,311	41,579	207,890	665,244	166,316	831,560
5	Sec. 5311 - Nonurbanized Formula	0	0	0	0	0	0
6	Sec. 5316 - JARC >200K	0	0	0	0	0	0
7	Sec. 5316 - JARC <200K	0	0	0	0	0	0
8	Sec. 5316 - JARC Nonurbanized	0	0	0	0	0	0
9	Sec. 5317 - New Freedom >200K	0	0	0	0	0	0
10	Sec. 5317 - New Freedom <200K	0	0	0	0	0	0
11	Sec. 5317 - New Freedom Nonurbanized	0	0	0	0	0	0
12	Sec. 5339 - Bus & Bus Facilities	303,718.00	53,597.00	357,315.00	\$ 1,214,872.00	214,388	1,429,260
13	Other FTA - 5311 (f)	0	0	0	0	0	0
14	Regionally Significant or Other	0	0	0	3,680,000	2,434,138	6,114,138
	Total Funds	\$3,156,521	\$1,943,684	\$5,100,205	\$16,306,084	\$10,208,874	\$26,514,958
Transportation Development Credits							
Requested					\$0		
Awarded		\$0			\$0		

FY 2021 TRANSIT PROJECT LISTING

HARLINGEN-SAN BENITO AREA - RGVMPD TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2021-001	Federal (FTA) Funds:	\$ 1,000,000
		State Funds from TxDOT:	\$ -
Apportionment Year:	2021	Other Funds:	\$ 1,000,000
Project Phase:		Fiscal Year Cost:	\$ 2,000,000
Brief Project Description:	Operations - Harlingen Urbanized Area	Total Project Cost (YOE):	\$ 2,000,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2021-002	Federal (FTA) Funds:	\$ 280,283
		State Funds from TxDOT:	\$ -
Apportionment Year:	2021	Other Funds:	\$ 56,057
Project Phase:		Fiscal Year Cost:	\$ 336,340
Brief Project Description:	Preventive Maintenance	Total Project Cost (YOE):	\$ 336,340
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	\$ -
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2021-003	Federal (FTA) Funds:	\$ 607,452
		State Funds from TxDOT:	\$ -
Apportionment Year:	2021	Other Funds:	\$ -
Project Phase:		Fiscal Year Cost:	\$ 607,452
Brief Project Description:	Capital Involvement Plan (Fleet & Bus Stops)	Total Project Cost (YOE):	\$ 607,452
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	\$ 121,490
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2021-004	Federal (FTA) Funds:	\$ 300,000
		State Funds from TxDOT:	\$ -
Apportionment Year:	2020 (\$80,000) 2021 (\$220,000)	Other Funds:	\$ 132,000
Project Phase:		Fiscal Year Cost:	\$ 432,000
Brief Project Description:	San Benito Sidewalk Project	Total Project Cost (YOE):	\$ 432,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	\$ -
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

Federal Share (5307)	\$	2,187,735
Local Share (5307)	\$	1,188,057
State Share		
Total Cost	\$	<u>3,375,792</u>

Federal JARC	
Local JARC	
Federal New Freedom	
Local New Freedom	
Federal Share 5310	
Local Share 5310	
Federal Share 5339	
Local Share 5339	
Total	\$ <u>3,375,792</u>

Development credits	\$	121,490
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FY 2022 TRANSIT PROJECT LISTING

HARLINGEN-SAN BENITO AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2022-001	Federal (FTA) Funds:	\$ 1,245,787
		State Funds from TxDOT:	\$ -
Apportionment Year:	2022	Other Funds:	\$ 1,245,787
Project Phase:		Fiscal Year Cost:	\$ 2,491,574
Brief Project Description:	Operations - Harlingen Urbanized Area	Total Project Cost (YOE):	\$ 2,491,574
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2022-002	Federal (FTA) Funds:	\$ 200,000
		State Funds from TxDOT:	\$ -
Apportionment Year:	2022	Other Funds:	\$ 40,000
Project Phase:		Fiscal Year Cost:	\$ 240,000
Brief Project Description:	Preventive Maintenance	Total Project Cost (YOE):	\$ 240,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	\$ -
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2022-003	Federal (FTA) Funds:	\$ 581,665
		State Funds from TxDOT:	\$ -
Apportionment Year:	2022	Other Funds:	\$ -
Project Phase:		Fiscal Year Cost:	\$ 581,665
Brief Project Description:	Capital Involvement Plan	Total Project Cost (YOE):	\$ 581,665
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	\$ 116,333
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

Federal Share (5307)	\$	2,027,452
Local Share (5307)	\$	1,285,787
State Share		
Total Cost	\$	<u>3,313,239</u>

Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310		
Local Share 5310		
Federal Share 5339		
Local Share 5339		
Total	\$	<u>3,313,239</u>

Development Credits	\$	116,333
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FY 2023 TRANSIT PROJECT LISTING

HARLINGEN-SAN BENITO AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2023-001	Federal (FTA) Funds:	\$ 1,000,000
		State Funds from TxDOT:	\$ -
Apportionment Year:	2023	Other Funds:	\$ 1,000,000
Project Phase:		Fiscal Year Cost:	\$ 2,000,000
Brief Project Description:	Operations - Harlingen Urbanized Area	Total Project Cost (YOE):	\$ 2,000,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2023-002	Federal (FTA) Funds:	\$ 280,283
		State Funds from TxDOT:	\$ -
Apportionment Year:	2023	Other Funds:	\$ 56,057
Project Phase:		Fiscal Year Cost:	\$ 336,340
Brief Project Description:	Preventive Maintenance	Total Project Cost (YOE):	\$ 336,340
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	\$ -
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2023-003	Federal (FTA) Funds:	\$ 607,452
		State Funds from TxDOT:	\$ -
Apportionment Year:	2023	Other Funds:	\$ -
Project Phase:		Fiscal Year Cost:	\$ 607,452
Brief Project Description:	Capital Involvement Plan (Fleet & Bus Stops)	Total Project Cost (YOE):	\$ 607,452
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	\$ 121,490
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2023-004	Federal (FTA) Funds:	\$ 300,000
		State Funds from TxDOT:	\$ -
Apportionment Year:	2023	Other Funds:	\$ 132,000
Project Phase:		Fiscal Year Cost:	\$ 432,000
Brief Project Description:	San Benito Sidewalk Project	Total Project Cost (YOE):	\$ 432,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	\$ -
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	

Federal Share (5307)	\$	2,187,735
Local Share (5307)	\$	1,188,057
State Share		
Total Cost	\$	3,375,792

Federal JARC	
Local JARC	
Federal New Freedom	
Local New Freedom	
Federal Share 5310	
Local Share 5310	
Federal Share 5339	
Local Share 5339	
Total	\$ 3,375,792

Development credits	\$	121,490
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FY 2024 TRANSIT PROJECT LISTING

HARLINGEN-SAN BENITO AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2024-001	Federal (FTA) Funds:	\$ 1,245,787
		State Funds from TxDOT:	\$ -
Apportionment Year:	2024	Other Funds:	\$ 1,245,787
Project Phase:		Fiscal Year Cost:	\$ 2,491,574
Brief Project Description:	Operations - Harlingen Urbanized Area	Total Project Cost (YOE):	\$ 2,491,574
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2024-002	Federal (FTA) Funds:	\$ 200,000
		State Funds from TxDOT:	\$ -
Apportionment Year:	2024	Other Funds:	\$ 40,000
Project Phase:		Fiscal Year Cost:	\$ 240,000
Brief Project Description:	Preventive Maintenance	Total Project Cost (YOE):	\$ 240,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	\$ -
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HSB-2024-003	Federal (FTA) Funds:	\$ 581,665
		State Funds from TxDOT:	\$ -
Apportionment Year:	2024	Other Funds:	\$ -
Project Phase:		Fiscal Year Cost:	\$ 581,665
Brief Project Description:	Capital Involvement Plan	Total Project Cost (YOE):	\$ 581,665
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	\$ 116,333
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	

Federal Share (5307)	\$	2,027,452
Local Share (5307)	\$	1,285,787
State Share		
Total Cost	\$	<u>3,313,239</u>

Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310		
Local Share 5310		
Federal Share 5339		
Local Share 5339		
Total	\$	<u>3,313,239</u>

Development Credits	\$	116,333
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Transit Financial Summary
Harlingen-San Benito Area - RGVMPO
FY 2021-2024 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of June 2020

Transit Program		FY 2021			FY 2022			FY 2023		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K									
2	Sec. 5307 - Urbanized Formula <200K	2,187,735	1,188,057	3,375,792	2,027,452	1,285,787	3,313,239	2,187,735	1,188,057	3,375,792
3	Sec. 5309 - Discretionary									
4	Sec. 5310 - Elderly & Individuals w/Disabilities									
5	Sec. 5311 - Nonurbanized Formula									
6	Sec. 5316 - JARC >200K									
7	Sec. 5316 - JARC <200K									
8	Sec. 5316 - JARC Nonurbanized									
9	Sec. 5317 - New Freedom >200K									
10	Sec. 5317 - New Freedom <200K									
11	Sec. 5317 - New Freedom Nonurbanized									
12	Sec. 5339 - Bus & Bus Facilities									
13	Other FTA									
14	Regionally Significant or Other									
	Total Funds	\$2,187,735	\$1,188,057	\$3,375,792	\$2,027,452	\$1,285,787	\$3,313,239	\$2,187,735	\$1,188,057	\$3,375,792
Transportation Development Credits										
	Requested			\$121,490			\$116,333			\$121,490
	Awarded									

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2024			Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K						
2	Sec. 5307 - Urbanized Formula <200K	2,027,452	1,285,787	3,313,239	8,430,374	4,947,688	13,378,062
3	Sec. 5309 - Discretionary						
4	Sec. 5310 - Elderly & Individuals w/Disabilities						
5	Sec. 5311 - Nonurbanized Formula						
6	Sec. 5316 - JARC >200K						
7	Sec. 5316 - JARC <200K						
8	Sec. 5316 - JARC Nonurbanized						
9	Sec. 5317 - New Freedom >200K						
10	Sec. 5317 - New Freedom <200K						
11	Sec. 5317 - New Freedom Nonurbanized						
12	Sec. 5339 - Bus & Bus Facilities						
13	Other FTA - 5311 (f)						
14	Regionally Significant or Other						
	Total Funds	\$2,027,452	\$1,285,787	\$3,313,239	\$8,430,374	\$4,947,688	\$13,378,062
Transportation Development Credits							
	Requested			\$116,333			\$475,646
	Awarded						

