

Technical Advisory Committee Meeting Thursday January 11, 2024

TECHNICAL ADVISORY COMMITTEE MEETING AGENDA

Thursday, January 11, 2024 – 10:00 AM - VIRTUAL MEETING

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION (RGVMPO)

Click Here to Join the Meeting

I. Call to Order

II. Roll Call

III. Public Comments – May be submitted Online or may be submitted on a paper form specifying the matter you wish to address.

IV. Action & Discussion Items

A. Approval of Minute(s) for: November 30, 2023 **Page 5**

☑ **Action** ☐ **Possible Action** ☐ **Information**

Presenter: **Benjamin Worsham, TAC Chairman**

Summary: Approval of the November 30, 2023, Regular Meeting minutes

B. Discussion and Action on the February 2024 Statewide Transportation Improvement Program (STIP) Revision Cycle. **Page 12**

☑ **Action** ☐ **Possible Action** ☐ **Information**

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

Summary: RGVMPO staff are amending our short-range and long-range planning & programming tables: TIP & MTP. A 30-day Public Involvement period will conclude on January 11, 2024, and all revisions/modifications will require TAC & TPB members' approval.

Background: The Statewide TIP is updated quarterly and RGVMPO staff is revising the short-range Transportation Improvement Program, and long-range Metropolitan Transportation Plan (TIP & MTP). Public Involvement, both virtual and in-person, was scheduled from December 11, 2023, to January 11, 2024. All revisions and modifications will require approval by our TAC & TPB members during the scheduled January meetings. Modifications are identified on both TIP & MTP tables, and a summary sheet has been provided.

C. Discussion and Action on the Adoption of Safety Performance Measures and Targets (PM1) Page 153

☑ Action ☐ Possible Action ☐ Information

Presenter: Miguel Arispe, RGVMPO Transportation Planner III

Summary: RGVMPO Staff is seeking the adoption of the TXDOT Statewide Safety Targets for year 2024 as reported to FHWA. The Texas Strategic Highway Safety Plan targets are updated annually. MPO's around the state are required to either support these targets or create their own.

Background: The RGVMPO is required to establish Safety Performance Targets annually. 3 U.S.C. 148 established the HSIP per the FAST Act. The final rule was codified in 23 CFR 924. The State PM-1 Targets inform the development of the Texas Strategic Highway Safety Plan (SHSP). States must establish and report HSIP targets no later than August 31 of each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets, thus a 2/27/2024 deadline. RGVMPO staff is seeking approval to continue supporting the Statewide Targets for the year 2024 (Resolution 2024-01).

D. Safe Streets and Roads for All (SS4A) – RFP Subcommittee Score and Consultant Selection Page 160

☑ Action ☐ Possible Action ☐ Information

Presenter: Fernando Cantu, RGVMPO Transportation Planner III

Summary: On January 8th, the RPF subcommittee evaluated the three proposals submitted by consultants. The resulting scores are included within the packet.

Background: The RGVMPO selectively outsources tasks that exceed our in-house capabilities or scope. To maintain compliance with the fiscal guidelines and regulations, we adhere to the procurement process established by the LRGVDC, serving as the fiscal agents for the RGVMPO.

V. Presentations & Reports

A. Request for Donation of Promotional Items for Public Outreach Page 311

☐ Action ☐ Possible Action ☑ Information

Presenter: Fernando Cantu, RGVMPO Transportation Planner III

Summary: We are seeking donations of promotional items that can effectively engage and attract the public during our community outreach events. These items serve as valuable tools to increase awareness about our organization's mission and services. Collected donations will be distributed at our outreach tables to capture the attention of event attendees and initiate conversations.

Background: According to 23 CFR § 645.117, Metropolitan Planning Organizations (MPOs) cannot seek reimbursement for advertising or promotional items as part of their outreach activities. This regulation stresses the importance of seeking alternative means to support and enhance our public outreach efforts.

B. GIS Data Requesting **Page 312**

☐ **Action** ☐ **Possible Action** ☑ **Information**

Presenter: **Fernando Cantu, RGVMPO Transportation Planner III**

Summary: Staff is requesting GIS data from all municipalities to provide elected officials with the most updated information.

Background: We are looking to update our City Limit and ETJ boundary data. We want to take this opportunity to request all planning partners; please provide the most up-to-date data, preferably in GIS Format; if not available, please provide it in PDF format. These vital data sets will allow the MPO to plan for the RGV's future transportation needs. Please take a moment to visit our online interactive mapping tool, RGVMPO UMAP. Please remember that if discrepancies are identified, please notify our office to allow us to work on amending data to reflect most accurately.

C. RGVMPO Executive Director's Report and Updates **Page 313**

☐ **Action** ☐ **Possible Action** ☑ **Information**

Presenter: **Luis Diaz, RGVMPO Interim Executive Director**

Summary: **1.** Budget Update

D. TxDOT Project Status Report **Page 315**

☐ **Action** ☐ **Possible Action** ☑ **Information**

Presenter: TxDOT Pharr Area Office Staff

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

A. The next RGVMPO Technical Advisory Committee is "**IN-PERSON**" at ***10:00 am on February 8,* 2024**

IV. Action & Discussion Items

A. Approval of Minute(s) for: November 30, 2023

☑ Action ☐ Possible Action ☐ Information

Presenter: Benjamin Worsham, TAC Chairman

Summary: Approval of the November 30, 2023, Regular Meeting minutes

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
VIRTUAL MEETING
Minutes
November 30th, 2023

I) CALL TO ORDER

Benjamin Worsham - Chairman (Cameron County) called the TAC Meeting to order at 10:00 AM. The TAC Meeting was held virtually.

II) ROLL CALL

RGVTAC Representatives in attendance were as follows:

MEMBERS PRESENT	
ENTITY	**VOTING MEMBERS**
Cameron County	Benjamin Worsham, Chairman
Hidalgo County RMA	Ramon Navarro, Vice Chairman
Hidalgo County	Armando Garza, Jr.
City of Brownsville	Juan Peña Jr.
City of McAllen	Rene Gonzalez
City of Edinburg	Mardoqueo Hinojosa
City of Harlingen	Ana Hernandez
City of Mission	JP Terrazas
City of Pharr	Absent
City of San Benito	Absent
Starr County	Absent
TxDot Pharr District	Dora E. Robles
Valley Metro	Absent
Cameron County RMA	Eric Davila
Brownsville Metro	Absent
McAllen Metro	Absent
Port of Brownville	Absent
Port of Harlingen	Amy Lynch
Port Isabel-San Benito Navigation District	Absent
Cameron County Spaceport Dev Corp.	Absent
Guest	
RGVMPO Interim- Executive Director	Luis Diaz
LRGDVC	Javier Dominguez
RGVMPO Staff	
Alliance Transportation Group Representatives	
TEDSI Representatives	

III) PUBLIC COMMENTS

No public comments

IV) CONSENT AGENDA

A. Approval of Minutes

Consideration and Action to Approve the Minutes of October 12, 2023

Chairman Ben Worsham asked if there were any corrections to the minutes. Ana Hernandez with the City of Harlingen commented that she had requested corrections via email for item 9. Chairman Worsham asked her to confirm on the agenda packet if those corrections had been done. Ana Hernandez, Luis Diaz, and Adriana Estrada confirmed that the requested revisions had been done.

No more corrections or comments were noted to the minutes. Armando Garza Jr. made a motion to approve the minutes of October 12, 2023. The motion was seconded by Eric Davila with Cameron County RMA. Motion carried.

DRAFT

B. 2025 UTP – CAT Project List

Luis Diaz confirmed that TxDOT would be presenting the project list.
Dora Robles, TxDOT's District Advanced Project Development Director, provided an overview of the draft project list. She mentioned that it was subject to change pending the planning target amounts expected in early February. She added that the draft list was like the previous year's 24 UTP with some minor changes highlighted in red. She emphasized that the list had to be fiscally constrained within the 10-year window of the UTP.

Chairman Benjamin Worsham opened the floor for questions or comments. There were no specific questions or comments from the committee. Then he called for a motion to approve the draft Category 2 project list. Ramon Navarro from Hidalgo County RMA made a motion to approve the list. Juan Peña from the City of Brownsville seconded the motion. Motion passed.

C. Metropolitan Transportation Plan – RFP Subcommittee Score and consultant selection.

Fernando Cantu provided an overview of the RFP scoring process conducted by the subcommittee on November 2nd. He noted that only one submission was received from Alliance Transportation Group, which scored 8.35 out of 10. Fernando stated that staff recommended approval to present this selection to the policy board.

Chairman Benjamin Worsham opened the floor for questions or comments.
Armando Garza expressed concern about receiving only one response to the RFP and suggested exploring ways to increase participation in future RFPs.
Luis Diaz acknowledged the challenge of receiving limited responses and mentioned that the initial RFP came in at a higher cost, but negotiations were successful in bringing it within budget.

Eric Davila mentioned that other RFPs had received multiple responses, and he noted that this RFP might not have been attractive to some firms for various reasons.
Ramon Navarro inquired about the history of Alliance Transportation Group's involvement in similar projects.
Luis Diaz explained that Alliance Transportation Group had previously worked on the initial MTP when the MPOs merged and was now tasked with updating it.

Ramon Navarro asked if there had been outreach to other firms that submitted proposals during the initial merging process.
Luis Diaz mentioned that he would gather the information regarding the number of respondents for the initial merging process.

JP Terrazas suggested reaching out to other consultants if only one response was received, in line with City of Mission's practice.
Luis Diaz explained that the work needed to start by January to meet federal requirements and deadlines.

Eric Davila asked about the deadline for the updated MTP and its alignment with federal certification requirements.
Luis Diaz stated that the MTP needed to be ready by 2024, coinciding with federal certification requirements and the transportation demand model.