FY 2021 TRANSIT PROJECT LISTING

HIDALGO COUNTY AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5310
MPO Project #	HCVM-047	Federal (FTA) Funds:	\$ 44,895
		State Funds from TxDOT:	\$ -
Apportionment Year:		Other Funds:	\$ 8,979
Project Phase:	(2019) 44,895	Fiscal Year Cost:	\$ 53,874
Brief Project Description:	Capital/Operations/Admin.	Total Project Cost (YOE):	\$ 53,874
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVM-080	Federal (FTA) Funds:	\$ 420,023
		State Funds from TxDOT:	\$ -
Apportionment Year:	2021	Other Funds:	\$ 230,006
Project Phase:		Fiscal Year Cost:	\$ 650,029
Brief Project Description:	Hidalgo County Transit Capital Improvement Program	Total Project Cost (YOE):	\$ 650,029
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVM-081	Federal (FTA) Funds:	\$ 385,000
		State Funds from TxDOT:	\$ -
Apportionment Year	2021	Other Funds:	\$ 96,250
Project Phase:		Fiscal Year Cost:	\$ 481,250
Brief Project Description:	Capital - Mechanics, Assistance & Preventive Maintenance	Total Project Cost (YOE):	\$ 481,250
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVM-082	Federal (FTA) Funds:	\$ 2,100,000
Apportionment Year	2021	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 2,100,000
Brief Project Description:	Operations	Fiscal Year Cost:	\$ 4,200,000
		Total Project Cost (YOE):	\$ 4,200,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVM-083	Federal (FTA) Funds:	\$ 400,000
Apportionment Year	2021	State Funds from TxDOT:	\$ 250,709
Project Phase:		Other Funds:	\$ 100,000
Brief Project Description:	Operations	Fiscal Year Cost:	\$ 750,709
		Total Project Cost (YOE):	\$ 750,709
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5339
MPO Project #	HCVM-084	Federal (FTA) Funds:	\$ 532,369
Apportionment Year	2021	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 133,092
Brief Project Description:	Capital	Fiscal Year Cost:	\$ 665,461
		Total Project Cost (YOE):	\$ 665,461
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5310
MPO Project #	HCVM-085	Federal (FTA) Funds:	\$ 584,124
		State Funds from TxDOT:	\$ -
Apportionment Year	2021	Other Funds:	\$ 146,031
Project Phase:		Fiscal Year Cost:	\$ 730,155
Brief Project Description:	Capital	Total Project Cost (YOE):	\$ 730,155
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-022	Federal (FTA) Funds	\$ 3,650,319
		State Funds from TxDOT:	
Apportionment Year	2015 (\$ 1,740,000); 2016 (\$ 320,000); 2017 (\$ 950,319); 2018 (\$ 640,000)	Other Funds	
Project Phase:		Fiscal Year Cost	\$ 3,650,319
Brief Project Description:	New Facility Construction	Total Project Cost (YOE)	\$ 3,650,319
Sec 5309 ID Number		Trans. Dev. Credits Requested	\$ 912,580
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-024	Federal (FTA) Funds	\$ 2,000,000
Apportionment Year	2017	State Funds from TxDOT:	
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ 2,000,000
Brief Project Description:	Accessibility Improvements & Pathways	Total Project Cost (YOE)	\$ 2,000,000
Sec 5309 ID Number		Trans. Dev. Credits Requested	\$ 500,000
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-025	Federal (FTA) Funds	\$ 887,831
Apportionment Year	2017	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 887,831
Brief Project Description:	OPERATING ASSISTANCE	Fiscal Year Cost	\$ 1,775,662
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 1,775,662
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-028	Federal (FTA) Funds	\$ 556,978
Apportionment Year	2018	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 556,978
Brief Project Description:	OPERATING ASSISTANCE	Fiscal Year Cost	\$ 1,113,956
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 1,113,956
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-029	Federal (FTA) Funds	\$ 2,610,929
Apportionment Year	2018 (\$2,217,192) 2019 (\$393,737)	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	
Brief Project Description:	BUS PROCUREMENT - REPLACEMENT	Fiscal Year Cost	\$ 2,610,929
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 2,610,929
Amendment Date & Action		Trans. Dev. Credits Requested	\$ 534,769
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-036	Federal (FTA) Funds	\$ 687,831
Apportionment Year	2019	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 687,831
Brief Project Description:	OPERATING ASSISTANCE	Fiscal Year Cost	\$ 1,375,662
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 1,375,662
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-037	Federal (FTA) Funds	\$ 582,321
Apportionment Year	2019	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 145,580
Brief Project Description:	Preventive Maintenance	Fiscal Year Cost	\$ 727,901
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 727,901
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-044	Federal (FTA) Funds	\$ 50,000
Apportionment Year	2017	State Funds from TxDOT:	
Project Phase:		Other Funds	\$ 12,500
Brief Project Description:	Training	Fiscal Year Cost	\$ 62,500
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 62,500
Amendment Date & Action		Trans. Dev. Credits Requested	\$ 12,500
		Trans. Deve Credits Awarded (Date & Amount)	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-045	Federal (FTA) Funds	\$ 109,570
Apportionment Year	2017	State Funds from TxDOT:	
Project Phase:		Other Funds	\$ 55,985
Brief Project Description:	Marketing	Fiscal Year Cost	\$ 165,555
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 165,555
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-039	Federal (FTA) Funds	\$ 687,831
Apportionment Year	2020	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 687,831
Brief Project Description:	OPERATING ASSISTANCE	Fiscal Year Cost	\$ 1,375,662
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 1,375,662
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-040	Federal (FTA) Funds	\$ 1,134,384
Apportionment Year	2020	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 208,596
Brief Project Description:	PREVENTIVE MAINTENANCE	Fiscal Year Cost	\$ 1,342,980
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 1,342,980
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	
MPO Project Information (reference number, etc.)	HCMM-041	Federal (FTA) Funds	
Apportionment Year	2020	State Funds from TxDOT:	\$ 210,057
Project Phase:		Other Funds	
Brief Project Description:	ADMINISTRATION / OPERATION	Fiscal Year Cost	\$ 210,057
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 210,057
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-047	Federal (FTA) Funds	\$ 2,005,023
Apportionment Year	2021	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 2,005,023
Brief Project Description:	OPERATING ASSISTANCE	Fiscal Year Cost	\$ 4,010,046
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 4,010,046
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-048	Federal (FTA) Funds	\$ 900,000
Apportionment Year	2021	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 225,000
Brief Project Description:	PREVENTIVE MAINTENANCE	Fiscal Year Cost	\$ 1,125,000
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 1,125,000
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	
MPO Project Information (reference number, etc.)	HCMM-049	Federal (FTA) Funds	
Apportionment Year	2021	State Funds from TxDOT:	\$ 210,057
Project Phase:		Other Funds	
Brief Project Description:	ADMINISTRATION / OPERATION	Fiscal Year Cost	\$ 210,057
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 210,057
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-055	Federal (FTA) Funds	\$ 3,800,000
Apportionment Year	2017 (\$ 682,321) 2019 (\$ 1,734,871) 2020 (\$ 1,382,808)	State Funds from TxDOT:	
Project Phase:		Other Funds	\$ 796,478
Brief Project Description:	Park and Ride South	Fiscal Year Cost	\$ 4,596,478
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 4,596,478
Amendment Date & Action		Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

Federal Share (5307)	\$	22,968,040
Local Share (5307)	\$	8,795,889
State Share	\$	<u>670,823</u>
Total Cost	\$	<u>32,434,752</u>

Federal JARC

Local JARC

Federal New Freedom

Local New Freedom

Federal Share 5310	\$	629,019
Local Share 5310	\$	155,010
Federal Share 5339	\$	532,369
Local Share 5339	\$	133,092

Total	\$	<u>33,884,242</u>
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Development Credits	\$	1,959,848
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FY 2022 TRANSIT PROJECT LISTING

HIDALGO COUNTY AREA - RGVMP O TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVM-086	Federal (FTA) Funds:	\$ 120,023
		State Funds from TxDOT:	\$ -
Apportionment Year:	2022	Other Funds:	\$ 230,006
Project Phase:		Fiscal Year Cost:	\$ 350,029
Brief Project Description:	Hidalgo County Transit Capital Improvement Program	Total Project Cost (YOE):	\$ 350,029
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVM-087	Federal (FTA) Funds:	\$ 685,000
		State Funds from TxDOT:	\$ -
Apportionment Year:	2022	Other Funds:	\$ 96,250
Project Phase:		Fiscal Year Cost:	\$ 781,250
Brief Project Description:	Capital - Mechanics, Assistance & Preventive Maintenance	Total Project Cost (YOE):	\$ 781,250
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVM-088	Federal (FTA) Funds:	\$ 2,100,000
		State Funds from TxDOT:	\$ -
Apportionment Year:	2022	Other Funds:	\$ 2,100,000
Project Phase:		Fiscal Year Cost:	\$ 4,200,000
Brief Project Description:	Operations	Total Project Cost (YOE):	\$ 4,200,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	
MPO Project #	HCVN-089	Federal (FTA) Funds:	\$ -
		State Funds from TxDOT:	\$ 250,709
Apportionment Year:	2022	Other Funds:	\$ -
Project Phase:		Fiscal Year Cost:	\$ 250,709
Brief Project Description:	Operations	Total Project Cost (YOE):	\$ 250,709
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5339
MPO Project #	HCVN-090	Federal (FTA) Funds:	\$ 532,369
		State Funds from TxDOT:	\$ -
Apportionment Year:	2022	Other Funds:	\$ 133,092
Project Phase:		Fiscal Year Cost:	\$ 665,461
Brief Project Description:	Capital	Total Project Cost (YOE):	\$ 665,461
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5310
MPO Project #	HCVN-091	Federal (FTA) Funds:	\$ 584,124
		State Funds from TxDOT:	\$ -
Apportionment Year:	2022	Other Funds:	\$ 146,031
Project Phase:		Fiscal Year Cost:	\$ 730,155
Brief Project Description:	Capital	Total Project Cost (YOE):	\$ 730,155
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project #	HCMM-050	Federal (FTA) Funds:	\$ 687,831
		State Funds from TxDOT:	\$ -
Apportionment Year:	2022	Other Funds:	\$ 687,831
Project Phase:		Fiscal Year Cost:	\$ 1,375,662
Brief Project Description:	Operating Assistance	Total Project Cost (YOE):	\$ 1,375,662
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project #	HCMM-051	Federal (FTA) Funds:	\$ 2,217,192
		State Funds from TxDOT:	\$ -
Apportionment Year:	2022	Other Funds:	\$ 454,124
Project Phase:		Fiscal Year Cost:	\$ 2,671,316
Brief Project Description:	Preventive Maintenance	Total Project Cost (YOE):	\$ 2,671,316
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	
MPO Project #	HCMM-052	Federal (FTA) Funds:	
		State Funds from TxDOT:	\$ 210,057
Apportionment Year:	2022	Other Funds:	
Project Phase:		Fiscal Year Cost:	\$ 210,057
Brief Project Description:	Administration/Operation	Total Project Cost (YOE):	\$ 210,057
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:		Trans. Deve Credits Awarded (Date & Amount):	

Federal Share (5307)	\$	5,810,046
Local Share (5307)	\$	3,568,211
State Share	\$	460,766
Total Cost	\$	<u>9,839,023</u>

Federal JARC

Local JARC

Federal New Freedom

Local New Freedom

Federal Share 5310	\$	584,124
Local Share 5310	\$	146,031
Federal Share 5339	\$	532,369
Local Share 5339	\$	133,092

Total	\$	<u>11,234,639</u>
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Development credits

FY 2023 TRANSIT PROJECT LISTING

HIDALGO COUNTY AREA - RGVMP TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5310
MPO Project #	HCVN-103	Federal (FTA) Funds:	\$ 44,895
		State Funds from TxDOT:	\$ -
Apportionment Year:		Other Funds:	\$ 8,979
Project Phase:	2023	Fiscal Year Cost:	\$ 53,874
Brief Project Description:	Capital/Operations/Admin.	Total Project Cost (YOE):	\$ 53,874
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVN-104	Federal (FTA) Funds:	\$ 420,023
		State Funds from TxDOT:	\$ -
Apportionment Year:	2023	Other Funds:	\$ 230,006
Project Phase:		Fiscal Year Cost:	\$ 650,029
Brief Project Description:	Hidalgo County Transit Capital Improvement Program	Total Project Cost (YOE):	\$ 650,029
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVN-105	Federal (FTA) Funds:	\$ 385,000
		State Funds from TxDOT:	\$ -
Apportionment Year	2023	Other Funds:	\$ 96,250
Project Phase:		Fiscal Year Cost:	\$ 481,250
Brief Project Description:	Capital - Mechanics, Assistance & Preventive Maintenance	Total Project Cost (YOE):	\$ 481,250
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVI-106	Federal (FTA) Funds:	\$ 2,100,000
Apportionment Year	2023	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 2,100,000
Brief Project Description:	Operations	Fiscal Year Cost:	\$ 4,200,000
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 4,200,000
Amendment Date & Action:	New Project	Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVI-107	Federal (FTA) Funds:	\$ 400,000
Apportionment Year	2023	State Funds from TxDOT:	\$ 250,709
Project Phase:		Other Funds:	\$ 100,000
Brief Project Description:	Operations	Fiscal Year Cost:	\$ 750,709
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 750,709
Amendment Date & Action:	New Project	Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5339
MPO Project #	HCVI-108	Federal (FTA) Funds:	\$ 532,369
Apportionment Year	2023	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 133,092
Brief Project Description:	Capital	Fiscal Year Cost:	\$ 665,461
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 665,461
Amendment Date & Action:	New Project	Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5310
MPO Project #	HCVI-109	Federal (FTA) Funds:	\$ 584,124
Apportionment Year	2023	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds:	\$ 146,031
Brief Project Description:	Capital	Fiscal Year Cost:	\$ 730,155
Sec 5309 ID Number:		Total Project Cost (YOE):	\$ 730,155
Amendment Date & Action:	New Project	Trans. Dev. Credits Requested:	
		Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project		Federal (FTA) Funds	\$ 687,831
Information (reference number, etc.)	HCMM-056	State Funds from TxDOT:	\$ -
Apportionment Year	2023	Other Funds	\$ 687,831
Project Phase:		Fiscal Year Cost	\$ 1,375,662
Brief Project Description:	OPERATING ASSISTANCE	Total Project Cost (YOE)	\$ 1,375,662
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	New Project	Trans. Deve Credits Awarded (Date & Amount)	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project		Federal (FTA) Funds	\$ 2,217,192
Information (reference number, etc.)	HCMM-057	State Funds from TxDOT:	\$ -
Apportionment Year	2023	Other Funds	\$ 554,298
Project Phase:		Fiscal Year Cost	\$ 2,771,490
Brief Project Description:	PREVENTIVE MAINTENANCE	Total Project Cost (YOE)	\$ 2,771,490
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	New Project	Trans. Deve Credits Awarded (Date & Amount)	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	
MPO Project		Federal (FTA) Funds	
Information (reference number, etc.)	HCMM-058	State Funds from TxDOT:	\$ 210,057
Apportionment Year	2023	Other Funds	
Project Phase:		Fiscal Year Cost	\$ 210,057
Brief Project Description:	ADMINISTRATION / OPERATION	Total Project Cost (YOE)	\$ 210,057
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	New Project	Trans. Deve Credits Awarded (Date & Amount)	

Federal Share (5307)	\$	6,210,046
Local Share (5307)	\$	3,768,385
State Share	\$	210,057
Total Cost	\$	<u>10,188,488</u>

Federal JARC

Local JARC

Federal New Freedom

Local New Freedom

Federal Share 5310	\$	629,019
Local Share 5310	\$	155,010
Federal Share 5339	\$	532,369
Local Share 5339	\$	133,092

Total	\$	<u>11,637,978</u>
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Development credits

FY 2024 TRANSIT PROJECT LISTING

HIDALGO COUNTY AREA - RGVMPPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVM-110	Federal (FTA) Funds:	\$ 120,023
		State Funds from TxDOT:	\$ -
Apportionment Year:	2024	Other Funds:	\$ 230,006
Project Phase:		Fiscal Year Cost:	\$ 350,029
Brief Project	Hidalgo County Transit Capital		
Description:	Improvement Program	Total Project Cost (YOE):	\$ 350,029
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVM-111	Federal (FTA) Funds:	\$ 685,000
		State Funds from TxDOT:	\$ -
Apportionment Year:	2024	Other Funds:	\$ 96,250
Project Phase:		Fiscal Year Cost:	\$ 781,250
Brief Project	Capital - Mechanics, Assistance &		
Description:	Preventive Maintenance	Total Project Cost (YOE):	\$ 781,250
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project #	HCVM-112	Federal (FTA) Funds:	\$ 2,100,000
		State Funds from TxDOT:	\$ -
Apportionment Year:	2024	Other Funds:	\$ 2,100,000
Project Phase:		Fiscal Year Cost:	\$ 4,200,000
Brief Project	Operations		
Description:		Total Project Cost (YOE):	\$ 4,200,000
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	
MPO Project #	HCVM-113	Federal (FTA) Funds:	\$ -
		State Funds from TxDOT:	\$ 250,709
Apportionment Year:	2024	Other Funds:	\$ -
Project Phase:		Fiscal Year Cost:	\$ 250,709
Brief Project Description:	Operations	Total Project Cost (YOE):	\$ 250,709
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5339
MPO Project #	HCVM-114	Federal (FTA) Funds:	\$ 532,369
		State Funds from TxDOT:	\$ -
Apportionment Year:	2024	Other Funds:	\$ 133,092
Project Phase:		Fiscal Year Cost:	\$ 665,461
Brief Project Description:	Capital	Total Project Cost (YOE):	\$ 665,461
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5310
MPO Project #	HCVM-115	Federal (FTA) Funds:	\$ 584,124
		State Funds from TxDOT:	\$ -
Apportionment Year:	2024	Other Funds:	\$ 146,031
Project Phase:		Fiscal Year Cost:	\$ 730,155
Brief Project Description:	Capital	Total Project Cost (YOE):	\$ 730,155
Sec 5309 ID Number:		Trans. Dev. Credits Requested:	
Amendment Date & Action:	New Project	Trans. Deve Credits Awarded (Date & Amount):	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-059	Federal (FTA) Funds	\$ 687,831
Apportionment Year	2024	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 687,831
Brief Project Description:	OPERATING ASSISTANCE	Fiscal Year Cost	\$ 1,375,662
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 1,375,662
Amendment Date & Action	New Project	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-060	Federal (FTA) Funds	\$ 2,217,192
Apportionment Year	2024	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 554,298
Brief Project Description:	PREVENTIVE MAINTENANCE	Fiscal Year Cost	\$ 2,771,490
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 2,771,490
Amendment Date & Action	New Project	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	
MPO Project Information (reference number, etc.)	HCMM-061	Federal (FTA) Funds	
Apportionment Year	2024	State Funds from TxDOT:	\$ 210,057
Project Phase:		Other Funds	
Brief Project Description:	ADMINISTRATION / OPERATION	Fiscal Year Cost	\$ 210,057
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 210,057
Amendment Date & Action	New Project	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

Federal Share (5307)	\$	5,810,046
Local Share (5307)	\$	3,668,385
State Share	\$	460,766
Total Cost	\$	<u>9,939,197</u>

Federal JARC

Local JARC

Federal New Freedom

Local New Freedom

Federal Share 5310	\$	584,124
Local Share 5310	\$	146,031
Federal Share 5339	\$	532,369
Local Share 5339	\$	133,092

Total	\$	<u>11,334,813</u>
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Development credits

Transit Financial Summary
Hidalgo County Area - RGVMP
FY 2021-2024 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of June 2020

Transit Program	FY 2021				FY 2022			FY 2023		
	Federal	State/Other	Total		Federal	State/Other		Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	22,968,040	9,466,712	32,434,752		5,810,046	4,028,977	9,839,023	6,210,046	3,978,442	10,188,488
2 Sec. 5307 - Urbanized Formula <200K										
3 Sec. 5309 - Discretionary										
4 Sec. 5310 - Elderly & Individuals w/Disabilities	629,019	155,010	784,029		584,124	146,031	730,155	629,019	155,010	784,029
5 Sec. 5311 - Nonurbanized Formula										
6 Sec. 5316 - JARC >200K										
7 Sec. 5316 - JARC <200K										
8 Sec. 5316 - JARC Nonurbanized										
9 Sec. 5317 - New Freedom >200K										
10 Sec. 5317 - New Freedom <200K										
11 Sec. 5317 - New Freedom Nonurbanized										
12 Sec. 5339 - Bus & Bus Facilities	532,369	133,092	665,461		532,369	133,092	665,461	532,369	133,092	665,461
13 Other FTA										
14 Regionally Significant or Other										
Total Funds	\$24,129,428	\$9,754,814	\$33,884,242		\$6,926,539	\$4,308,100	\$11,234,639	\$7,371,434	\$4,266,544	\$11,637,978
Transportation Development Credits										
Requested			\$1,959,848							
Awarded										

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2024			Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	5,810,046	4,129,151	9,939,197	40,798,178	21,603,282	62,401,460
2 Sec. 5307 - Urbanized Formula <200K						
3 Sec. 5309 - Discretionary						
4 Sec. 5310 - Elderly & Individuals w/Disabilities	584,124	146,031	730,155	2,426,286	602,082	3,028,368
5 Sec. 5311 - Nonurbanized Formula						
6 Sec. 5316 - JARC >200K						
7 Sec. 5316 - JARC <200K						
8 Sec. 5316 - JARC Nonurbanized						
9 Sec. 5317 - New Freedom >200K						
10 Sec. 5317 - New Freedom <200K						
11 Sec. 5317 - New Freedom Nonurbanized						
12 Sec. 5339 - Bus & Bus Facilities	532,369	133,092	665,461	2,129,476	532,368	2,661,844
13 Other FTA - 5311 (f)						
14 Regionally Significant or Other						
Total Funds	\$6,926,539	\$4,408,274	\$11,334,813	\$45,353,940	\$22,737,732	\$68,091,672
Transportation Development Credits						
Requested						\$1,959,848
Awarded						

Transit Financial Summary
RGVMPO - Regional Totals
FY 2021 - 2024 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of June 2020

Transit Program		FY 2021				FY 2022			FY 2023		
		Federal	State/Other	Total		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	25,654,532	11,315,220	36,969,752		8,496,538	5,877,485	14,374,023	8,896,538	5,826,950	14,723,488
2	Sec. 5307 - Urbanized Formula <200K	2,187,735	1,188,057	3,375,792		2,027,452	1,285,787	3,313,239			
3	Sec. 5309 - Discretionary										
4	Sec. 5310 - Elderly & Individuals w/Disabilities	795,330	196,589	991,919		750,435	187,610	938,045	795,330	196,589	991,919
5	Sec. 5311 - Nonurbanized Formula										
6	Sec. 5316 - JARC >200K										
7	Sec. 5316 - JARC <200K										
8	Sec. 5316 - JARC Nonurbanized										
9	Sec. 5317 - New Freedom >200K										
10	Sec. 5317 - New Freedom <200K										
11	Sec. 5317 - New Freedom Nonurbanized										
12	Sec. 5339 - Bus & Bus Facilities	836,087.00	186,689.00	1,022,776.00		836,087.00	186,689.00	1,022,776.00	836,087.00	186,689.00	1,022,776.00
13	Other FTA - 5311 (f)										
14	Regionally Significant or Other	3,680,000	2,434,138	6,114,138							
	Total Funds	\$33,153,684	\$15,320,693	\$48,474,377		\$12,110,512	\$7,537,571	\$19,648,083	\$10,527,955	\$6,210,228	\$16,738,183
Transportation Development Credits											
	Requested			\$2,081,338				\$116,333			\$121,490
	Awarded										

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2024			Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	8,496,538	5,977,659	14,474,197	51,544,146	28,997,314	80,541,460
2	Sec. 5307 - Urbanized Formula <200K				4,215,187	2,473,844	6,689,031
3	Sec. 5309 - Discretionary						
4	Sec. 5310 - Elderly & Individuals w/Disabilities	750,435	187,610	938,045	3,091,530	768,398	3,859,928
5	Sec. 5311 - Nonurbanized Formula						
6	Sec. 5316 - JARC >200K						
7	Sec. 5316 - JARC <200K						
8	Sec. 5316 - JARC Nonurbanized						
9	Sec. 5317 - New Freedom >200K						
10	Sec. 5317 - New Freedom <200K						
11	Sec. 5317 - New Freedom Nonurbanized						
12	Sec. 5339 - Bus & Bus Facilities	836,087.00	186,689.00	1,022,776.00	3,344,348	746,756	4,091,104
13	Other FTA - 5311 (f)						
14	Regionally Significant or Other				3,680,000	2,434,138	2,434,138
	Total Funds	\$10,083,060	\$6,351,958	\$16,435,018	\$65,875,211	\$35,420,450	\$101,295,661
Transportation Development Credits							
	Requested			\$116,333			\$2,435,494
	Awarded						