Chairman Benjamin Worsham called for a motion to approve the consultant selection.
Eric Davila made a motion to approve the consultant selection as presented by staff.
Ana Hernandez from the City of Harlingen seconded the motion and the motion passed.

D. Passenger Rail Feasibility Study – RFP Subcommittee Score and consultant selection.

Fernando Cantu informed the committee that two consultants had submitted proposals for the passenger rail study, one local and one from the Dallas area.
Fernando presented the scores, with the first consultant scoring 8.53 and the Triangle Railroad scoring 3.73.
He noted that staff recommended proceeding with AECOM and seeking approval from the Policy Board for their selection.
Chairman Benjamin Worsham opened the floor for questions or comments. There were no questions or comments from the committee. Chairman Benjamin Worsham confirmed that staff's recommendation was to award the contract to AECOM.

Ramon Navarro from Hidalgo County RMA made a motion to approve staff's recommendation to award the contract to AECOM.
Eric Davila from Cameron County RMA seconded the motion.
Chairman Benjamin Worsham conducted a vote, and the motion passed.

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E. Weslaco, TX Southwest Loop Planning Corridor/Alignment Study – RFP Subcommittee Score and Consultant Selection.

Fernando Cantu informed the committee that only one consultant, TEDSI, had submitted a proposal for the study. TEDSI was already working on a corridor study for the City of Harlingen. Fernando presented the score for TEDSI, which was 8.19. He mentioned that staff recommended proceeding with TEDSI as the selected consultant for the project.

Armando Garza asked if there was a deadline for the corridor study.
Fernando Cantu was not aware of any specific deadline but stated that he would reach out to the City of Weslaco for more information.

Eric Davila asked if TEDSI had provided the requested additional information about sub-consultant commitments and distribution of hours among staff.
Fernando Cantu mentioned that TEDSI had not yet if information but assured that he would obtain it before the Policy Board meeting. Eric Davila pointed out that the opportunity to respond to the RFP had been shared with the Technical Support teams in advance.

Chairman Benjamin Worsham inquired about the duration of the RFP advertisement. Fernando Cantu explained that the RFP had been open for 90 days.

Armando Garza proposed a motion to extend the RFP by 60 days to allow for more vendor participation.
JP Terrazas seconded the motion.
Chairman Benjamin Worsham conducted a vote, with the majority in favor of extending the RFP by 60 days.

Eric Davila from Cameron Couty RMA and Ana Hernandez from the City of Harlingen voted against.
Dora Robles from TxDOT abstained from the vote.
The motion to extend the RFP by 60 days passed.

V) Presentation & Reports

A. Presentation of the RGVMPO resilience and Sustainability Analysis produced by ATG.

Javier Dominguez, Executive Analyst with LRGVDC, introduced Ben Magallon, Project Manager with Alliance Transportation Group (ATG), who presented the Resilience and Sustainability Analysis.

Ben provided an overview of the study's purpose, which aimed to determine how planning and policy mechanisms affect the region's resiliency and sustainability.
He highlighted the vision statement and guiding principles developed for the analysis.
Public engagement was a crucial component of the study, involving pop-up tabling events, workshops, and surveys to gather feedback from the community.

Ben discussed the strengths, weaknesses, opportunities, and threats identified during the analysis, emphasizing the need for education about sustainability and resilience.
The analysis covered various aspects, including network assessment, risk profiles, and a cost-benefit analysis to identify mitigation strategies.
Equity analysis was conducted to assess the impact of stressors on vulnerable populations.

Ben presented the main findings, including risks from flooding, hurricanes, and extreme heat, with social vulnerability as a significant concern.

Recommendations were provided, focusing on strategies like green infrastructure, communication, education, and outreach. The establishment of a resilience task force was recommended to implement these strategies.

Eric from CCRMA suggested including flood control levees in the adaptive development discussion and mentioned ongoing coordination efforts with the Army Corps of Engineers.
Ben acknowledged the coordination efforts beyond the plan and noted that considerations like flood control levees were being carried forward.

No further comments were received.

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B. Discussion and update on Performance Management Framework Project with Alliance Transportation Group

Ben Magallon began the discussion by acknowledging the hard work of the MPO staff in guiding the performance management framework project.
He highlighted the importance of performance management as a business strategy for assessing processes, decisions, and analysis related to investment strategies.

Ben discussed the six main components of the framework: assessing strategic direction, setting targets, performance-based planning, performance-based programming, incorporating known strategies, and reporting and communication.
He provided insights into the document's layout and mentioned the online federal guidelines that served as the basis for the framework.

Ben shared a link and resources for continuing the effort and ensuring the framework's adaptability to evolving performance measures.
He emphasized the role of organization and culture within the framework and commended the MPO staff for their dedication to staff training.

Ben touched on various recommendations related to strategic direction, target setting, performance-based planning, and project readiness.
He discussed the importance of reporting and communication, especially in sharing information with the public.

Ben elaborated on monitoring and adjustment, highlighting the framework's role in the MTP update process.
He concluded by praising the organization's strong culture and suggested planning workshops to discuss best practices.

Chairman Benjamin Worsham invited questions and comments from the attendees.
Ramon Navarro (Hidalgo County RMA) inquired about measuring successes, aligning goals with funding, and tracking measures. He also asked about schedules and alignment with funding.

Luis Diaz responded that the MPO compiles a list of projects that address performance measures, ensuring alignment with state goals. The MPO is on track to achieve its set goals.

Miguel Arispe (RGVMPO) highlighted that the project's intention is to work closely with local governments to promote better projects based on performance measures and improve future projects.

No further comments were received.

C. Discussion and update on FM 509 Corridor Study with TEDSI

Eric Dietrich and his team, representing TEDSI, presented the update on the FM 509 Corridor Study currently under contract with RGVMPO.

They outlined the scope of the study, which includes planning services such as data collection analysis, preliminary drainage analysis, and traffic projections.

The study focuses on the FM 509 corridor, spanning from US 281 to I-69E in Harlingen, Texas, with the objective of enhancing planning and infrastructure considerations.

Eric and his team provided background information, noting that the city of Harlingen initiated the study to seek assistance in making informed decisions regarding alignment choices.

The team emphasized the significance of the study in evaluating and determining the most effective route, which will contribute valuable insights to improve planning and infrastructure development in the region.

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D. 5310 Call for Projects

Eva Garcia provided an update on the 5310 Call for Projects, which is currently open.
The call for projects opened on November 1st, and a workshop for interested applicants took place on November 15th, which was recorded and posted on the RGVMPO website. The application deadline is December 20th, providing 20 working calendar days for interested parties to submit their applications.

Eva clarified that the call for projects is for the McAllen Urbanized area, with approximately 1.6 million dollars available in funding. Applicants must set aside either 20% or 50% of the project cost.
Eva mentioned that 10% of the funding is reserved for program administration. Eligible entities for this program include government agencies, transit providers, and contracted transportation services.
Projects may be traditional, involving capital investments such as buses, vans, wheelchairs, and lifts, with at least 55% of program funds available for this purpose. Nontraditional projects may cover operational costs, staff time for travel training, accessible path improvements to bus stops, signage enhancements, and more.

Eva explained the criteria used to evaluate applications, including planning and coordination, service, sustainability benefit, demonstration of need, budget, and bonus points for added information or innovation.
All necessary information and resources, including the program guide, criteria, application, and workshop recording, are available on the RGVMPO website.

Eva encouraged attendees to reach out to her via email or work cell if they had any questions or needed assistance with the application process.

Chairman Benjamin Worsham thanked Eva for the update and asked if there were any questions or comments from the attendees and nothing was presented.

E. Federal Functional Classification (FC Post TxDOT Training Update

Luis Diaz shared that there was a training session held in October at the TxDOT Far District, which provided a thorough presentation on FC.

Luis highlighted that the training revealed several valuable takeaways. One key takeaway is that there are more resources available for use before the final submittal of FC packets. This allows for better communication with Federal Highways to address issues and questions in advance, which can expedite the submission process.
The training also facilitated discussions on how to handle FC-related matters after submission, enhancing collaboration and communication.

Luis mentioned that he inquired about the possibility of conducting training sessions for all local governments within the region, and there is openness to doing so. He will continue to communicate with TPMP and Federal Highways to potentially schedule such training for the upcoming year.

Chairman Benjamin Worsham thanked Luis for the update and opened the floor for questions or comments. No comments or questions were presented.

F. RGVMPO Executive Director's Report and Updates

Luis Diaz provided an update on the budget. He mentioned that the new fiscal year started in October, and as of the current date, the organization has expended $63,144 out of a projected budget of $177,043. Luis noted that they are well within the budget allocation at this point.

Chairman Benjamin Worsham thanked Luis for the update and asked if there were any questions or comments.

No comments or questions were received.

G. TxDOT Project Status Report

Dora Robles provided an update on TxDOT projects. She mentioned that many of the 2019-2020 TxDOT projects have been let in recent months. She reported that there was a bid opening yesterday for the UTRGV project, and they received 5 bids. She added that they are waiting for the bid analysis to be submitted. Dora mentioned that one project with the City of Brownsville was pushed into December, but they are working closely with them to move it forward. She stated that this was likely the last of the TxDOT projects for that program call. Looking ahead, she mentioned several projects in the spring for the City of Pharr.

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Chairman Benjamin Worsham asked if there were any questions or comments for Dora.

Eric Davila asked about the path forward with FHWA to address projects that are currently in process and when the FHWA workshop with local governments on functional classification might take place.

Dora Robles responded that they are working on setting up a follow-up meeting to address specific projects in the queue. She mentioned that they are also working on a more streamlined process for future FC requests to avoid back-and-forth revisions. Dora added that they plan to have more early conversations with local governments before requesting a resolution through the MPO. She also mentioned that they had a productive workshop with TPP and FHWA and that they were receptive to the idea of additional training for local governments.