Project Phase	Highway	From	To	MTPW	CSI #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering (4.5% 2011 const cost)	CE Cost (<\$2 M 7.5%-\$2-\$10 M 8%-\$10 M 45% of 2011 const cost)	Contingencies (<\$2M 7%, \$2-\$25 M 6.5%,\$25-\$50 M 9%,>\$50M 7% of 2010 const cost)	Total Project Cost	Year of Expenditure Begins (YOE)	Cat 1	Cat 2	Cat 3 - TIF	Cat 4 - Statewide Connectivity	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Earmark	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL		
E	FM 676	Taylor Rd	FM 2220	HC-144	1064-01-043	1	Widen to 4 Lane Divided	McAllen / HC 4	\$ 6,000,000	\$ 6,000,000	\$ 1,202,648	\$1,839,870	\$ 297,600	\$ 119,400	\$ 9,683,918	\$ 1,839,870													\$ 1.84	\$ 1.84			
C	FM 1926 (23rd st)	SH 1926 (23rd st) & Kendlewood Ave		HC-311	1804-01-069	1	Addition of North and South bound center turn lanes	McAllen	\$ 94,785	\$ 94,785	\$ 16,000	\$ 4,361	\$ 4,450	\$ -	\$ 125,114	\$ 94,785					\$ 0.09									\$ 0.09			
																\$ 349,768,230					\$ 19,198,485												
FY 2022 FY 2022																																	
BROWNSVILLE																																	
E	CS	On West Rail Trail, From Palm Blvd @ Former Rail Line	I-69E SB Frontage Road, W. of Old Alice Road	BMPO-E7	0921-06-293	6.5	Construct Multimodal Facility	CCRMA	\$ 10,000,000	\$ 10,000,000	\$ -	\$ 1,000,000	\$ 660,000	\$ 200,672	\$ 12,906,001	\$ 1,000,000					\$ 1.00										\$ 1.00		
E	CS	On East Loop, from I-69E	SH 4	BMPO-E4	0921-06-315		Construction of 4 to 6 lane roadway	CCRMA	\$ 100,000,000	\$ 100,000,000	\$ 5,600,000	\$ 3,875,000	\$ 5,600,000	\$ 4,900,000	\$ 125,019,434	\$ 3,875,000					\$ 2.96			\$ 0.91							\$ 3.88		
E	CS	On Old Alice Road, SH 100	Sports Park Blvd	BMPO-E2	0921-06-290		Widen from 2 lane to 4 lane Urban Roadway	Cameron County	\$ 19,131,623	\$ 19,131,623	\$ -	\$ 1,100,000	\$ 1,650,000	\$ -	\$ 21,881,623	\$ 1,100,000					\$ 1.10										\$ 1.10		
C, E	VA	Southmost Nature Trail Phase, from Manzano St	La Posada Dr.	BMPO-ST1	0921-06-280	0.8	Construct 10' concrete trail	City of Brownsville	\$ 356,250	\$ 356,250	\$ -	\$ -	\$ 18,750	\$ 26,250	\$ 413,709	\$ 375,000					\$ 0.36								\$ 0.02	\$ 0.38			
C	VA	2 Mi North of FM 511/FM 1847 int.	Along Canal, .7 mi E, .38 mi N, 0.3 mi W	BMPO-BL1	0921-06-322	1.1	Construct 10' Hike and Bike Trail between Brownsville and Los Fresnos	City of Brownsville	\$ 999,080	\$ 999,080	\$ -	\$ 48,954	\$ -	\$ 19,882	\$ 1,161,776	\$ 999,080							\$ 0.64							\$ 0.36	\$ 1.00		
C	West Blvd.	FM 3248 (Alton Gloor)	FM 802 (Ruben Torres Blvd)		0921-06-340		Roadway/ Trail Construction Phase of Multi Modal Corridor	CCRMA	\$ 6,378,902	\$ 6,378,902	\$ -	\$ 312,566	\$ 318,945	\$ 414,629	\$ 7,820,534	\$ 6,378,902														\$ 6.38	\$ 6.38		
E	Dana Road	FM 802	FM 3248	BMPO-DR1	0921-06-330	2.4	Widen roadway and add sidewalks	City of Brownsville	\$ 13,094,400	\$ 13,094,400	\$ -	\$ 517,440	\$ 523,776	\$ 210,144	\$ 14,345,760	\$ 517,440														\$ 0.52	\$ 0.52		
C,E, E	SH 550	0.203mi S of FM 1847	1.13mi SE of UPRR Overpass @ FM 3248	BMPO-RM6	0684-01-068	3.9	Construct Controlled Access Tolled Facility	CCRMA	\$ 15,618,497	\$ 15,618,497	\$ -	\$ 1,000,000	\$ 1,631,503	\$ 743,425	\$ 19,912,343	\$ 18,250,000					\$ 18.25										\$ 18.25		
E	CS	On Indiana Ave, 0.1-Mile North of California Rd.	0.62-Mile North of FM-1419 (Southmost Rd)	BMPO-E11	0921-06-305	2	Realignment, construct 2-lane rural roadway	CCRMA	\$ 10,766,345	\$ 10,766,345	\$ -	\$ 312,500	\$ 100,000	\$ 90,000	\$ 11,876,687	\$ 312,500					\$ 0.31										\$ 0.31		
E	CS	On Military HW-Connector, from IH69E & SH-100	US-281 Military Highway		0921-06-339	7.5	Construction of a 4-lane divided highway	CCRMA	\$ 140,000,000	\$ 140,000,000	\$ 5,500,000	\$ 6,860,000	\$ 6,300,000	\$ 9,800,000	\$ 177,140,000	\$ 750,000					\$ 0.75										\$ 0.75		
																\$ 32,495,422					\$ 23,669,735.00												
HARLINGEN/ SAN BENITO																																	
C	IH-69E	Industrial Blvd	Loop 499/ Primera Rd	HSB-115	0039-07-257		NB and SB Ramps Reversal	TxDOT	\$ 2,758,554	\$ 2,758,554	\$ -	\$ 135,169	\$ 110,618	\$ 39,171	\$ 3,327,367	\$ 2,758,544		\$ 2.76													\$ 2.76		
C	Bus 77X	Jefferson Ave	0.035 Mi S of SS 206	HSB-135	0327-08-102		Install Raised Median	TxDOT	\$ 651,026	\$ 651,026	\$ -	\$ 31,900	\$ 18,554	\$ 6,706	\$ 718,863	\$ 651,026						\$ 0.65									\$ 0.65		
C,E	CS	On Stuart PL Rd, 0.18 MI N of Primera Rd	FM 2994/Wilson Rd	HSB-128	0921-06-311		Construction of 1.2mi of ADA-accessible 5 to 6 foot wide sidewalk	City of Primera	\$ 482,010	\$ 482,010	\$ -	\$ 21,690	\$ 50,611	\$ -	\$ 578,412	\$ 578,412							\$ 0.58								\$ 0.58		
C,E	Loop 499	Rio Hondo Road	FM 106 (Harrison Ave)	HSB-127	0921-06-312	1.48	Construction of 1.48 mi of ADA accessible 6 ft wide sidewalks	City of Harlingen	\$ 428,489	\$ 428,489	\$ 1,946	\$ 9,732	\$ 53,200	\$ 25,653	\$ 571,490	\$ 544,711							\$ 0.52							\$ 0.026	\$ 0.54		
																\$ 14,717,994					\$												
HIDALGO																																	
TAP	VA	Donna Sidewalk Project	S. International Blvd.	HC-360	0921-02-393	4.9	Rehabilitation of deteriorated sidewalks and construction of new sidewalks	Donna	\$ 340,741	\$ 340,741	\$ -	\$ -	\$ -	\$ -	\$ 357,241	\$ 340,741							\$ 0.34								\$ 0.34		
C	CS	Anzalduas Land Port of Entry NB Empties		HC-352	0921-02-379		Inbound commercial inspection pre-primary inspection pre-cleared cargo traffic	McAllen	\$ 43,700,000	\$ 43,700,000	\$ -	\$ 3,496,000	\$ 4,370,000	\$ -	\$ 53,308,091	\$ 43,700,000								\$ 12.10					\$ 31.60	\$ 43.70			
TAP	VA	Canton Rd & Jackson Rd (Edinburg)	Bicentennial H/B & Wisconsin (McAllen)	HC-370	0921-02-431	2.8	Jackson Rd Hike & Bike Project Phase II	McAllen / Edinburg	\$ 2,753,775	\$ 2,753,775	\$ 370,000	\$ -	\$ -	\$ -	\$ 3,211,886	\$ 2,753,775							\$ 0.40							\$ 2.35	\$ 2.75		
C	FM 1926 (23rd st)	At FM 1926 (23rd st) & Hackberry Ave		HC-310	1804-01-068	1	Addition of North and South bound center turn lanes	McAllen	\$ 86,265	\$ 86,265	\$ 16,000	\$ 3,969	\$ 4,050	\$ -	\$ 121,586	\$ 86,265					\$ 0.09										\$ 0.09		
C	SH 336	Intersection Business US 83	135ft S Intersection US Business 83	HC-312	0621-01-106	0.025	Addition of north bound right turn lane	McAllen	\$ 77,958	\$ 77,958	\$ 31,000	\$ 3,587	\$ 3,660	\$ -	\$ 123,986	\$ 77,958					\$ 0.08										\$ 0.08		
C	FM 1926 (23rd st)	At FM 1926 (23rd st) & Ebony Ave		HC-313	1804-01-071	2	Addition of east, north and south bound center turn lanes	McAllen	\$ 141,219	\$ 141,219	\$ 21,000	\$ 6,497	\$ 6,630	\$ -	\$ 188,521	\$ 141,219					\$ 0.14										\$ 0.14		
C	FM 1926 (23rd st)	At FM 1926 (23rd st) & Jackson Ave		HC-314	1804-01-072	1	Addition of North and South bound center turn lanes	McAllen	\$ 116,618	\$ 116,618	\$ 31,000	\$ 5,366	\$ 5,475	\$ -	\$ 169,519	\$ 116,618					\$ 0.12										\$ 0.12		
C, E	CS	On Taylor Rd @/Mile 2 N	Business 83	HC-257	0921-02-328	2	4 lanes divided urban	HC 3	\$ 7,418,209	\$ 7,418,209	\$ 2,011,852	\$ 743,333	\$ 887,802	\$ 376,725	\$ 12,074,699	\$ 8,306,011					\$ 6.89								\$ 1.41	\$ 8.31			
C	VA	Anzalduas Int Bridge Port of Entry	South Bound	HC-277	0921-02-303		Construction of Southbound Inspection Station	McAllen	\$ 10,000,000	\$ 10,000,000	\$ -	\$ 800,000	\$ 1,281,660	\$ -	\$ 12,506,367	\$ 10,000,000					\$ 0.51			\$ 5.49			\$ 4.00				\$ 10.00		
R	CS	On Mile 6 W from SH 107	Mile 11 N	HC-148br	0921-02-286	5.5	Widen to 4 Lane	HC 1	\$ 31,202,489	\$ 31,202,489	\$ 4,396,313	\$ 992,000	\$ 3,410,000	\$ 1,316,000	\$ 43,832,238	\$ 4,396,313					\$ 4.40										\$ 4.40		
TAP	VA	City Pharr	City Alamo	HC-371	0921-02-432	13.4	PSJA Tri-City Ped Improvement Phase II	Pharr / San Juan / Alamo	\$ 2,196,840	\$ 2,196,840	\$ -	\$ -	\$ -	\$ -	\$ 2,282,736	\$ 2,196,840							\$ 1.62						\$ 0.58	\$ 2.20			
TAP	VA	Within Hidalgo County		HC-368	0921-02-429		RGV B-Cycle Bikeshare	LRGVDC	\$ 544,000	\$ 544,000	\$ -	\$ -	\$ -	\$ -	\$ 565,270	\$ 544,000							\$ 0.51						\$ 0.03	\$ 0.54			
TAP	VA	Within Hidalgo																															