Luis Diaz added that he will be coordinating with TPMP to schedule a larger training for local governments on this topic.

Chairman Benjamin Worsham thanked Luis and Dora for the update and asked if there were further questions or comments.

No comments or questions were received.

VI) NEW OR UNFINISHED BUSINESS

None

VII) ADJOURNMENT:

There being no further business to come before the RGVTAC Members, the Chairman called for a motion to adjourn. Dora Robles with TxDOT made a motion to adjourn the meeting at 11:49am. The motion was seconded by Eric Davila from Cameron County RMA, meeting was adjourned.

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IV. Action & Discussion Items

B. Discussion and Action on the February 2024 Statewide Transportation Improvement Program (STIP) Revision Cycle.

☑ **Action** ☐ **Possible Action** **Information**

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

Summary: RGVMPO staff are amending our short-range and long-range planning & programming tables: TIP & MTP. A 30-day Public Involvement period will conclude on January 11, 2024, and all revisions/modifications will require TAC & TPB members' approval.

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February 2024 Revision Cycle - TIP & MTP

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

RIO GRANDE VALLEY

METROPOLITAN PLANNING ORGANIZATION

PUBLIC INVOLVEMENT

Your Opportunity to Get Involved

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

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

This information will be available for public review and comment on our **Website's News Section** from **December 11 – January 11, 2023.** We encourage the public to participate in our planning efforts by expressing concerns and asking questions related to our region's transportation projects. Public involvement briefings will be delivered via the RGVMPO website, social media outlets, and in-person engagement meetings. Drafted copies of our planning documents will be displayed, and an informational video will be available for viewing throughout the public involvement process.

Connect with us via social media or visit our website.



RGV MPO | Edinburg TX | Facebook

https://twitter.com/rgvmpo

RGV MPO - YouTube

Rio Grande Valley MPO, TX | Home (rgvmpo.org)



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

Metro McAllen Transit Station

1501 W. US Highway 83, McAllen, TX 78501

December 20, 2023: from 2:00 – 4:00 PM

"Pancakes with Santa" - Downtown Recreation Center – Brownsville

1338 E 8th St, Brownsville, TX 78520

December 22, 2023: from 10:00 AM – 1:00 PM

LRGVDC Ken Jones Boardroom (Lobby)

301 W Railroad St, Weslaco, TX 78596

January 9, 2023: from 2:00 PM – 4:00 PM

**Subject to Change*

STIP Revision: February 2024

DRAFT February Revision Timeline DRAFT	
January 12	MPOs and Districts finalize revisions in eSTIP portal
January 12 – January 25	TPP review TIPs and Supporting Documentation
January 26 – February 26	STIP Public Comment Period
Week of February 12	STIP Public Hearing
February 27	Earliest date for FHWA / FTA approval
February 28	Earliest date for opening May Revision

Based on above schedule, the February Revision may be approved in time for projects letting no earlier than April

STIP schedule subject to change.

Summary of Amendments

February 2024 Revision Cycle

***Revisions in Bold**

Highway Projects

Harlingen San Benito Area

FY 2024

0921-06-359 (C) – Approved to receive Rider 11B

[Added CAT 11B: $348,853.64]

FY 2026

0921-06-257 (C, CE) – Approved to receive additional Rider 11B

[CAT 11B increase by $2,000,000]

Hidalgo Area

FY 2024

0921-02-440 (R) – **Revised Limits and Cost**

[On Freddy Gonzalez from Closner to US 281]

FY 2025

0528-01-118 (C) – Corrected CAT 2

[CAT 2 decrease by $14,000,001]

FY 2026

0698-02-060 (C) – **Moved from FY26 to FY29**

0921-02-194 (E,R,C) – **Revised Cost and Limits to read from North to South**

[On Liberty Blvd from US 83 to Mile 3]

Pending further discussion:

Nolana Loop (S 2-4) from FM 907 to FM 88 – ROW phase in FY 2029

Nolana Loop (S 4) from FM 493 to FM 88 – Construction phase in FY 2032

Hidalgo County has requested the following project updates:

- Move $4.0 Million of Category 7 funds (0921-02-475) from FY 2032 to FY 2026 **(Construction)**.
- Move $3.5 Million of Category 7 funds (0921-02-169) from FY 2029 to FY 2026 **(ROW).**

Project description should be revised to read: *Proposed 4 lane divided, partially along new location*.

The section from FM 493 to Victoria Road is currently functionally classified (FC) as a major collector. The section from Victoria Road to FM 88 is not functionally classified but an FC Request has been submitted to RGVMPO.

To submit an FC Request, the Nolana Loop project will need to reflect a Construction phase on the STIP with Category 3-Local Contribution funds. The limits for this project must be listed from Victoria Rd. to FM 88.

The project limits FM 493 to Victoria Rd. (major collector) can be programmed on the STIP with Category 7 funds. However, due to fiscal constraints, a project swap will be necessary to fulfill the Category 7 funding request. If Hidalgo County can identify $7.5 million of Category 7 funding in FY 2026, to be swapped for the Nolana Loop projects currently in FY 2032 and 2029, the STIP Revision may be executed.

*Please keep in mind that federal funding may only be utilized for functionally classified project limits.

RGVMPO staff is open to suggestions and further discussion as we prepare for the February 2024 Revision cycle. We will soon be programming the new FY 2025 – 2028 STIP, so we kindly ask you to consider options for fiscal years 2027 & 2028.

RGVMPO Transit TIP Modifications

February 2024 Revision Cycle

Brownsville Metro

PHRBMPO129 - Acquire Bus Passenger Shelters ($205,000) & Rehab/Renovate Admin/Maint. Facility ($48,527) – Revised Cost & Funds

PHRBMPO159 - Operations ($2,126,042) Preventive Maintenance ($1,194,762) Software ($45,968) – Administrative: Other Funds & Cost Corrected