Project Phase	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering (4.9% 2011 const cost)	CE Cost (<\$2 M 7.5%,\$2-\$10 M 5%,>\$10 M 4.5% of 2011 const cost)	Contingencies (<\$2M 7%, \$2-\$25 M 6.5%,\$25-\$50 M 9%,>\$50M 7% of 2010 const cost)	Total Project Cost	Year of Expenditure (Fiscal Year) (YOE)	Cat 1	Cat 2	Cat3 - TMP	Cat 4 - Statewide Connectivity	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Earmark	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
C	IH 69E/US 77/83 Northbound	At IH-69 & FM 732 Intersection	At Sherer Rd/ Bus 77 Intersection	HSB-123	0039-07-049	0.3	Proposed Continuous Frontage Roads and Intersection improvement		\$ 17,810,000						\$ 21,184,995	\$ 17,810,000		\$ 17.81													\$ 17.81
																\$ 29,500,000															
HIDALGO																															
	Mile 3 N (Phase II)	Tom Gill Road	FM 2221	HC-286b	0921-02-332	2.5	New Location 2 Lane Rural Roadway	HC 3	\$ 4,726,081	\$ 5,750,000	\$ 750,000	\$ 346,349	\$ 690,000	\$ -	\$ 7,892,849	\$ 7,190,000					\$ 7.19										\$ 7.19
	Mile 1 East	Bus 83	Mile 8 North	HC-269	0921-02-254	1	Reconstruct & widen to urban 2 lanes & shoulders	Mercedes	\$ 6,880,000	\$ 9,053,611	\$ 502,000	\$ 778,050	\$ 756,800	\$ 588,485	\$ 12,240,270	\$ 10,900,896					\$ 6.80								\$ 4.10		\$ 10.90
C & E	Nolana Loop (S1)	FM 1426 (Raul Longoria)	FM 907	HC-152a	0921-02-361	2.25	Widen to 4 Lane Divided	HC 2 / McAllen	\$ 10,792,787	\$ 12,140,418	\$ 2,000,000	\$ 230,275	\$ 1,200,000	\$ 789,127	\$ 17,112,526	\$ 13,340,418					\$ 13.34										\$ 13.34
C	FM 493 (La Blanca)	Mile 14 N Rd	Mile 10 N Rd	HC-34a	0863-01-048	4	Widen to 4 Lane Divided	HC 1-4	\$ 7,405,340	\$ 8,330,000	\$ 999,600	\$ 408,170	\$ 416,500	\$ 541,450	\$ 11,212,180	\$ 8,330,000		\$ 8.33													\$ 8.33
C	FM 1015	Mile 12 N Rd	SH 107	HC-2	1228-03-041	4.5	Widen to 4 Lane Divided	HC 1/ Edcouch	\$ 7,645,369	\$ 8,600,000	\$ 1,032,000	\$ 1,798,750	\$ 430,000	\$ 559,000	\$ 12,952,950	\$ 8,600,000		\$ 8.60													\$ 8.60
C	FM 494	FM 676 (Mile 5)	FM 1924 (Mile 3)	HC-292b	0864-01-069	2	Widen to 4 lane	TXDOT / HC 3	\$ 22,000,000	\$ 22,000,000	\$ 500,000	\$ 392,000	\$ 450,000	\$ 585,000	\$ 23,927,000																\$ -
C	SH 107	FM 1425	West Levee		0342-02-052		Reconstruct and Widen to 4 lane rural	TXDOT	\$ 37,105,711	\$ 37,105,711	\$ -	\$ 1,818,180	\$ 1,818,180	\$ 18,553	\$ 42,437,802	\$ 49,958,751	\$ 12.00														\$ 12.00
C	FM 676 (Mile 5)	SH 107 (Conway)	Taylor Rd	HC-117c	1064-01-027		Widen to 4 Lane Divide	TXDOT	\$ 18,830,374	\$ 18,830,374	\$ 918,775	\$ 493,693	\$ 453,392	\$ 654,899	\$ 21,351,133	\$ 11,894,902		\$ 7.19							\$ 0.50	\$ 4.20					\$ 11.89
C	FM 1925	Wallace Rd	10th St	HC-338	1803-01-094	3.5	6 lane with raised median	TXDOT	\$ 23,500,000	\$ 23,500,000	\$ -	\$ 1,151,500	\$ 165,600	\$ 467,650	\$ 24,284,750	\$ 23,500,000	\$ 3.50	\$ 20.00													\$ 23.50
																\$ 133,714,967											\$ 27,335,192				
FY 2026 FY 2026																															
BROWNSVILLE																															
C	Los Fresnos Hike and Bike Trail	Circles the City of Los Fresnos		BMPO-LF2	0921-06-334		Establish Hike and Bike Trail	City of Los Fresnos	\$ 3,027,100	\$ 3,269,268	\$ -	\$ 148,328	\$ -	\$ 60,239	\$ 3,235,667	\$ 3,511,436					\$ 3.0								\$ 0.484		\$ 3.51
C, E	Veterans International Bridge at Los Tomates	CBP Primary Inspection Lanes		BMPO-AA1	0921-06-313		Expansion of primary lanes for passenger vehicles.	CCRMA	\$ 13,134,449	\$ 15,365,448	\$ -	\$ 500,000	\$ 1,444,396	\$ 898,345	\$ 19,900,221	\$ 16,778,845					\$ 14.6									\$ 2.2	\$ 16.78
C	US 281	0.05 Mi W of FM 1577	FM 1421	BMPO-D3	0220-04-049	3.2	Widen from 2 lanes to 4 lanes rural	TXDOT	\$ 12,000,000	\$ 12,000,000	\$ -	\$ 612,500	\$ 620,000	\$ 248,750	\$ 13,481,250	\$ 12,000,000	\$ 4.46	\$ 7.54													\$ 12.00
																\$ 32,290,281											\$ 17,605,945				
HARLINGEN/ SAN BENITO HIDALGO																															
R	Freddy Gonzalez	SH 336 (10th St)	FM 2061 (McColl Rd)	HC-120	0921-02-440	1.13	Widen to 5 Lane with traffic street improvements	Edinburg	\$ 4,600,000	\$ 5,820,467	\$ 560,000	\$ 285,203	\$ 550,000	\$ 378,330	\$ 7,954,870	\$ 560,000					\$ 0.56										\$ 0.56
R	Trenton Rd	US 281	FM 1426 (Raul Longoria)	HC-177a	0921-02-442	1.3	Construct 4 Lane	HC 4/ Edinburg	\$ 6,300,000	\$ 7,971,510	\$ 715,000	\$ 390,604	\$ 700,000	\$ -	\$ 10,271,347	\$ 715,000					\$ 0.72										\$ 0.72
	1 Rd	Rancho Blanco	Military Hwy (US 281)	HC-127	0921-02-363	4.5	Construct 2 Lane w/ Shoulders	Pharr/San Juan/ HC 2	\$ 10,000,000	\$ 11,698,586	\$ -	\$ 573,231	\$ 526,436	\$ 760,408	\$ 14,283,973	\$ 11,698,586					\$ 11.70										\$ 11.70
C	FM 1925	FM 681	Wallace Rd	HC-348	1803-01-095	4.75	Proposed 4 lanes curb and gutter	HC 3	\$ 20,515,301	\$ 24,000,000	\$ -	\$ 1,176,000	\$ 1,080,000	\$ 1,560,000	\$ 29,304,001	\$ 24,000,000		\$ 24.00													\$ 24.00
C	SH 107	FM 681	FM 2220	HC-349	0528-01-116	5.75	Widen to 6 lane with raised median	HC 3	\$ 15,510,006	\$ 15,510,006	\$ -	\$ 759,990	\$ 697,950	\$ 1,008,150	\$ 18,937,717	\$ 15,510,006		\$ 15.51													\$ 15.51
	FM 681	FM 2221	SH 107 (Conway)	HC-385	0669-01-060	1.79	Widen to 6 lane with raised median	HC 3	\$ 6,411,031	\$ 7,500,000	\$ -	\$ 367,500	\$ 372,000	\$ 149,250	\$ 8,388,750	\$ 8,388,750		\$ 8.39													\$ 8.39
																\$ 60,872,342											\$ 12,973,586				
FY 2027 FY 2027																															
BROWNSVILLE																															
																\$ -											\$ -				
HIDALGO																															
C & CE	Cesar Chavez	Bus 83	Ridge	HC-344	0921-02-399	1	Widen to 4 lanes	San Juan / Alamo / HC 1-2	\$ 5,955,000	\$ 6,193,200	\$ 1,000,000	\$ 249,994	\$ 655,000	\$ -	\$ 8,482,172	\$ 6,848,200					\$ 6.85										\$ 6.85
	Cesar Chavez Rd	Business 83	Nolana Loop	HC-326	0921-02-405	2.8	Divided Urban Section	San Juan / Alamo / HC 1-2	\$ 14,847,575	\$ 18,064,345	\$ 4,570,000	\$ 1,151,217	\$ 2,567,723	\$ -	\$ 28,358,177	\$ 25,202,068					\$ 25.20										\$ 25.20
C	Inspiration Rd/ Military Pkwy Loop	IH-2	FM 1016	HC-341	0921-02-395		Widen to 4 Lane Divided	Mission / McAllen / Hidalgo	\$ 16,477,935	\$ 20,047,928	\$ 3,000,000	\$ 1,276,483	\$ 2,205,272	\$ -	\$ 27,624,057	\$ 22,253,200					\$ 22.25										\$ 22.25
C	US 281	Hidalgo/ Brooks CL	0.315Mi N of SH 186		0255-06-069		Conruct 4 Lanes with overpasses and two-2 lane frontage roads	TXDOT	\$ 182,828,908	\$ 182,828,908	\$ -	\$ 8,958,616	\$ 8,940,334	\$ 2,065,967	\$ 202,793,825	\$ 194,000,000				\$ 10.90									\$ 183.10		\$ 194.00
																\$ 248,303,468											\$ 54,303,468				
FY 2028 FY 2028																															
BROWNSVILLE																															
																\$ -											\$ -				
HARLINGEN/ SAN BENITO																															
																\$ -											\$ -				
HIDALGO																															
C, CE, R	Liberty Blvd (Phase II)	Mile 3 Rd	FM 2221	HC-284b	0921-02-322	3.8	Construct 2 lanes roadway with shoulders (On New Location from Mile 4 to FM 2221)	HC 3	\$ 6,795,621	\$ 8,598,629	\$ 2,030,000	\$ 347,998	\$ 1,576,755	\$ -	\$ 13,337,965	\$ 10,175,384					\$ 10.18										\$ 10.18
C	Eldora Rd	FM 3362 (Jackson Rd)	Veterans Blvd (1 Rd)	HC-322	0921-02-403	2.3	Divided Urban Section	Pharr/San Juan/HC 2	\$ 9,645,111	\$ 12,204,142	\$ 1,200,000	\$ 893,159	\$ 1,518,417	\$ -	\$ 16,672,565	\$ 13,722,559					\$ 13.72										\$ 13.72
																\$ 23,897,943											\$ 23,897,943				
FY 2029 FY 2029																															
BROWNSVILLE																															
C & CE	Whipple Rd	On Whipple Rd, FM 1847	FM 1575	BMPO-P2	0921-06-292	1.3	Proposed 2 lane roadway with continous left turn lane	CCRMA	\$ 4,000,000	\$ 5,263,727	\$ -	\$ 380,300	\$ 440,000	\$ 260,000	\$ 5,080,300	\$ 5,703,727					\$ 4.44									\$ 1.3	\$ 5.70
C & CE	CS	On Old Alice Road, SH 100	Sports Park Blvd	BMPO-E2a	0921-06-290		Widen from 2 lane to 4 lane Urban Roadway	Cameron County	\$ 15,000,000	\$ 18,249,794	\$ -	\$ 1,100,000	\$ 1,650,000	\$ -	\$ 20,999,794	\$ 19,899,794					\$ 16.65									\$ 3.25	\$ 19.90
C	West Blvd	Palm Blvd.	US 281 / Boca Chica Blvd	BMPO-WR1	0921-06-341		Construct Trail	CCRMA	\$ 1,519,922	\$ 1,945,500		\$ 75,844		\$ 30,246	\$ 1,626,013	\$ 1,945,500							\$ 1.52							\$ 0.43	\$ 1.95
																\$ 27,549,021											\$ 21,090,000				
HARLINGEN/ SAN BENITO																															
																\$ -											\$ -				
HIDALGO																															
CE & C	Mile 10 North	Westgate (Mile 6 W)	FM 1015	HC-264	0921-02-360	3	Widen to 4 lanes - Urban	Weslaco / HC 1	\$ 9,266,768	\$ 12,194,434	\$ 2,200,000	\$ 1,240,022	\$ 1,700,000	\$ -	\$ 18,675,784	\$ 13,894,434					\$ 13.89										\$ 13.89
R	Nolana Loop (S 2-4)	FM 907	FM 88	HC-152r	0921-02-169	7.65	Widen to 4 Lane Divided	HC 1-2	\$ 9,752,330	\$ 13,346,737	\$ 3,500,000	\$ 690,825	\$ 667,337	\$ 867,538	\$ 19,899,935	\$ 3,500,000					\$ 3.50										\$ 3.50
	Nolana Loop	FM 2220 (Ware Rd)	FM 1926 (23rd st)	HC-155a	0921-02-396	1	Widen to 6 Lane	McAllen	\$ 2,445,000	\$ 3,346,151	\$ 1,099,198	\$ 163,961	\$ 167,308	\$ 217,500	\$ 5,201,580	\$ 3,730,959					\$ 3.73										\$ 3.73
C & CE	Mile 6 W Rd	SH 107	Mile 14 1/2	HC-148bba	0921-02-448	2	Widen to 4 Lane	HC 1	\$ 8,207,112	\$ 10,800,000	\$ 1,598,659	\$ 360,727	\$ 1,200,000	\$ 478,545	\$ 14,894,295	\$ 12,000,000					\$ 12.00										\$ 12.00