PHRBMPO162 - Rehab/Renovate Northside Transfer Station – Revised Description

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

Project Phase	AFA Execution Year	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering (4.5% 2011 const cost)	CE Cost (<$3 M 7.5%, $3-$10 M 5%, >$10 M 4.5%, of 2011 const cost)	Contingencies (<$3M 12.5%, $3-$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 4/5/6	Cat7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Fav/CRP	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
						FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	FY 2020	
BROWNSVILLE																														
C	2020	South Port Connector	On South Port Connector, From Ostos Road	S.H. 4	BMPO-P1	0921-06-288	2.1	Construct a direct connector at Port of Brownsville	BND	$ 18,840,283	$ 18,840,283	$ 513,700	$ 923,174	$ 600,000	$ 650,000	$ 20,363,457	$ 18,032,868			$ 1.53		$ 11.20			$ 5.30						$ 18.03
C	2019	CS	B Metro Eastside Transfer Station	At Jose Colunga Jr & Billy Mitchell	BMPO-TE14	0921-06-304		Construct Bus Facility	City of Brownsville	$ 812,862	$ 812,862	$ -	$ 39,830	$ 51,861	$ 10,486	$ 915,039	$ 1,010,000							$ 0.51					$ 0.50		$ 1.01
C		FM 802	F.M. 1847	Old Port Isabel Rd.	BMPO-TT1	1140-02-038	1.3	Proposed 6 lanes with raised center median.	TxDOT	$ 7,500,000	$ 7,500,000	$ -	$ 256,487	$ 259,628	$ 104,165	$ 6,050,478	$ 6,354,499		$ 14.00											$ 14.00
E	2020	Veterans International Bridge at Los Tomates	Port of Entry		BMPO-CCR2	0921-06-313		Expansion of primary lanes for passenger vehicles.	CCRMA	$ 13,134,449	$ 13,134,449	$ -	$ 500,000	$ 1,444,396	$ 898,345	$ 15,977,190	$ 500,000											$ 0.50		$ 0.50
																	$ 25,897,367					$ 11,198,000								
HARLINGEN/ SAN BENITO																														
																						$ -								
HIDALGO																														
E	2020	Mile 10 North	Westgate (Mile 6 W)	FM 1015	HC-264	0921-02-360	3	Widen to 4 lanes - Urban	Weslaco / HC 1	$ 13,427,988	$ 20,875,865	$ 3,200,000	$ 1,240,022	$ 2,300,000	$ -	$ 27,615,887	$ 1,240,022											$ 1.24		$ 1.24
R		Donna Int'l Bridge Commercial Approach	Donna BSIF	Future IBTC / FM 493 intersection	HC-275r	0921-02-382	3.02	Construct 4 lane controlled access tolled facility	Donna	$ 51,821,636	$ 51,821,636	$ 3,300,000	$ -	$ -	$ -	$ 55,121,636	$ 3,300,000											$ 3.30		$ 3.30
C	2019	Signal Improvements	Within Hidalgo County		HC-363	0921-02-155		Traffic signal hardware improvements	Various	$ 1,000,000	$ 1,000,000	$ -	$ 49,000	$ 75,000	$ 70,000	$ 1,256,000	$ 1,000,000					$ 1.00								$ 1.00
TAP	2020	Pharr Comprehensive Pedestrian Safety Wellness Plan	City limits	City limits	HC-357	0921-02-389	12	Planning study for new construction pedestrian safety improvements	Pharr	$ -	$ -	$ -	$ 254,000	$ -	$ -	$ 254,000	$ 254,000							$ 0.17				$ 0.09		$ 0.25
R		SH 68	US 83	FM 1925	HC-295b	3629-01-001	10	Construct new 4 lane divided rural highway facility	TxDOT	$ 187,272,000	$ 187,272,000	$ 21,996,250	$ 9,763,613	$ 7,751,113	$ 11,985,408	$ 244,546,849	$ 21,996,250											22.00		$ 22.00
																	$ 27,790,272					$ 1,000,000								
						FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	
BROWNSVILLE																														
HARLINGEN/ SAN BENITO																														
																						$ 278,978,931								
HIDALGO																														
C		CS	On 365 Tollway, FM 396 (Anzalduas Highway) Phase II	US 281 Military Highway	RMA-1aa	0921-02-368	12.5	Construct 4-lane controlled acess tolled facility	HCRMA	$ 258,618,363	$ 258,618,363	$ 23,475,000	$13,738,040	$10,906,321	$ 3,303,155	$ 310,040,879	$ 258,618,363								$ 22.54			$ 4.46	$ 14.39	$ 217.23		$ 258.62
R	2018	CS	On Taylor Rd, from IH-2	BUS 83	HC-256r	0921-02-327	1	Widen from 2 to 4 lanes Roadway	HC 3	$ 4,494,380	$ 4,494,380	$ 1,192,488	$ 1,989,553	$ 500,000		$ 8,176,421	$ 1,192,488					$ 1.19								$ 1.19
E		SH 495 Ext. (Section 1)	FM 1423	FM 493		0921-02-470		Proposed construction of 4 lane divided urban section within 100ft of ROW	PCT 1	$ 18,534,600	$ 18,534,600	$ 8,753,600	$ 4,494,851	$ 2,038,806	$ -	$ 33,821,857	$ 2,244,851											$ 2.24		$ 2.24
E		SH 495 Ext. (Section 2)	FM 493	Mile 6 Rd		0921-02-471		Proposed construction of 4 lane divided urban section within 100ft of ROW.	PCT 1	$ 11,756,400	$ 11,756,400	$ 4,413,440	$ 3,121,285	$ 1,293,204	$ -	$ 20,584,329	$ 1,560,643											$ 1.56		$ 1.56
E		FM 1925 (Section 1)	FM 2221	3.1 Miles N		0921-02-472		Proposed 2-lane rural highway with 10 ft. shoulders in 120 ft. of ROW	PCT 3	$ 9,511,200	$ 9,511,200	$ 772,727	$ 2,620,315	$ 1,046,232	$ -	$ 13,950,474	$ 1,320,315											$ 1.32		$ 1.32
E		FM 1925 (Section 2)	Jarachina Rd	8.6 Miles East (New Location)		0921-02-473		Proposed 2-lane rural highway with 10 ft. shoulders in 120 ft. of ROW	PCt 3	$ 26,222,400	$ 26,222,400	$ 4,371,939	$ 5,764,113	$ 2,884,464	$ -	$ 39,242,916	$ 2,764,113											$ 2.76		$ 2.76
E	2019	CS	On Cesar Chavez from Business 83	Ridge	HC-344	0921-02-399	1	Widen from 2 to 4 lanes	San Juan / Alamo / HC 1-2	$ 6,193,200	$ 6,440,928	$ 1,000,000	$ 249,994	$ 655,000	$ -	$ 9,225,356	$ 249,994											$ 0.25		$ 0.25
R	2019	Eldora Rd	FM 3362 (Jackson Rd)	Veterans Blvd (I Rd)	HC-322r	0921-02-403	2.3	Widen from 2 to 4 Lane Divided	HC 2	$ 12,204,142	$ 13,180,473	$ 1,200,000	$ 893,159	$ 1,518,417	$ -	$ 16,672,565	$ 1,200,000					$ 1.20								$ 1.20
E		FM 676	Taylor Rd	FM 2220	HC-144	1064-01-043	1	Widen from 2 to 4 Lane Divided	TXDOT / HC 4	$ 8,263,107	$ 8,263,107	$ 1,000,000	$1,839,870			$ 11,102,977	$ 1,839,870											$ 1.83		$ 1.83
C		FM 1926 (23rd st)	SH 1926 (23rd st) & 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
																	$ 271,085,422					$ 2,487,273								
						FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	FY 2022	
BROWNSVILLE																														
C, E	2020	VA	Southmost Nature Trail Ph. II, 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	$ 401,250	$ 375,000					$ 0.36						$ 0.02		$ 0.38
E	2020	CS	On West Rail Trail, From Palm Blvd @ Former Rail Line	I-69E SB Frontage Road, W. of Old Alice Road	BMPO-E7	0921-06-293	6.5	Construct Multimodal Facility	CCRMA	$ 6,000,000	$ 6,000,000	$ 90,000	$ 1,000,000	$ 660,000	$ 200,672	$ 7,950,672	$ 1,000,000					$ 1.00								$ 1.00
C, E	2020	West Rail Trail, Ph. I	West Rail Trail on Palm Blvd @ Former Rail Line	I-69E SB Frontage Road, W. of Old Alice Road	BMPO-E7	0921-06-293	6.5	Construct Multimodal Facility	Brownsville	$ 6,000,000	$ 6,000,000	$ 90,000	$ 1,000,000	$ 660,000	$ 200,672	$ 7,950,672	$ 6,660,000											$ 6.60		$ 6.60
C, E	2020	Veterans International Bridge at Los Tomates	CBP Primary Inspection Lanes		BMPO-AA1	0921-06-313		Expansion of primary lanes for passenger vehicles.	CCRMA	$ 13,134,449	$ 13,134,449	$ -	$ 500,000	$ 1,444,396	$ 898,345	$ 15,977,190	$ 14,578,845					$ 14.60								$ 14.60
																	$ 22,613,845					$ 15,956,250								
HARLINGEN/ SAN BENITO																														
C		SH 107	Louisiana St.	Hooks E. Hodges Rd.	HSB-118	0342-03-037		Reconstruct to 4 lanes C&G and add ADA sidewalk	TxDOT	$ 10,185,300	$ 10,185,300	$ -	$ 499,080	$ 649,822	$ 131,390	$ 12,115,414	$ 10,185,301		$ 8.80							$ 1.39				$ 10.19
C,E	2019	CS	On Stuart PL Rd. 0.18 MI N of Primera Rd	FM 2994/Wilson Rd	HSB-128	0921-06-311		Construction of 1.2mi of ADA-accessible 5 to 6 foot wide sidewalk	City of Primera	$ 482,010	$ 482,010	$ -	$ 21,690	$ 50,611	$ -	$ 578,412	$ 578,412							$ 0.58						$ 0.58
C	2017	CS	S.Parallel Corridor, FM 509	FM 2520	HSB-133	0921-06-252	2.4	Construct 2 lane rural	Cameron County	$ 7,500,000	$ 7,500,000	$ -	$ -	$ 825,000		$ 8,749,496	$ 7,500,000								$ 1.68		$ 1.33	$ 4.50			$ 7.50
C,E	2018	Loop 499	Rio Hondo Road	FM 106 (Harrison Ave)	HSB-127	0921-06-312	1.48	Construction of 1.48 mi of ADA accessible 6 ft wide sidewalks	City of Harlingen	$ 428,489	$ 428,489	$ 1,946	$ 9,732	$ 53,200	$ 25,653	$ 571,490	$ 544,711							$ 0.52					$ 0.026		$ 0.54
																	$ 18,808,424					$ 130,267,694.93								
HIDALGO																														
C	2018	TL2	Anzalduas Land Port of Entry NB Empties		HC-352	0921-02-379		Inbound commercial inspection pre-primary inspection pre-cleared cargo traffic	McAllen	$ 43,700,000	$ 43,700,000	$ -	$ 3,496,000	$ 4,370,000	$ -	$ 53,308,091	$ 43,700,000								$ 12.10				$ 31.60		$ 43.70

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

Project Phase	AFA Execution Year	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering 20% 2011 const cost)	CE Cost (<$3 M 7.5%, $3-$10 M 5%, >$10 M 4.5%, of 2011 const cost)	Contingencies (<$3 M 25%, $3-$5 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 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Earl/CRP	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
TAP	2019	VA	Cano St.	Freddy Gonzalez	HC-359	0921-02-392	1	Installation of solar powered lighting along the Cano walking trail	Edinburg	$ 534,400	$ 534,400	$ -	$ -	$ -	$ 34,736	$ 600,879	$ 600,879							$ 0.53						$ 0.07		$ 0.60
TAP	2020	Vision Zero Planning Study	City limits	City limits	HC-356	0921-02-390		Vision Zero Planning Study	McAllen	$ -	$ -	$ -	$ 150,000	$ -	$ 30,000	$ 187,995	$ 187,995							$ 0.15						$ 0.04		$ 0.19
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
PE,CE		Bentsen Rd.	FM 924 (3 Mile)	FM 676 (Mile 5)	HC-900			Widen to 4 lanes and continuous turn lane w/ curb and gutter	McAllen	$ 9,504,000	$ 11,024,640	$ 1,100,000	$ 275,000	$ 825,000		$ 13,224,640	$ 1,100,000													$ 1.10		$ 1.10
C		SS 115	At FM 1926 (23rd st) & Jackson Ave		HC-314	1804-01-072	1	Addition of North and South bound center turn lanes	McAllen	$ 116,618	$ 116,618	$ 31,000	$ 5,366	$ 5,475	$ -	$ 169,519	$ 116,618					$ 0.12									$ 0.12
C	2018	VA	Anzalduas Int Bridge Port of Entry	South Bound	HC-277	0921-02-303		Construction of Southbound Inspection Station	McAllen	$ 10,000,000	$ 10,000,000	$ -	$ 800,000	$ 1,281,660	$ -	$ 12,506,367	$ 10,000,000					$ 0.51			$ 5.49			$ 4.00				$ 10.00
																	$ 172,270,474					$ 933,733									
						FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023	FY 2023					
BROWNSVILLE																																
C & E		CS	On Mesquite St., Interior Roads at Olmito		BMPO-CTY1	0921-06-326		Sidewalks along T. Cortez & Parker Ave.	Cameron County	$ 400,858	$ 400,858	$ -	$ 19,537	$ 59,806	$ 31,586	$ 535,357	$ 535,357							$ 0.40						$ 0.14		$ 0.54
C & E		VA	Interior Roads at Las Palmas Mobile Estates	FM 802	BMPO-CTY2	0921-06-327		Construct 5' concrete sidewalks	Cameron County	$ 334,598	$ 334,598	$ -	$ 16,710	$ 48,516	$ 4,678	$ 423,131	$ 423,131							$ 0.30						$ 0.12		$ 0.42
C		VA	On W side of FM 1847, Resaca Retreat Dr.	First Street	BMPO-BL3	0921-06-325	0.65	Construct sidewalk on west side of FM 1847	City of Los Fresnos	$ 397,592	$ 397,592	$ -	$ 10,687	$ -	$ 283	$ 432,554	$ 432,554							$ 0.39						$ 0.04		$ 0.43
C	2020	VA	2 Mi North of FM 511/FM 1847 int.	Along Canal, .7 mi E, .38 mi N, 0.3 mi W	BMPO-BL1	0921-06-322	1.1	Construct 10' Hike and Bike Trail between Brownsville and Los Fresnos	City of Brownsville	$ 999,080	$ 999,080	$ -	$ 48,954	$ -	$ 39,663	$ 1,143,557	$ 1,143,557							$ 0.64						$ 0.50		$ 1.14
																	$ 2,534,599					$ -									
HARLINGEN/ SAN BENITO																																
C		IH-69E	Industrial Blvd	Loop 499/ Primera Rd	HSB-115	0039-07-257		NB and SB Ramps Reversal	TxDOT	$ 4,138,511	$ 5,264,510	$ -	$ 235,408	$ 366,564	$ 521,314	$ 6,387,796	$ 5,264,210	$ 1.00	$ 3.87		$ 0.40											$ 5.27
																	$ 222,218,175					$ 129,333,961									
HIDALGO																																
R	2018	CS	On Veterans (SH 495), from IH-2/US 83	SH 364 (La Homa Rd)	HC-50r	0865-01-108	2.3	Construct 4 lane divided urban section	TXDOT	$ 14,556,786	$ 16,688,837	$ 2,699,360	$ 804,805	$ 975,621	$ 971,970	$ 22,616,906	$ 2,699,360					$ 2.70									$ 2.70
C		FM 676 (Mile 5 N)	SH 364 E (La Homa Rd)	SH 107 (Conway)	HC-117b	1064-01-032	2.39	Widen from 2 to 4 Lane Divided	TXDOT	$ 15,880,158	$ 18,665,469	$ 13,069,092	$ 972,179	$ 1,178,519	$ 1,305,824	$ 35,191,083	$ 18,665,469	$ 2.52	$ 16.15												$ 18.67
PE		CS	On International Bridge Trade Corridor, from 365 Tollway at FM 493	IH-2	RMA-3	0921-02-142		Construct non-tolled 4 lane divided (at grade) highway (interim)	TXDOT	$ 219,475,313	$ 237,845,395	$ 44,584,210	$ 11,365,134	$ 15,145,781	$ 12,466,198	$ 328,133,022	$ 11,365,134												$ 11.37		$ 11.37
R		CS	On Bentsen Rd., from FM 676	FM 1924	HC-900	0921-02-512		Widen to 4 lanes and continuous turn lane w/ curb and gutter	McAllen	$ 9,504,000	$ 10,644,480	$ 1,100,000	$ 1,100,000			$ 12,844,480	$ 1,100,000												$ 1.10		$ 1.10
R		CS	On Mile 5, from Taylor Rd	FM 2220 (Ware Rd)	HC-144	0921-02-493	1	ROW acquisition for drainage ditch	McAllen / HC 4			$ 1,010,000				$ 1,010,000	$ 1,010,000					$ 1.00						$ 0.10		$ 1.10
TAP		VA	Within Hidalgo County		HC-369	0921-02-430		Hidalgo County Active Mobility Plan	LRGVDC			$ -	$ 330,000	$ -	$ 49,500	$ 397,089	$ 397,089							$ 0.33						$ 0.07		$ 0.40
TAP	2020	VA	Various locations within Edinburg & McAllen		HC-370	0921-02-431	2.8	Jackson Rd Hike & Bike Project Phase II	McAllen	$ 1,803,949	$ 1,803,949	$ 168,993	$ 163,000	$ -	$ 130,500	$ 2,416,793	$ 2,416,793							$ 1.01						$ 1.41		$ 2.42
TAP	2020	VA	City Pharr	City Alamo	HC-371	0921-02-432	13.4	PSJA Tri-City Ped Improvement Phase II	Pharr / San Juan / Alamo	$ 2,196,840	$ 2,196,840	$ 495	$ 247,156	$ -	$ 183,346	$ 2,740,214	$ 2,740,214							$ 1.62						$ 1.12		$ 2.74
C		Van Week St.	At UTRGV Campus		HC-480	0921-02-480		Pedestrian/Bike Trail and Bike Racks	UTRGV	$ 395,625	$ 395,625	$ -	$ 20,000	$ -	$ 41,193	$ 476,644	$ 476,644							$ 0.36						$ 0.12		$ 0.48
																	$ 1,253,916,080					$ 3,700,000									
						FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024					
BROWNSVILLE																																
R	2020	CS	On East Loop, from I-69E	SH 4	BMPO-E4	0921-06-315	9.9	Construction of 4 to 6 lane roadway partially on new location	CCRMA	$ 157,678,219	$ 170,292,476	$ 5,600,000	$ 8,165,083	$ 10,881,223	$ 8,956,123	$ 208,727,301	$ 5,600,000												$ 5.60		$ 5.60
E	2020	CS	On East Loop, from I-69E	SH 4	BMPO-E4	0921-06-315	9.9	Construction of 4 to 6 lane roadway partially on new location	CCRMA	$ 157,678,219	$ 170,292,476	$ 5,600,000	$ 8,165,083	$ 10,881,223	$ 8,956,123	$ 208,727,301	$ 8,165,083												$ 8.17		$ 8.17
PE	2020	SH 550	0.203mi S of FM 1847	1.13mi SE of UPRR Overpass @ FM 3248	BMPO-CCR1	0684-01-068	3.9	Construct Contolled Access Tolled Facility	CCRMA	$ 30,233,130	$ 31,442,456	$ -	$ 1,565,568	$ 2,569,816	$ 1,717,242	$ 38,221,643	$ 1,565,568					$ 1.00						$ 0.57		$ 1.57
R	2021	CS	On Old Alice Road, Sports Park Blvd	SH 100	BMPO-E2	0921-06-290	4.9	Widen from 2 lane to 4 lane Urban Roadway	CCRMA	$ 33,331,939	$ 35,143,465	$ 139,339	$ 1,100,000	$ 2,667,138	$ 1,667,560	$ 42,385,062	$ 139,339					$ 0.14								$ 0.14
E	2020	CS	On Morrison Rd, from FM 1847	FM 511	BMPO-E3	0921-06-291		Construct 4 lane Urban Roadway.	CCRMA	$ 20,685,867	$ 23,506,667		$ 500,000	$ 1,998,067	$ 1,057,800	$ 27,062,534	$ 500,000												$ 0.50		$ 0.50
E	2021	CS	On Old Alice Road, Sports Park Blvd	SH 100	BMPO-E2	0921-06-290	4.9	Widen from 2 lane to 4 lane Urban Roadway	CCRMA	$ 33,331,939	$ 35,143,465	$ 139,339	$ 1,100,000	$ 2,667,138	$ 1,667,560	$ 42,385,062	$ 1,100,000												$ 1.10		$ 1.10
E		CS	On Dana Ave., from FM 3248	FM 802	BMPO-DR1	0921-06-330	2.4	Widen roadway and add sidewalks	CCRMA	$ 16,189,826	$ 17,485,012		$ 843,200	$ 1,022,165	$ 1,018,340	$ 20,418,654	$ 843,200												$ 0.84		$ 0.84
E	2020	CS	On Whipple Rd, from FM 1575	FM 1847	BMPO-E5	0921-06-292	1.3	Widening of Existing Roadway to include Continuous Left Turn Lane	CCRMA	$ 9,481,741	$ 10,619,550	$ 139,338	$ 483,654	$ 805,948	$ 388,751	$ 12,723,485	$ 483,654												$ 0.48		$ 0.48
PE,R		CS	On West Blvd. , from FM 3248 (Alton Gloor)	FM 802 (Ruben Torres Blvd)	BMPO-WBL	0921-06-340	2.2	Roadway/ Trail Construction Phase of Multi Modal Corridor	CCRMA	$ 6,378,902	$ 9,178,398	$ 100,000	$ 312,566	$ 780,164	$ 458,920	$ 11,288,968	$ 412,566					$ 0.10							$ 0.31		$ 0.41
R	2020	CS	On Whipple Rd, from FM 1575	FM 1847	BMPO-E5	0921-06-292	1.3	Widening of Existing Roadway to include Continuous Left Turn Lane	CCRMA	$ 9,481,741	$ 10,619,550	$ 139,338	$ 483,654	$ 805,948	$ 388,751	$ 12,723,485	$ 139,338					$ 0.14								$ 0.14
PE,R		CS	On SPI 2nd Access, from SH 100, across Laguna Madre	PR 100	BMPO-SPI2	0921-06-163		Constructing New Causeway at New Location	CCRMA	$ 689,474,240	$ 772,211,148	$ 5,600,000	$ 15,000,000	$ 36,456,199	35,301,081	$ 864,568,428	$ 20,600,000												$ 20.60		$ 20.60