Project Phase	Highway	From	To	MTP#	CSI #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering (4.9% 2011 const cost)	CE Cost (<\$2 M 7.5% >\$2-\$10 M 8% >\$10 M 4.5% of 2011 const cost)	Contingencies (<\$2M 7%, \$2-\$2.5M 6.5%, >\$2.5-\$50M 9%, >\$50M 7% of 2010 const cost)	Total Project Cost	Year of Expenditure Beginning (YOE)	Cat 1	Cat 2	Cat 3 - TIF	Cat 4 - Statewide Connectivity	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Earmark	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL	
C	FM 2220 (Ware Rd)	SH 107	Mile 5 N (Auburn Ave)	HC-19a	2094-01-062	2.5	Proposed 6 Lane Median	TxDOT	\$ 17,470,000	\$ 17,470,000		\$ 856,030	\$ 866,512	\$ 347,653	\$ 20,654,781	\$ 17,470,000		\$ 17.47													\$ 17.47	
																\$ 50,595,393					\$ 33,125,393											
FY 2030 FY 2030																																
BROWNSVILLE																																
C	Dana Road	FM 802	FM 3248	BMPO-DR1	0921-06-330	2.4	Widen roadway and add sidewalks	City of Brownsville	\$ 10,560,000	\$ 13,094,400		\$ 517,440	\$ 523,776	\$ 210,144	\$ 11,811,360	\$ 13,618,176					\$ 10.56								\$ 3.90		\$ 14.46	
C	Indiana Ave Realignment	0.1 Mile North of California Rd.	0.62 Mile North of F.M. 1419	BMPO-LA2	0921-06-305	2	Realignment, construct 2 lane rural roadway	CCRMA	\$ 2,808,500	\$ 3,482,540			\$ 139,302	\$ 55,889	\$ 3,003,691	\$ 3,848,500					\$ 2.81								\$ 1.04		\$ 3.85	
																\$ 17,466,676					\$ 13,368,500.00											
HARLINGEN/ SAN BENITO																																
C	Outer Parkway	IH 69E	FM 106/General Brant Rd	HSB-126	0921-06-283	21.5	New Location - Controlled Access 4 lane Toll Facility		\$ 220,000,000		\$ 5,000,000				\$ 225,000,000	\$ 220,000,000													\$ 220.00		\$ 220.00	
C,R	FM 1925	IH 69E	Cameron/Hidalgo County Line	HSB-124	0921-02-353	6.5	New Location 4 lane roadway	CCRMA	\$ 30,000,000		\$ 5,000,000				\$ 41,632,500	\$ 35,000,000														\$ 35.00		35.00
																\$ 255,000,000																
HIDALGO																																
	E Yuma Ave	Jackson Rd	McColl Rd	HC-248	0921-02-398	0.6	Widen to 4 Lane Urban with siphon	McAllen	\$ 1,341,000	\$ 1,835,251	\$ 267,944	\$ 89,927	\$ 137,644	\$ 128,468	\$ 2,573,019	\$ 2,101,363					\$ 2.10										\$ 2.10	
	Freddy Gonzalez	SH 336 (10th St)	FM 2061 (McColl Rd)	HC-120	0921-02-440	1.13	Widen and Reconstruct Roadway (2 to 4 Lanes) Divided Urban	Edinburg	\$ 4,600,000	\$ 5,820,467	\$ 560,000	\$ 285,203	\$ 550,000	\$ 378,330	\$ 7,954,870	\$ 6,370,467					\$ 6.37										\$ 6.37	
C	Trenton Rd	US 281	FM 1426 (Raul Longoria)	HC-177a	0921-02-442	1.3	Construct 4 Lane	Edinburg / HC 4	\$ 9,245,237	\$ 11,464,094	\$ 3,256,200	\$ 541,400	\$ 1,400,000	\$ 1,386,785	\$ 18,759,253	\$ 12,864,094					\$ 14.44								\$ 1.39		\$ 15.83	
	Sprague Ave	Sugar Rd	SH 336 (N 10th St)	HC-170	0921-02-466	2.13	Widen to 4 Lane	Edinburg	\$ 4,460,000	\$ 5,643,323	\$ 951,200	\$ 276,523	\$ 282,166	\$ 366,816	\$ 7,869,914	\$ 5,643,323					\$ 5.64										\$ 5.64	
C	Nolana Loop (S2)	FM 907	FM 1423	HC-152b	0921-02-460	2.3	Widen to 4 Lane Divided	HC 1-2	\$ 2,903,952	\$ 3,974,259	\$ 348,474	\$ 230,275	\$ 198,713	\$ 258,327	\$ 5,256,452	\$ 3,974,259													\$ 3.97	\$ 3.97		
C	Nolana Loop (S3)	FM 1423	FM 493	HC-152c	0921-02-461	2.8	Widen to 4 Lane Divided	HC 1	\$ 3,816,526	\$ 5,223,179	\$ 457,983	\$ 230,275	\$ 261,159	\$ 339,507	\$ 6,835,940	\$ 5,223,179													\$ 5.22	\$ 5.22		
C	Nolana Loop (S4)	FM 493	FM 88	HC-152d	0921-02-169- Pending new CSI	2.55	Widen to 4 Lane Divided	HC 1	\$ 3,031,852	\$ 4,149,299	\$ 363,822	\$ 230,275	\$ 207,465	\$ 269,704	\$ 5,477,822	\$ 4,149,299													\$ 4.15	\$ 4.15		
	SH 336 (10th st)	Trenton Rd	SH 107	HC-249b	0621-01-112	2.8	Widen to 6 Lanes	Edinburg / McAllen	\$ 7,290,000	\$ 9,976,868	\$ 874,800	\$ 488,867	\$ 498,843	\$ 648,496	\$ 13,106,441	\$ 9,976,868													\$ 9.98	\$ 9.98		
	Mile 4 1/2 W Rd	US 83	Mile 9 N Rd	HC-244	0921-02-458	0.8	Widen to 4 Lane Divided	Weslaco	\$ 1,788,000	\$ 2,447,001	\$ 214,560	\$ 119,903	\$ 122,350	\$ 159,055	\$ 3,214,584	\$ 2,447,001													\$ 2.45	\$ 2.45		
	Trenton Rd	FM 1926 (23rd st)	SH 336 (10th St)	HC-253	0921-02-468	1	Widen 6 lanes divided with landscaped median	McAllen	\$ 2,445,000	\$ 3,346,151	\$ 401,538	\$ 163,961	\$ 167,308	\$ 217,500	\$ 4,503,920	\$ 3,346,151													\$ 3.35	\$ 3.35		
	FM 3461 (Nolana)	FM 2061 (McColl Rd)	US 281	HC-113	1802-02-008	1.746	Widen to 6 Lanes	McAllen / Pharr	\$ 7,250,000	\$ 9,922,126	\$ 870,000	\$ 486,184	\$ 496,106	\$ 644,938	\$ 13,034,526	\$ 9,922,126													\$ 9.92	\$ 9.92		
	US 83	FM 1427 (Abram)	0.5 Mi E of Bus 83	HC-178b	0039-02-068	1.6	Widen to 6 lanes	TXDOT	\$ 3,912,000	\$ 5,353,842	\$ 469,440	\$ 262,338	\$ 267,692	\$ 348,000	\$ 7,033,250	\$ 5,353,842													\$ 5.35	\$ 5.35		
	Hutto Rd	US 83	Bus 83	HC-125	0921-02-456	0.7	Widen to 4 Lane	Donna	\$ 1,564,500	\$ 2,141,126	\$ 187,740	\$ 104,915	\$ 107,056	\$ 139,173	\$ 2,812,761	\$ 2,141,126													\$ 2.14	\$ 2.14		
	FM 495	2nd St (McAllen)	US 281	HC-62a	0865-01-115	3.9	Widen to 6 lane divided	McAllen / Pharr	\$ 9,535,500	\$ 13,049,990	\$ 1,144,260	\$ 639,450	\$ 587,250	\$ 848,249	\$ 17,078,298	\$ 13,049,990													\$ 13.05	\$ 13.05		
	FM 493 (La Blanca)	SH 107	Mile 14 N Rd	HC-34b	0863-01-051	2.3	Widen to 4 Lane Divided	HC 1-4	\$ 6,670,000	\$ 9,128,356	\$ 800,400	\$ 447,289	\$ 456,418	\$ 593,343	\$ 11,991,764	\$ 9,128,356													\$ 9.13	\$ 9.13		
	6th St (Weslaco)	Westgate Drive	Bus 83	HC-83	0921-02-449	2.3	Widen to 4 Lane	Weslaco	\$ 5,140,500	\$ 7,035,129	\$ 616,860	\$ 344,721	\$ 351,756	\$ 457,283	\$ 9,241,928	\$ 7,035,129													\$ 7.04	\$ 7.04		
	SH 68 - Phase II	FM 1925	IH 69C / US 281	HC-327	3629-01-002	12.38	Divided Rural Highway	TxDOT	\$ 68,560,000	\$ 93,829,094	\$ 37,401,813	\$ 3,359,440	\$ 3,428,000	\$ 4,456,400	\$ 148,292,151	\$ 135,687,307													\$ 135.69	\$ 135.69		
	SH 68 - Phase III	IH 2 / US 83	IH 69C / US 281	HC-328	3629-01-003	20	Main Lanes with Overpasses	TxDOT	\$ 383,730,000	\$ 525,161,002	\$ -	\$ 18,802,770	\$ 19,186,500	\$ 24,942,450	\$ 620,652,704	\$ 550,103,452													\$ 550.10	\$ 550.10		
C	SH 107 (Conway)	FM 1924 N (Mile 3 N)	FM 676 (Mile 5 N)	HC-224	0528-01-113	1.954	Construct 6 Lane Divided Rural	TxDOT/HC 3	\$ 10,812,000	\$ 10,812,000	\$ -	\$ 529,788	\$ 536,275	\$ 215,159	\$ 12,093,222	\$ 10,812,000	\$ 0.21	\$ 10.60													\$ 10.81	
	SH 365 (Phase III)	FM 396 (Anzalduas Highway)	FM 1016 (Conway Rd)	RMA-1b	3627-01-002		Toll improvement being a 4 lane controlled access facility	HCRMA	\$ 37,620,524	\$ 51,486,285	\$ 5,406,143	\$ 3,215,286	\$ 1,380,765	\$ -	\$ 62,259,241	\$ 53,637,812													\$ 53.64		\$ 53.64	
PE	SH 365 (Ultimate Construction Phase IV)	US 281 Military Highway	FM 1016 (Conway Rd)	RMA-1c	0921-02-477		Expansion from a 4-lane to 6-lane controlled access toll facility (constructing an additional 2-lanes)	HCRMA	\$ 75,371,557	\$ 103,151,180	\$ -	\$ 3,841,693	\$ 4,899,151	\$ -	\$ 113,022,597	\$ 3,841,693													\$ 3.84		\$ 3.84	
	Pharr Bridge Agricultural Lab	@ Pharr Int'l Bridge		HC-376	0921-02-433		Agricultural Lab and Training Center	Pharr	\$ 8,000,000	\$ 10,948,552	\$ -	\$ 480,000	\$ 440,000	\$ 400,000	\$ 12,428,552	\$ 12,428,552													\$ 12.43		\$ 12.43	
																\$ 869,237,390					\$ 28,557,990											
FY 2031 - FY 2035 FY 2031 - FY 2035 FY 2031 - FY 2035 FY 2031 - FY 2035 FY 2031 - FY 2035 FY 2031 - FY 2035 FY 2031 - FY 2035 FY 2031 - FY 2035 FY 2031 - FY 2035 FY 2031 - FY 2035 FY 2031 - FY 2035 FY 2031 - FY 2035																																
BROWNSVILLE																																
C	Morrison Rd	FM 1847	FM 511	BMPO-M1	0921-06-291	4	Construct 4 lane urban roadway	CCRMA	\$ 16,400,000	\$ 20,992,000	\$ -	\$ 803,600	\$ 813,440	\$ 326,360	\$ 18,343,400	\$ 20,992,000					\$ 16.4								\$ 0.30		\$ 16.70	
C	IH-69E Grade Separation	.5 MI N of University Blvd	.5 MI S of University Blvd	BMPO-UB1	0039-16-070		Construct a grade seperation	TxDOT	\$ 11,000,000	\$ 14,080,000		\$ 539,000	\$ 545,600	\$ 218,900	\$ 12,303,500	\$ 14,080,000		\$ 15.84													\$ 15.84	
C	FM 1847	FM 510	FM 2925																													