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

Project Phase	AFA Execution Year	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering 20% (4% 2011 const cost)	CE Cost (<$2 M 7.5%, $2-$10 M 5%, >$10 M 4.5%, of 2011 const cost)	Contingencies (<$2 M 25%, $2-$5 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 4/5/6	Cat7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Ear/CRP	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
																	$ 39,548,748					$ 1,380,000									
HARLINGEN/ SAN BENITO																															
E		CS	On Arroyo Colorado Trail, Ph. III, from Loop 499 @ McKelvey Park	Loop 499 (Hugh Ramsey Nature park)	Arroyo-1	0921-06-349	1.1	Planning for the Arroyo Colorado Trail, Ph. III	Harlingen				$ 179,200			$ 186,603	$ 186,603							$ 0.18						$ 0.01		$ 0.19
E,R		CS	On S. Parallel Corridor, from FM 2520	FM 1577	HSB-110	0921-06-257	2.2	New Location - 2 lane rural roadway in a proposed 120 Foot ROW	Cameron County	$ 9,000,000	$ 9,720,000	$ 1,200,000	$ 466,049	$ 621,081	$ 405,000	$ 12,687,955	$ 1,666,049													$ 1.67		$ 1.67
C		VA	GSA Facility	Los Indios Free Trade Int'l Bridge	HSB-LI1	0921-06-359		Construction of Border Safety Inspection Facility (BSIF)	TXDOT	$ 4,402,297	$ 4,402,297		$ 220,609	$ 198,098	$ 99,932	$ 4,702,647	$ 4,402,297								$ 4.05			$ 0.35				$ 4.40
E,C,CE,		VA	Robertson Rd From Roberto Garza(Nopales)	Ebony St.	State TA	0921-06-348	2.17	Construct sidewalks, bike lanes, & shared use path	TXDOT	$ 1,016,598	$ 1,016,598	$ 4,954	$ 224,772			$ 1,344,602	$ 1,344,602							$ 1.30						$ 0.04		$ 1.34
																	$ 7,599,551														
HIDALGO																															
C,CE	2020	Pharr Bridge	At Pharr/Reynosa Int'l Bridge		HC-372	0921-02-424		Dock Expansion Phase I	Pharr	$ 12,539,778	$ 12,539,778	$ -	$ 632,760	$ 845,832	$ 373,685	$ 14,766,545	$ 13,385,610											$ 7.00		$ 6.39		$ 13.39
C,CE	2020	Pharr Bridge	At Pharr/Reynosa Int'l Bridge		HC-373	0921-02-425		Dock Expansion Phase II	Pharr	$ 13,335,190	$ 13,335,190	$ -	$ 672,896	$ 899,484	$ 397,389	$ 15,703,204	$ 14,234,674											$ 5.96		$ 8.27		$ 14.23
C,CE	2020	Pharr Bridge	900 ft. N. of Military Rd. and Juniper St.	1860 ft. N. of Military Rd. and Juniper St. Intersection	HC-374	0921-02-423		Pharr Bridge Commercial Vehicle Parking Site	Pharr	$ 12,910,854	$ 12,910,854	$ -	$ 651,484	$ 870,862	$ 384,743	$ 15,203,515	$ 13,415,598									$ 11.44				$ 1.98		$ 13.42
C, CE		CS	On I Rd., from Dicker Rd.	Military Hwy (US 281)	HC-499	0921-02-499	2	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	Pharr	$ 8,253,730	$ 8,253,730	$ -	$ 421,015	$ 405,549	$ 338,403	$ 9,667,869	$ 8,659,279					$ 8.62								$ 0.04		$ 8.66
R	2020	CS	On Liberty Blvd. (Ph. II), from FM 2221	Mile 3 Rd.	HC-284br	0921-02-322	3.8	Construct 2 lane roadway with shoulders (on New Location from Mile 4 to FM 2221)	HC 3		$9,128,413.00	$ 10,223,823	$ 2,030,000	$ 475,427	$ 576,334	$ 574,178	$ 14,161,137	$ 2,030,000				$ 2.03								$ 2.03
R	2020	CS	On Mile 6 W from SH 107	Mile 11 N	HC-148bbr	0921-02-286	5.5	ROW Acquisition for RECONST. &Widen from 2 to 4 Lanes	HC 1	$ 14,050,000	$ 14,050,000	$ 4,616,129				$ 18,666,129	$ 4,616,129					$ 4.40						$ 0.22		$ 4.62
R	2020	CS	On Taylor Rd @Mile 2 N	Business 83	HC-257r	0921-02-328	2	Widen from 2 lanes to 4 lane divided urban	HC 3	$ 14,009,200	$ 15,129,936	$ 2,011,852	$ 729,629	$ 884,488	$ 881,179	$ 20,068,905	$ 2,011,852					$ 2.01								$ 2.01
R	2020	CS	On Nolana Loop (S1), from FM 1426 (Raul Longoria)	FM 907	HC-152ar	0921-02-361	2.25	Widen from 2 to 4 Lane Divided	HC 2 / McAllen	$ 16,727,101	$ 18,065,269	$ 2,000,000	$ 871,183	$ 1,056,087	$ 1,052,135	$ 23,560,272	$ 2,000,000									$ 2.00				$ 2.00
R,E	2019	CS	On Cesar Chavez from Business 83	Nolana Loop	HC-326r	0921-02-405	2.8	Widen from 2 to 4 lanes	HC 2	$ 18,000,000	$ 20,160,000	$ 3,562,993	$ 937,478	$ 1,136,453	$ 1,132,200	$ 27,483,958	$ 4,570,000					$ 4.57								$ 4.57
R	2019	CS	On Cesar Chavez from Business 83	Ridge Rd.	HC-344r	0921-02-399	1	Widen from 2 to 4 lanes	HC 2	$ 6,209,937	$ 6,955,129	$ 1,000,000	$ 323,427	$ 392,072	$ 390,605	$ 9,252,649	$ 1,000,000					$ 1.00								$ 1.00
R		CS	On Freddy Gonzalez, from US BUS 281 (Closner Blvd.)	I-69C (US 281)	HC-120	0921-02-440	1.13	Widen and reconstruct to 4 lanes divided urban	Edinburg	$ 5,196,846	$ 6,080,656	$ 560,000	$ 370,663	$ 428,109	$ 386,882	$ 8,826,310	$ 560,000					$ 0.56								$ 0.56
C		FM 676	Taylor Rd	FM 2220	HC-144	1064-01-043	1	Widen from 2 to 4 Lane Divided	TXDOT / HC 4	$ 10,140,008	$ 10,140,008	$ 8,719,184	$ 528,113	$ 528,113	$ 637,806	$ 20,865,781	$ 10,140,008		$ 4.37			$ 5.00					$ 0.77				$ 10.14
C,CE		CS	On Taylor Rd from Bus 83	I-2 (US 83)	HC-256	0921-02-327	1	Widen from 2 to 4 lanes with left turn lane	Mission	$ 4,674,155	$ 4,674,155	$ 1,192,488	$ 1,989,553	$ 500,000		$ 8,356,196	$ 5,174,155					**5.0 ($4.5 M CRRSAA)**								$ 0.18	$ 5.18
C		FM 494	SH 107	FM 676 (Mile 5)	HC-292a	0864-01-068	2	Widen from 2 to 4 lanes	TxDOT	$ 18,512,330	$ 18,512,330	$ 9,804,224	$ 964,161	$ 1,168,799	$ 1,164,426	$ 32,184,566	$ 18,512,330		$ 18.51												$ 18.51
C		FM 1925	FM 907 (Alamo Rd)	Sharp Rd	HC-12aa	1803-02-035	1.57	Widen from 2 to 4 Lane Divided	TxDOT/HC 4	$ 10,738,966	$ 10,738,966	$ 1,539,363	$ 535,656	$ 649,346	$ 646,916	$ 14,427,267	$ 10,738,966		$ 10.74												$ 10.74
C,CE		Pharr Bridge	At Pharr/Reynosa Int'l Bridge		HC-12bb	0921-02-479		Construct Twin Span Bridge	Pharr		$54,172,540	$54,172,540	$ -	$ 2,714,711	$ 2,437,699	$ 1,229,717	$ 62,161,332	$ 54,172,540					$ 2.00						$ 52.17		$ 54.17
C,CE	2021	Pharr Bridge Agricultural Lab	at Pharr/Reynosa Int'l Bridge		HC-376	0921-02-433		Agricultural Lab and Training Center	Pharr	$ 16,195,642	$ 16,195,642	$ -	$ 817,235	$ 1,092,427	$ 482,630	$ 19,071,604	$ 17,288,069											$ 10.46		$ 6.83		$ 17.29
C,CE		CS	On I Rd. from .4 Mi. South of Rancho Blanco Rd.	Dicker Rd.	HC-12ac	0921-02-363	2.5	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	Pharr	$ 11,902,282	$ 11,902,282	$ -	$ 607,124	$ 584,821	$ 487,994	$ 13,941,539	$ 12,487,103					$ 10.82								$ 1.66		$ 12.49
R		CS	On Las Milpas from Cage Blvd.	I Rd	HC-378	0921-02-435	1.25	Widen from 2 to 4 lane curb & gutter	Pharr	$ 5,123,923	$ 5,738,794	$ 455,000	$ 266,865	$ 323,505	$ 322,295	$ 7,264,399	$ 455,000					$ 0.46										$ 0.46
R		CS	On Las Milpas Rd. from Jackson Rd	Cage Blvd.	HC-377	0921-02-434	1.25	Widen from 2 to 4 lane curb & gutter	Pharr	$ 5,123,923	$ 5,738,794	$ 792,000	$ 266,865	$ 323,505	$ 322,295	$ 7,443,459	$ 792,000					$ 0.79										$ 0.79
E		CS	On Moore Rd. from Jackson Rd	Cage Blvd	HC-379	0921-02-436	1.25	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	Pharr	$ 6,388,200	$ 6,899,256	$ 605,000	$ 332,711	$ 403,327	$ 401,818	$ 8,839,023	$ 332,711													$ 0.33		$ 0.33
E		CS	On Moore Rd. from Cage Blvd	I Rd	HC-380	0921-02-437	1.25	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	Pharr	$ 7,472,387	$ 8,369,073	$ 605,000	$ 389,178	$ 471,779	$ 470,013	$ 10,535,373	$ 389,178													$ 0.39		$ 0.39
R		CS	On International Bridge Trade Corridor, from 365 Tollway at FM 493	IH-2	RMA-3	0921-02-142		Construct non-tolled 4 lane divided (at grade) highway (interim)	TXDOT	$ 219,475,313	$ 237,845,395	$ 44,584,210	$ 11,365,134	$ 15,145,781	$ 12,466,198	$ 328,133,022	$ 44,584,210													$ 44.58		$ 44.58
E		CS	On Bridge St. Bike/Ped Development, from 10th St & Ramon Ayala	Bridge St & INTL Blvd.	BRDG-3	0921-02-496	1	Planning-Conceptual design and estimates	Hidalgo			$ 503	$ 96,556			$ 101,736	$ 101,736							$ 0.09						$ 0.01		$ 0.10
																	$ 2,778,695,534					$ 66,883,852								
STARR																															
C		US 83	.31 Mi S of Margarito Rd	.09 Mi N of Loma Blanca Rd	ST-02	0038-06-047		WIDEN FROM 2 LANE RURAL TO 4 LANE DIVIDED	TxDOT	$ 39,392,577	$ 39,392,577	$ 1,843,821	$ 2,038,292	$ 2,470,909	$ 2,461,662	$ 49,413,597	$ 39,392,577		$ 17.34		$ 13.10						$ 8.95				$ 39.39
																	$ 39,392,577														
								FY 2025	FY 2025	FY 2025	FY 2025	FY 2025	FY 2025	FY 2025	FY 2025	FY 2025	FY 2025	FY 2025	FY 2025	FY 2025	FY 2025	FY 2025	FY 2025	FY 2025	FY 2025	FY 2025	FY 2025					
BROWNSVILLE																															
C,CE		VA	Southmost Nature Trail, from La Posada Dr.	Alamada Dr./Monsees Rd	BMPO-ST2	0921-06-289	3.43	Construct Bike lane/sharrow with improved sidewalks (Phase IV)	City of Brownsville	$ 956,893	$ 2,500,000	$ -	$46,888	$ 84,302	$ 18,763	$2,677,703	$ 2,500,000									$ 1.00				$ 1.50		$ 2.50
C		VA	Various Locations within Cameron County		SIG-1	0921-06-371		Signal Improvements	City of Brownsville	$ 945,000	$ 1,020,600		$46,643	$ 59,779	$ 6,899	$1,161,526	$ 1,020,600									$ 0.95				$ 0.07		$ 1.02
C,E	2020	SH 550	0.203mi S of FM 1847	1.13mi SE of UPRR Overpass @ FM 3248	BMPO-CCR1	0684-01-068	3.9	Construct Contolled Access Tolled Facility	CCRMA	$ 30,233,130	$ 31,442,456	$ -	$ 1,565,568	$ 2,569,816	$ 1,717,242	$ 38,221,643	$ 34,012,272					$22.93								$ 11.09		$ 34.01