Project Phase	Highway	From	To	MTF#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering (4.9% 2011 const cost)	CF Cost (CSJ M 7.5%, \$2510 M 5%, <\$10 M 4.5% of 2011 const cost)	Contingencies (<\$2M 7%, \$2-\$25 M 6.5%, \$25-\$50 M 9%, >\$50M 7% of 2010 const cost)	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMF	Cat 4 - Statewide Connectivity	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Earmark	Cat 11	Rider 11	Cat 12	Other Funds (Loest, Bond, etc)	TRENDS - Innovative Financing	TOTAL				
	FM 1925	3rd Street	FM 493 (La Blanca)	HC-12b	1803-02-901	2.1	Widen to 4 Lane Divided	HC 4	\$ 6,395,566	\$ 10,649,088	\$ -	\$ 521,805	\$ 479,209	\$ 692,191	\$ 13,002,536	\$ 10,649,088														\$ 10.65	\$ 10.65				
	Oakland Ave	K-Center	Jackson Rd	HC-316	0921-02-462	0.2	Add 4 lanes	McAllen	\$ 271,519	\$ 452,099	\$ 262,794	\$ 22,153	\$ 33,907	\$ 31,647	\$ 830,630	\$ 452,099														\$ 0.45	\$ 0.45				
	Border Ave	S 18th St (Mile 6 N)	Bus 83	HC-92	0921-02-453	1.4	Widen to 4 Lane	Weslaco	\$ 3,129,000	\$ 5,210,015	\$ 697,100	\$ 255,291	\$ 260,501	\$ 338,651	\$ 7,084,578	\$ 5,809,167														\$ 5.81	\$ 5.81				
	Sioux Rd	I Rd	FM 1426 (Raul Longoria)	HC-167	0921-02-464	0.8	Widen to 4 Lane	San Juan	\$ 1,788,000	\$ 2,977,151	\$ 214,560	\$ 145,880	\$ 148,858	\$ 193,515	\$ 3,864,548	\$ 2,977,151														\$ 2.98	\$ 2.98				
	Paso del Norte	Bus 83	2nd St	HC-242	0921-02-476	0.3	Widen to 4 Lane Divided	Weslaco	\$ 670,500	\$ 1,116,432	\$ 80,460	\$ 54,705	\$ 83,732	\$ 78,150	\$ 1,482,698	\$ 1,116,432														\$ 1.12	\$ 1.12				
	Kennedy	Ware Road (FM 2220)	Bentzen Rd	HC-318	0921-02-474	0.5	2 lane divided with bike lanes	McAllen	\$ 2,139,377	\$ 3,562,220	\$ 1,404,000	\$ 174,549	\$ 178,111	\$ 231,544	\$ 5,771,282	\$ 3,562,220														\$ 3.56	\$ 3.56				
	Schunior Ave	Sugar Rd	4th St	HC-166	0921-02-463	0.52	Widen to 4 Lane	Edinburg	\$ 1,162,200	\$ 1,935,148	\$ 190,866	\$ 94,822	\$ 145,136	\$ 135,460	\$ 2,621,412	\$ 1,935,148														\$ 1.94	\$ 1.94				
	Jackson Ave	S Bicentennial Ave	S 2nd St	HC-130	0921-02-457	0.85	Widen to 4 Lane	McAllen	\$ 1,899,750	\$ 3,163,223	\$ 227,970	\$ 154,998	\$ 158,161	\$ 205,610	\$ 4,106,082	\$ 3,163,223														\$ 3.16	\$ 3.16				
	FM 676 (Mile 5 N)	FM 492 (Doffing)	SH 364 (La Homa Rd)	HC-117a	1064-01-044	1.5	Widen to 4 Lane Rev TIP 0506 Revised Estimate	HC 3	\$ 3,352,500	\$ 5,582,159	\$ 669,859	\$ 273,526	\$ 279,108	\$ 362,840	\$ 7,513,586	\$ 5,582,159														\$ 5.58	\$ 5.58				
	Westgate	Business 83	Mile 5 N	HC-321	0921-02-469	2.5	Widen to 4 lane divided	Weslaco	\$ 12,507,079	\$ 20,825,206	\$ 1,500,849	\$ 1,020,435	\$ 937,134	\$ 1,353,638	\$ 26,928,425	\$ 20,825,206														\$ 20.83	\$ 20.83				
	Mile 6 N (18th St)	FM 88	Mile 2 W	HC-146	0921-02-459	3.2	Widen to 4 Lane	Weslaco/ Mercedesville	\$ 7,152,000	\$ 11,908,606	\$ 858,240	\$ 583,522	\$ 535,887	\$ 774,059	\$ 15,398,648	\$ 11,908,606														\$ 11.91	\$ 11.91				
	SH 365 (Ultimate Construction Phase IV)	US 281 Military Highway	FM 1016 (Conway Rd)	RMA-1c	0921-02-477		Expansion from a 4-lane to 6-lane controlled access toll facility (constructing an additional 2-lanes)	HCRMA	\$ 75,371,557	\$ 75,371,557	\$ -	\$ 3,841,693	\$ 4,899,151	\$ -	\$ 85,242,974	\$ 81,401,281														\$ 81.40	\$ 81.40				
	Las Milpas Rd West	Jackson Rd	Cage Rd	HC-377	0921-02-434	1.25	Widen to 4 lane curb and gutter rd	Pharr	\$ 3,600,000	\$ 5,123,923	\$ 292,000	\$ 216,000	\$ 180,000	\$ 180,000	\$ 6,063,923	\$ 5,595,923					\$ 5.60									\$ 5.60	\$ 5.60				
	Las Milpas Rd East	Cage Rd	I Rd	HC-378	0921-02-435	1.25	Widen to 4 lane curb and gutter rd	Pharr	\$ 3,600,000	\$ 5,123,923	\$ 292,000	\$ 216,000	\$ 180,000	\$ 180,000	\$ 6,063,923	\$ 5,595,923					\$ 5.60									\$ 5.60	\$ 5.60				
	Moore Rd West	Jackson Rd	Cage Rd	HC-379	0921-02-436	1.25	Widen to 5 lane curb and gutter road with left turn lane	Pharr	\$ 5,250,000	\$ 7,472,387	\$ 605,000	\$ 315,000	\$ 250,000	\$ 262,500	\$ 9,009,887	\$ 8,327,387					\$ 8.33									\$ 8.33	\$ 8.33				
	Moore Rd East	Cage Rd	I Rd	HC-380	0921-02-437	1.25	Widen to 5 lane curb and gutter road with left turn lane	Pharr	\$ 5,250,000	\$ 7,472,387	\$ 605,000	\$ 315,000	\$ 250,000	\$ 262,500	\$ 9,009,887	\$ 8,327,387					\$ 8.33									\$ 8.33	\$ 8.33				
																\$ 251,428,577									\$ 50,459,108										
FY 2036 - FY 2040																																			
BROWNSVILLE																																			
C	Coffee Port Road	FM 802	N. Central Ave.	BMPO-CP4	0921-06-329	4	Road Reconstruction and add shoulders	City of Brownsville	\$ 10,560,000	\$ 16,896,000	\$ -	\$ 517,440	\$ 523,776	\$ 210,144	\$ 11,811,360	\$ 17,419,776					\$ 10.56									\$ 6.34	\$ 16.90				
C	San Roman Rd.	FM 2480	SH 100	BMPO-SR3	0921-06-335	3	Full road reconstruction	CCMRA	\$ 2,472,216	\$ 3,955,546	\$ 271,944	\$ 121,139	\$ 122,622	\$ 49,197	\$ 3,037,118	\$ 3,955,546					\$ 2.47									\$ 1.48	\$ 3.96				
C	Old Port Isabel Rd	Morrison Road	240' NE of Randy Lee Rd.	BMPO-OP4	0921-06-332	1.4	Full road reconstruction	CCRMA	\$ 3,300,000	\$ 5,280,000	\$ 396,000	\$ 161,700	\$ 163,680	\$ 65,670	\$ 4,087,050	\$ 5,280,000					\$ 3.30									\$ 1.98	\$ 5.28				
C	14th Street	Security Dr.	Tyler Street	BMPO-CB3	0921-06-328	1.62	Reconstruction of Roadway	City of Brownsville	\$ 3,888,000	\$ 6,220,800	\$ -	\$ 190,512	\$ 192,845	\$ 77,371	\$ 4,348,728	\$ 6,220,800					\$ 3.89									\$ 2.33	\$ 6.22				
C	SH 48	1/4 mile East of FM 511	1/4 mile East of entrance to the Fishing Harbor	BMPO-SH5	0220-07-065		Construct 2 lane frontage road and ramps (East bound)	TxDOT	\$ 9,500,000	\$ 15,200,000		\$ 465,500	\$ 471,200	\$ 189,050	\$ 10,625,750	\$ 15,200,000		\$ 15.20													\$ 15.20				
C	SH 48	1/4 mile East of entrance to the Fishing Harbor	FM 511/SH 48 overpass	BMPO-SH6	0220-07-066		Construct 2 lane frontage road and ramps (West bound)	TxDOT	\$ 9,900,000	\$ 15,840,000		\$ 485,100	\$ 491,040	\$ 197,010	\$ 11,073,150	\$ 15,840,000		\$ 15.84													\$ 15.84				
C	FM 3248 Extension to Flor the Mayo Intl Bridge	US 281	Flor de Mayo Bridge	BMPO-AG4	0921-06-331		Construct 4 divided highway to the Flor de Mayo Intl. Bridge	CCRMA	\$ 6,800,000	\$ 10,880,000		\$ 333,200	\$ 337,280	\$ 135,320	\$ 7,605,800	\$ 10,880,000		\$ 10.88													\$ 10.88				
																\$ 74,796,122								\$ 20,220,216											
HARLINGEN/ SAN BENITO																																			
	US 77/83 South Parallel Corridor	FM 1479	FM 1577	HSB-081	0921-06-257	7.3	Widen to 4 lanes	Cameron County	\$ 15,000,000		\$ 1,534,859					\$ 36,790,733										\$ 18.70					\$ 18.70				
	Sioux Rd	On Sioux Rd from N I RD	Cesar Chavez Rd	HC-306	0921-02-464	2.1	Divided Urban Section	San Juan	\$ 12,600,000	\$ 25,525,288	\$ 3,000,000	\$ 1,250,739	\$ 1,148,638	\$ 2,297,276	\$ 34,804,509	\$ 25,525,288														\$ 25.53	\$ 25.53				
	East Eldora Rd (Segment II)	FM 907 (Alamo Rd)	I Rd	HC-323	0921-02-454	2.6	Divided Urban Section	San Juan/ HC 2	\$ 5,400,000	\$ 10,939,409	\$ 1,300,000	\$ 536,031	\$ 492,273	\$ 711,062	\$ 14,657,018	\$ 10,939,409														\$ 10.94	\$ 10.94				
	FM 88	SH 107	0.2mi N of FM 1925	HC-39cb	0698-02-043	1.65	Widen to 4 Lane Divided	Elsa/ HC 1	\$ 6,865,000	\$ 13,907,230	\$ 823,800	\$ 681,454	\$ 625,825	\$ 903,970	\$ 17,804,528	\$ 13,907,230														\$ 13.91	\$ 13.91				
	Alberta Rd	McColl Rd	US 281	HC-87	0921-02-452	2.07	Widen to 4 Lane	Edinburg	\$ 4,626,450	\$ 9,372,339	\$ 759,794	\$ 459,245	\$ 468,617	\$ 609,202	\$ 12,250,281	\$ 9,372,339														\$ 9.37	\$ 9.37				
	Abram Rd	Bus 83	US Expressway 83	HC-84a	0921-02-450	1	4 Lane Divided Urban Section	Palmview/ HC 3	\$ 4,500,000	\$ 9,116,174	\$ 1,060,000	\$ 446,693	\$ 455,809	\$ 592,551	\$ 12,236,430	\$ 9,116,174														\$ 9.12	\$ 9.12				
	FM 3072 (Dicker Rd)	S Cage Blvd	FM 907 (Alamo Rd)	HC-26	3098-01-018	4	Widen to 4 Lane Divided	San Juan / Pharr	\$ 8,940,000	\$ 18,110,800	\$ 1,072,800	\$ 887,429	\$ 814,986	\$ 1,177,202	\$ 23,186,086	\$ 18,110,800														\$ 18.11	\$ 18.11				
	FM 1015	SH 107	FM 1925	HC-3	1228-02-031	1.5	Widen to 4 Lane Divided	Edcouch/ HC 1	\$ 3,116,500	\$ 6,313,457	\$ 373,980	\$ 152,709	\$ 155,825	\$ 202,573	\$ 4,194,809	\$ 6,313,457														\$ 6.31	\$ 6.31				
	International Bridge Trade Corridor (IBTC) - Phase II ultimate	365 Tollway at FM 493	IH-2	RMA-3	0921-02-202		6 lane non-tolled controlled access facility with 4 lane access roads	HCRMA	\$ 158,805,648	\$ 275,000,000	\$ 35,688,406	\$ 9,654,264	\$ -	\$ -	\$ 320,342,670	\$ 275,000,000														\$ 275.00	\$ 275.00				
	Minnesota Rd West	Jackson Rd	Cage Rd	HC-381	0921-02-932	1.25	Widen to 3 lane curb and gutter road with shoulders and left turn lane	Pharr	\$ 4,500,000	\$ 7,792,544	\$ 840,000	\$ 270,000	\$ 225,000	\$ 225,000	\$ 9,442,544	\$ 8,857,544					\$ 8.86									\$ 8.86	\$ 8.86				
	Minnesota Rd East	Cage Rd	I Rd	HC-382	0921-02-933	1.25	Widen to 3 lane curb and gutter road with shoulders and left turn lane	Pharr	\$ 4,500,000	\$ 7,792,544	\$ 840,000	\$ 270,000	\$ 225,000	\$ 225,000	\$ 9,442,544	\$ 8,857,544					\$ 8.86									\$ 8.86	\$ 8.86				
																\$ 422,790,519								\$ 17,715,088									\$ 67,759,410		
FY 2041 - FY 2045																																			

Project Phase	Highway	From	To	MTP#	CSI #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Primary Engineering (4.5% 2011 const cost)	CE Cost (<\$2 M 7.5% \$2-\$10 M 8% >\$10 M 4.5% of 2011 const cost)	Contingencies (<\$2M 7%, \$2-\$25 M 6.5%, \$25-\$50 M 9%, >\$50M 7% of 2010 const cost)	Total Project Cost	Year of Expenditure (FY08)	Cat 1	Cat 2	Cat3 - TIF	Cat 4 - Statewide Connectivity	Cat7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Earmark	Cat 11	Rider 11	Cat 12	Other Funds (Local, bond, etc)	TRENDS - Innovative Financing	TOTAL
	Goodwin Rd	Bus 83	FM 492	HC-122		1	Widen to 4 Lane	County	\$ 2,235,000		\$ 268,200	\$ 109,515	\$ 111,750	\$ 145,275	\$ 3,008,310																\$
	FM 2062 (Bentsen Palm)	Bus 83 S	Bentsen State Park	HC-17		2.7	Widen to 4 Lane Divided	County	\$ 6,034,500		\$ 724,140	\$ 295,691	\$ 301,725	\$ 392,243	\$ 8,122,437																\$
	FM 491 (Base Line)	US 83	Mile 10 N Rd	HC-43		3	Widen to 4 Lane Divided	Mercedes	\$ 6,705,000		\$ 804,600	\$ 328,545	\$ 335,250	\$ 435,825	\$ 9,024,930																\$
	FM 493 (La Blanca)	SH 107	FM 1925 (Monte Cristo)	HC-33		1.9	Widen to 4 Lane Divided	La Blanca	\$ 4,246,500		\$ 509,580	\$ 208,079	\$ 212,525	\$ 276,023	\$ 5,715,789																\$
	FM 1425	US 83	Mile 9 N Rd	HC-5		1.8	Widen to 4 Lane Rural	County	\$ 4,023,000		\$ 482,760	\$ 197,127	\$ 201,150	\$ 261,495	\$ 5,414,958																\$
	Seminary Rd	FM 1925	FM 2812 (W of US 281)	HC-263		2.85	Widen to 4 lane	Edinburg	\$ 6,369,750		\$ 764,370	\$ 312,118	\$ 318,488	\$ 414,034	\$ 8,573,684																\$
	Russell Rd	Bus 281 (Closer)	Doolittle Road	HC-262		1.3	Widen to 4 lane	Edinburg	\$ 2,905,500		\$ 348,660	\$ 142,370	\$ 145,275	\$ 188,858	\$ 3,910,803																\$
	Doolittle Rd	FM 2128 (Richardson Road)	FM 1925	HC-261		2	Widen to 4 lane	Edinburg	\$ 4,470,000		\$ 536,400	\$ 219,030	\$ 223,500	\$ 290,550	\$ 6,016,620																\$
	Doolittle Rd	FM 1925	FM 2812	HC-227a		3.5	Widen to 4 Lane Divided w/ Br	Edinburg / County	\$ 7,822,500		\$ 938,700	\$ 383,303	\$ 391,125	\$ 508,463	\$ 10,529,085																\$
	Schunior Ave	MonMack Rd	Sugar Rd	HC-164		1.5	Widen to 4 Lane	Edinburg	\$ 3,352,500		\$ 402,300	\$ 164,273	\$ 167,625	\$ 217,913	\$ 4,512,465																\$
	FM 2812	US 281	2 mi E of US 281	HC-24		2	Widen to 4 Lane with left turn lane	Edinburg	\$ 6,000,000		\$ 720,000	\$ 294,000	\$ 300,000	\$ 390,000	\$ 8,076,000																\$
	FM 676 (Mile 5 N)	Jara Chinas	FM 492	HC-143		6.3	Extend 2 Lane FM Road	County	\$ 12,256,650		\$ 1,470,798	\$ 600,576	\$ 551,549	\$ 796,682	\$ 16,436,168																\$
	SP 433 (Main St-Donna)	US 83	Bus 83	HC-169		0.8	Widen to 4 Lane Divided	Donna	\$ 1,788,000		\$ 214,560	\$ 87,612	\$ 134,100	\$ 125,160	\$ 2,460,288																\$
	El Gato Rd	S Cage Blvd	FM 907 (Alamo Rd)	HC-124		3.8	Widen to 4 Lane	Pharr / San Juan	\$ 8,493,000		\$ 1,019,160	\$ 416,157	\$ 424,650	\$ 552,045	\$ 11,431,578																\$
	Military Hwy	FM 494 (Shary Rd)	FM 1427 (Abram)	HC-149		6	Construct 4 Lane	Mission	\$ 13,410,000		\$ 1,609,200	\$ 657,090	\$ 603,450	\$ 871,650	\$ 17,982,810																\$
	28th St (Mile 5 1/2 N Rd)	S. Bridge St	FM 1015	HC-246		1.5	Widen to 4 Lane Divided	Weslaco	\$ 3,352,500		\$ 402,300	\$ 164,273	\$ 167,625	\$ 217,913	\$ 4,512,465																\$
	Border Ave	Bus 83	Mile 10 N Rd	HC-245		2.6	Widen to 4 Lane Divided	Weslaco	\$ 5,811,000		\$ 697,320	\$ 284,739	\$ 290,550	\$ 377,715	\$ 7,821,606																\$
	Moore Field Rd	FM 2221	US 83	HC-150		6.5	Widen to 4 Lane	County	\$ 14,527,500		\$ 1,743,300	\$ 711,848	\$ 653,738	\$ 944,288	\$ 19,481,378																\$
	Inspiration Rd	2 Mile Line Rd	US 83	HC-129		2.9	Widen to 4 Lane	Mission	\$ 6,481,500		\$ 777,780	\$ 317,594	\$ 324,075	\$ 421,298	\$ 8,724,099																\$
	Delta Blvd	US 83	Mile 9 N Rd	HC-226		0.8	Construct new 4 Lane	Weslaco	\$ 1,788,000		\$ 214,560	\$ 87,612	\$ 134,100	\$ 125,160	\$ 2,460,288																\$
	Tower Rd	Bus 83	Ridge Rd	HC-175		0.75	Widen to 4 Lane	Alamo	\$ 1,676,250		\$ 201,150	\$ 82,136	\$ 125,719	\$ 117,338	\$ 2,306,520																\$
	Jara Chinas	FM 2221	US 83	HC-23		6.26	Widen to 4 Lane Divided Rural	La Joya	\$ 13,991,100		\$ 1,678,932	\$ 685,564	\$ 629,600	\$ 909,422	\$ 18,762,065																\$
	Russell Rd	Doolittle	FM 907 (Alamo Rd)	HC-161		1.5	Widen to 4 Lane	County	\$ 3,352,500		\$ 402,300	\$ 164,273	\$ 167,625	\$ 217,913	\$ 4,512,465																\$
	Wichita Ave	SH 336 (S 10th St)	2nd St	HC-181		0.6	Widen to 4 Lane	McAllen	\$ 1,341,000		\$ 160,920	\$ 65,709	\$ 100,575	\$ 93,870	\$ 1,845,216																\$
	Oxford (Hobbs)	Ware Rd	FM 1926 (Depot Rd)	HC-158		1.2	Construct New 4 Lane	McAllen	\$ 2,682,000		\$ 321,840	\$ 131,418	\$ 134,100	\$ 174,330	\$ 3,609,972																\$
	Colbath Ave	FM 2220	Taylor Rd	HC-101		1	Widen to 4 Lane	McAllen	\$ 2,235,000		\$ 268,200	\$ 109,515	\$ 111,750	\$ 145,275	\$ 3,008,310																\$
	Mile 6 N (Mercedes)	FM 491 E to Mile 1 East	Mile 1 East	HC-78		0.5	Widen to 4 Lane	Mercedes	\$ 1,117,500		\$ 134,100	\$ 54,758	\$ 83,813	\$ 78,225	\$ 1,537,680																\$
	Nolana Loop	FM 494 (Shary Rd)	Taylor Rd	HC-153		0.5	Construct New 4 Lane	Mission / Palmhurst	\$ 558,750		\$ 67,050	\$ 27,379	\$ 41,906	\$ 39,113	\$ 768,840																\$
	FM 1427	US 83	Abram	HC-7		4.5	Widen to 4 Lane Divided	County	\$ 10,057,500		\$ 1,206,900	\$ 492,818	\$ 452,588	\$ 653,738	\$ 13,487,108																\$
	Rooth Rd	FM 1925 (Monte Cristo)	HC-251			1	Widen 4 lanes with left turn lane	McAllen	\$ 2,235,000		\$ 268,200	\$ 109,515	\$ 111,750	\$ 145,275	\$ 3,008,310																\$
	Rooth Rd	SH 107	Russell Rd	HC-250		1.5	Widen 4 lanes with left turn lane	McAllen	\$ 3,352,500		\$ 402,300	\$ 164,273	\$ 167,625	\$ 217,913	\$ 4,512,465																\$
	Trenton Rd	FM 1423 (Val Verde)	FM 1015	HC-178		7.2	Construct New 4 Lane Divided	County	\$ 16,092,000		\$ 1,931,040	\$ 788,508	\$ 724,140	\$ 1,045,980	\$ 21,579,372																\$
	Mile 4 1/2 W Rd	SH 107	Mile 9 N Rd	HC-142		7.5	Widen to 4 Lane	County	\$ 16,762,500		\$ 2,011,500	\$ 821,363	\$ 754,313	\$ 1,089,563	\$ 22,478,513																\$
	Mile 1 East	Mile 11 North	US 83	HC-136		3.7	Improve widen to 4 Lane	Mercedes	\$ 8,269,500		\$ 992,340	\$ 405,206	\$ 413,475	\$ 537,518	\$ 11,130,747																\$
	FM 1427	Abram E & N	Bus 83	HC-8		2.1	Widen to 4 Lane Divided	Peñitas / Mission	\$ 4,693,500		\$ 563,220	\$ 229,982	\$ 234,675	\$ 305,078	\$ 6,317,451																\$
	FM 2812 W	Seminary Rd	US 281	HC-266		1.2	Construct new 4 lane	Edinburg	\$ 2,682,000		\$ 321,840	\$ 131,418	\$ 134,100	\$ 174,330	\$ 3,609,972																\$
	Kennedy Ave	Taylor Rd	Bentsen Rd.	HC-134		0.594	Construct New 4 Lane	McAllen	\$ 3,358,000		\$ 402,960	\$ 164,542	\$ 167,900	\$ 218,270	\$ 4,519,868																\$
	Inspiration Rd	US 83	Military Hwy	HC-128		3.1	Widen to 4 Lane	Mission	\$ 6,928,500		\$ 831,420	\$ 339,497	\$ 346,425	\$ 450,353	\$ 9,325,761																\$
	Alberta Rd	US 281	Iroad	HC-86a		0.7	Widen to 4 Lane	County	\$ 1,564,500		\$ 187,740	\$ 76,661	\$ 117,338	\$ 109,515	\$ 2,152,752																\$
	FM 493 (Salinas)	Champion St	Military Hwy (US281)	HC-32		5.68	Widen to 4 Lane	TxDOT	\$ 12,000,000		\$ 1,440,000	\$ 588,000	\$ 540,000	\$ 780,000	\$ 16,092,000																\$
	Thomas Road	FM 2061 (McColl Rd)	FM 2557 (Stewart Rd)	HC-268		3.95	Construct 52 foot urban roadway with curb and gutter	County	\$ 11,600,000		\$ 1,392,000	\$ 568,400	\$ 580,000	\$ 812,000	\$ 15,671,600																\$
	29th street	Oxford Ave	SH 107	HC-319		1.7	2 lane with center turn lane	McAllen	\$ 3,750,000		\$ 450,000	\$ 183,750	\$ 225,000	\$ 262,500	\$ 5,103,750																\$
	Mile 5 N	FM 1015	Westgate	HC-320		2.9	Widen to 4 lane divided	Weslaco / County	\$ 15,417,426		\$ 1,850,091	\$ 755,454	\$ 770,871	\$ 1,079,220	\$ 20,828,943																\$
	West Eldora Rd	FM 3662 (Jackson Rd)	US 281	HC-324		1.2	Divided Urban Section	Pharr	\$ 5,400,000		\$ 1,300,000	\$ 264,600	\$ 270,000	\$ 378,000	\$ 7,947,400																\$
	US 83 @ 2nd St	FM 2061 (McColl Rd)	SH 336 (10th St)	HC-325	0039-17-188	1.2	Convert existing Underpass to diamond intersection	McAllen / County	\$ 22,090,000		\$ 2,650,800	\$ 1,082,410	\$ 1,104,500	\$ 1,546,300	\$ 29,843,590																\$
	Anzalduas Int'l POE	@ Anzalduas Int'l POE		HC-331		0.23	Construction of two additional northbound	Anzalduas Int'l Bridge	\$ 5,300,000		\$ -	\$ 265,000	\$ 265,000	\$ 530,000	\$ 6,688,600																\$
	FM 1423 (Val Verde)	Roosevelt	SH 107	HC-346	1427-01-032	4	Proposed 4 Lanes curb and gutter	County 4	\$ 24,000,000		\$ 2,880,000	\$ 1,176,000	\$ 1,200,000	\$ 1,680,000	\$ 32,424,000																\$
	Russell Rd	FM 2220	US 281	HC-347		6.5		Edinburg/McAllen/County 4	\$ 10,000,000		\$ 1,300,000	\$ 490,000	\$ 500,000	\$ 700,000	\$ 13,610,000																\$
	Freddy Gonzalez Dr	Ware Rd (FM 2220)	10th St (SH 336)	HC-365		2.34	Construct & Widen 4 Lane Urban Roadway	McAllen / County 4	\$ 13,342,000		\$ -	\$ 653,758	\$ 667,100	\$ 933,940	\$ 16,424,002																\$
	S Jackson Rd	W Moore Rd	Bus 83	HC-375		2	Widen to 6 lane curb and gutter road	Pharr	\$ 16,000,000		\$ 320,000	\$ 960,000	\$ 800,000	\$ 800,000	\$ 16,000,000																\$
									\$ 8,700,044,455							\$ 11,636,168,859															

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**RIO GRANDE VALLEY
METROPOLITAN PLANNING ORGANIZATION**

PUBLIC INVOLVEMENT MEETING

Your Opportunity to Get Involved

As a part of the 30-day public involvement process, the RGV MPO and the Texas Department of Transportation (TXDOT) are giving notice of Amendment to the 2020-2045 Metropolitan Transportation Plan (MTP), development of the 2021-2024 Transportation Improvement Program (TIP), and 5307 Program of Projects for Regional Transit Providers.

The MTP is the RGV MPO's 25-year long range transportation planning document that serves as a blueprint for the next 25 years. The TIP is the RGV MPO's 4-year short range plan that serves as a blueprint for the next 4 years.

This information will be available for public review and comment on our **Website's News Section** from **December 23rd 2020 – January 22nd 2021**. We encourage the public to participate in our planning efforts by expressing concerns and asking questions related to our region's transportation projects. Considering the current Coronavirus (COVID19) pandemic and updates from the Center for Disease Control and Prevention (CDC), the RGV MPO will be Postponing In-Person Public Hearings. Public Involvement briefing will be delivered via the RGV MPO website and social media outlets. Drafted copies of our documents will be displayed, and an informational video will be available for viewing throughout the Public Involvement process.

We will continue to monitor advisories from the CDC and keep you updated.

Continue to Stay Safe and follow guidelines on COVID-19.

Connect with us via social media or visit our website.



Facebook



Twitter

www.rgvmpo.org



Website

**Your Opinion is
Important!**

**Help Us Improve the
Transportation
Planning Process**

Join Us!