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Project Phase	AFA Execution Year	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering (4.5% 2011 const cost)	CE Cost (<$2 M 7.5%, $2-$10 M 5%, >$10 M 4.5%, of 2011 const cost)	Contingencies (<$2 M 25%, $2-$5 M 6.5%, $5-$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 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Ear/CRP	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
E		VA	On PR 100, from Andy Bowie Park	Wind and Water Sport Park	State TA	0921-06-353/354	1	PE & ENV for bicyle accommodations	TXDOT				$ 223,770			$ 256,674	$ 256,674							$ 0.25						$ 0.01		$ 0.26
C		CS	On Bejarano-McFarland Galvan Trail Ext., from SH 100 & Roy St	Arturo Galvan Coastal Park Entrance	BMG-1	0921-06-351	6.6	Extend & Construct sidewalk, ADA ramps, and bus stop improvements	Port Isabel	$ 544,125	$ 560,449	$ 5,206	$ 95,442		$ 32,407	$ 724,714	$ 724,714							$ 0.54						$ 0.18		$ 0.72
C	2020	CS	On West Rail Trail from Palm Blvd @ Former Rail Line	I-69E SB Frontage Road, W. of Old Alice Road	BMPO-E7B	0921-06-350	6.5	Purchase/Installation of Amenities (Multimodal Facility)	Brownsville	$ 900,000	$ 1,392,119	$ 2,534	$ 181,159		$ -	$ 1,647,836	$ 1,647,836							$ 1.13						$ 0.52		$ 1.65
																	$ 40,162,096					$ 22,930,000								
HARLINGEN/ SAN BENITO																															
E		CS	On Outer Parkway, from IH 69E	FM 106/General Brant Rd	HSB-126	0921-06-283	21.5	New Location - Controlled Access 4 lane Toll Facility	CCRMA	$ 120,000,000	$ 134,400,000	$ 5,000,000	$ 2,800,000			$ 142,200,000	$ 2,800,000												$ 2.80		$ 2.80
C		Stenger St.	BUS 77 W.	Fannin St.	STNG-1	0921-06-370	1.1	Construct 10' Concrete Shared Use Path	CCRMA	$ 1,750,156	$ 1,820,162		$ 87,464	$ 157,257	$ 34,828	$ 2,151,476	$ 1,820,162									$ 1.75				$ 0.07		$ 1.82
																	$ 2,800,000														
HIDALGO																															
C,E,R		CS	On Mile 1 East, from Bus 83	Mile 8 North	HC-269	0921-02-254	1	Reconstruct & widen to urban 2 lanes & shoulders	HC 1	$ 11,706,529	$ 12,174,790	$ 502,000	$ 609,701	$ 739,106	$ 736,341	$ 15,122,781	$ 13,415,896					$ 7.38						$ 6.04		$ 13.42
C		FM 494	FM 676 (Mile 5)	FM 1924 (Mile 3)	HC-292b	0864-01-069	2	Widen to 4 lane	TXDOT / HC 3	$ 12,785,171	$ 13,296,578	$ 10,443,901	$ 665,879	$ 807,208	$ 804,187	$ 26,411,844	$ 13,296,578		$ 13.30											$ 13.30
C		SH 107	Bus 281-W	I-69C (US 281)	HC-337	0342-01-093	1.3	Operational Improvements and Rehabilitation	TXDOT	$ 20,023,215	$ 25,423,719	$ 3,676,572	$ 1,023,915	$ 2,061,347	$ 1,065,841	$ 34,217,394	$ 25,423,719	$ 0.98	$ 24.45											$ 25.43
E		Elsa - Getting Connected	City-Wide		ELGC-1	0921-02-495		Planning Studies for a city-wide Bike/Ped Trail System	Elsa				$ 46,920			$ 69,000	$ 69,000							$ 0.06						$ 0.06
C		VA	Various Locations within Hidalgo County		SIG-2	0921-02-522		Signal Improvements	Edinburg	$ 986,360	$ 1,065,269		$ 49,358	$ 63,258	$ 7,300	$ 1,214,397	$ 1,065,269									$ 0.95				$ 1.07
C&CE	2020	CS	On Nolana Loop, from FM 1426	FM 907	HC-152a	0921-02-361	2.25	Widen from 2 to 4 Lane Divided	HC 2	$ 16,727,101	$ 18,065,269	$ 1,838,752	$ 871,183	$ 1,056,087	$ 1,052,135	$ 23,399,024	$ 19,121,356					$ 17.47						$ 1.65		$ 19.12
C		CS	(Freddy Gonz. Trail) Freddy Gonzalez Dr.& Closner Blvd	Municipal Park on Raul Longoria Rd.	EDFG-1	0921-02-497	1.9	Construct 10 ft. wide concrete shared use path	Edinburg	$ 911,863	$ 911,863	$ 875	$ 118,637	$ 12,150		$ 1,092,099	$ 1,092,099							$ 0.87				$ 0.22		$ 1.09
C		SH 107 (Conway)	SH 495	FM 1924 (Mile 3 N)	HC-383	0528-01-118	1	Widen from 4 lanes to 6 lanes with raised median	TXDOT	$22,621,833	$23,564,409	$ -	$ 1,917,027	$ 2,323,906	$ 2,315,210	$ 45,255,120	$23,564,409		$ 23.56											$ 23.56
C		FM 1925	10th St	McColl Rd	HC-290	1803-01-092	1.28	Widen from to 2 to 6 lane with raised median	TXDOT	$ 11,539,832	$ 12,001,426	$ 4,190,706	$ 601,019	$ 728,582	$ 725,855	$ 18,603,293	$ 12,001,426		$ 12.00											$ 12.00
C,CE, R	2019	CS	On Mile 3 N. (Phase II), from FM 2221	Tom Gill Rd.	HC-286b	0921-02-332		New Location - 2 Lane Rural Roadway	HC 3	$ 9,396,531	$ 9,772,392	$ 750,000	$ 486,582	$ 648,446	$ 533,723	$ 12,479,120	$ 11,170,838					$ 4.75						$ 6.42		$ 11.17
C		CS	On Bentsen Rd., from FM 676 (Mile 5)	FM 1924 (Mile 3)	HC-900	0921-02-512		Widen from 2 to 4 lanes and continuous turn lane w/ curb and gutter	McAllen	$ 10,644,480	$ 11,070,259	$ 1,100,000	$ 554,387	$ 672,053	$ 669,538	$ 14,394,344	$ 11,070,259					$ 4.06						$ 7.01		$ 11.07
C		FM 676	SH 107 (Conway)	Taylor Rd	HC-117c	1064-01-027		Widen from 2 to 4 Lanes w/ Left Turn Lane	TxDOT	$ 33,906,232	$ 35,262,481	$ 6,153,897	$ 1,765,908	$ 2,140,713	$ 2,132,702	$ 48,500,830	$ 35,262,481		$ 34.76							$ 0.50						$ 35.26
C		US 281	0.273 mi S SH 186	0.023 mi N FM 490	HC-384	0255-07-140	7.089	Rural Expy Facility-Construct 4 lanes with overpasses & two - 2 lane frontage roads	TXDOT	$ 140,459,018	$146,077,379	$ 5,265,959	$ 7,517,746	$ 11,706,204	$ 12,964,367	$187,980,933	$146,077,379					$ 144.82						$ 1.25		$ 146.07
																	$ 312,630,709					$ 33,660,000								
STARR																															
C		SL 195	New Location, FM 3167	FM 755	ST-03	3632-01-001		Construct Rio Grande City/Roma Relief Route	TXDOT	$ 47,921,157	$ 49,838,004	$ 3,177,626	$ 2,481,511	$ 3,306,993	$ 2,721,922	$ 62,994,705	$ 49,838,004		$ 27.44										$ 22.40				$ 49.84
						FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	FY 2026	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	$ 3,087,642	$ 3,334,653	$ -	$ 154,320	$ 277,462	$ 61,753	$ 3,919,520	$ 3,612,115									$ 3.0				$ 0.61		$ 3.61
C,CE		CS	On East Loop, from I-69E	SH 4	BMPO-E4	0921-06-315	9.9	Construction of 4 to 6 lane roadway partially on new location	CCRMA	$ 157,678,219	$ 170,292,476	$ 5,600,000	$ 8,165,083	$ 10,881,223	$ 8,956,123	$ 208,727,301	$ 181,173,699					$ 0.88				$ 0.91		$ 7.47	$ 171.92		$ 181.18
C, CE		CS	On West Blvd. , from FM 3248 (Alton Gloor)	FM 802 (Ruben Torres Blvd)	BMPO-WBL	0921-06-340	2.2	Roadway/ Trail Construction Phase of Multi Modal Corridor	CCRMA	$ 6,378,902	$ 9,178,398	$ 100,000	$ 312,566	$ 780,164	$ 458,920	$ 11,288,968	$ 9,958,562					$ 0.15							$ 9.81		$ 9.96
PE		Henderson Rd.	FM 1847	FM 1575		0921-06-309		Widen from 2 to 4 lanes	CCRMA	$ 6,733,807	$ 7,300,000		$ 785,000	$ 552,500	$ 455,000	$ 9,547,500	$ 785,000											$ 0.79		$ 0.79
C,CE	2020	CS	On Morrison Rd., from FM 1847	Dana Rd	BMPO-M1	0921-06-291	1.3	Construct 4 lane urban roadway (Seg. 1)	CCRMA	$ 13,687,602	$ 14,782,610	$ -	$ 712,879	$ 864,184	$ 860,950	$ 17,642,531	$ 15,646,794											$ 15.65		$ 15.65
C		SH 4	FM 1419	Remedios Ave.	CCSH-4	0039-10-091		Super 2 & Reconstruct Roadway	TXDOT	$ 60,185,185	$ 65,000,000		$ 3,433,112	$ 2,788,527	$ 5,063,500	$ 78,316,981	$ 65,000,000		$ 25.00		$ 40.00								$ 65.00
C		VA	Southmost NT Ph. III, from Calle Milpa Verde	Manzano St	BMPO-ST3	0921-06-360	0.79	Construct 10' concrete hike and bike trail	City of Brownsville	$ 2,257,768	$ 2,528,700		$ 112,843	$ 202,888	$ 45,155	$ 2,956,371	$ 2,528,700									$ 2.50			$ 0.03		$ 2.53
PE		Morrison Rd. to Monte Bella Park	Morrison Rd.	Monte Bella Park			0.47	Preliminary engineering and environmental assessment planning for a 10' multi-use path from Morrision Rd to Monte Bella Trail Park☐ ☐	City of Brownsville				$ 191,821			$ 191,821	$ 191,821							$ 0.19						$ 0.19
C		Old Alice Rd. Sidewalks	SH 100	Sports Park Blvd.			4.9	8'-wide sidewalks + signage/signal improvements + median/safety refuge/island at SH550 underpass.☐ ☐	CCRMA		$ 3,459,622					$ 3,459,622	$ 3,459,622							$ 2.44			$ 1.02		$ 3.46
PE		WRT to BRN Sports Park	West Rail Trail on Railroad St.	Sports Park Blvd.			0.95	Preliminary engineering, environmental assessment, utilities relocation planning for a 10' multi-use path from WRT existing terminus to Brownsville Sprts Park☐ ☐	City of Brownsville				$ 407,275			$ 407,275	$ 407,275							$ 0.41						
C		US 281	0.5 Mi W of FM 1577	FM 1421	BMPO-D3	0220-04-049	3.2	Widen from 2 lanes to 4 lanes rural	TxDOT	$ 14,000,000	$ 15,120,000	$ 2,618,405	$ 729,149	$ 883,908	$ 880,600	$ 20,663,599	$ 15,120,000		$ 15.12											$ 15.12
																	$ 297,883,589					$ 1,030,000								
HARLINGEN/ SAN BENITO																															

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

Project Phase	AFA Execution Year	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering 2020 (15% const cost)	CE Cost (<$3 M 7.5%, $3-$10 M 5%, >$10 M 4.5%, of 2011 const cost)	Contingencies (<$3M 10%, $3-$5 M 6.5%, $5-$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 4/5/6	Cat7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Ear/CRP	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
C,CE		CS	On S. Parallel Corridor, from FM 2520	FM 1577	HSB-110	0921-06-257	2.2	New Location - 2 lane Rural roadway in a proposed 120 Foot ROW	Cameron County	$ 9,000,000	$ 11,720,000	$ 1,200,000	$ 466,049	$ 621,081	$ 405,000	$ 12,687,955	$ 12,341,081					$ 6.77						$ 5.00		$ 0.57		$ 12.34
C		Arroyo Colorado Trail Improvements	Dixieland Rd.	McKelvey Park			3.9	Design and installation of solar lighting and solar emergency call stations on the 3.9-mile Arroyo Colorado Hike and Bike Trail☐ ☐	Harlingen		$ 1,113,545					$ 1,113,545	$ 1,113,545							$ 1.11								$ 1.11
PE		Dixieland Reservoir/Park	Arroyo Colorado Trail	Dixieland Park			1.5	Preliminary engineering and design planning to extend the Arroyo colorado trail to Dixieland/Park corridor. ☐ ☐	Harlingen				$ 345,000			$ 345,000	$ 345,000							$ 0.35								$ 0.35
C,E,R	2019	FM 509	FM 508	FM 1599	HSB-509	0921-06-254	2.3	New Location - Construct 2 lane Rural Roadway	CCRMA	$ 18,507,068	$ 19,987,634	$ 2,000,000	$ 958,355	$ 1,277,155	$ 1,051,201	$ 25,841,535	$ 22,223,144		$ 7.28							$ 0.69				$ 14.26		$ 22.23
C		US 281	FM 732	.5 Mi. W. of FM 1577	HSB-081	0220-04-050	2.2	Widen from 2 to 4 Lane Rural	TxDOT	$ 13,440,000	$ 14,515,200	$ -	$ 699,983	$ 848,551	$ 845,376	$ 17,323,386	$ 14,515,200		$ 14.52												14.52
C		Bu 77X	SS 206	Commerce St	HSB-077	0327-08-098		Construct Raised Median	TxDOT	$ 2,669,976	$ 2,883,574	$ -	$ 447,231	$ 120,767	$ 1,869	$ 3,530,925	$ 2,883,574		$ 2.88												$ 2.88
																	$ 53,421,544					**$ 6,770,000**									
HIDALGO																															
PE,R		CS	On Trenton Rd., from I-69 C	FM 907	HC-177a	0921-02-442	3.32	Widen and Reconstruct Roadway from 2 to 4 lanes divided urban	HC 4	$ 22,517,985	$ 25,220,143	$ 715,000	$ 1,172,784	$ 1,421,701	$ 1,416,381	$ 30,640,106	$ 1,887,784					$ 0.72							$ 1.17		$ 1.89
R	2020	CS	On Mile 10 N from Mile 6 (Westgate)	FM 1015	HC-264r	0921-02-360	3	Widen from 2 to 4 lanes	HC 1	$ 21,797,023	$ 24,412,666	$ 3,200,000	$ 1,135,235	$ 1,376,183	$ 1,371,033	$ 32,166,991	$ 3,200,000					$ 3.20									$ 3.20
C,E,R	2020	CS	On Hi-Line East, From Cage Blvd	Veterans Rd	HC-336	0921-02-375	1	Widen to 2 lane with continuous left turn and shoulders	Pharr	$ 14,498,057	$ 15,657,902	$ 350,000	$ 755,089	$ 915,353	$ 911,928	$ 19,037,162	$ 16,923,255				.	$ 6.67							$ 10.26		$ 16.93
E,R,C	2018	CS	On Liberty Blvd from Mile 3	US 83	HC-284a	0921-02-194	2.4	Widening and new location, from 2 to 4 lanes with dedicated left turn lane	HC 3	$ 13,063,770	$ 13,063,770	$ 1,185,242	$ 1,141,874	$ 1,086,619	$ 821,711	$ 17,701,895	$ 16,455,963					**$ 14.15 ($4.9 CRRSAA)**				$ 0.70			$ 0.40	$ 1.20		$ 16.45
C	2018	SH 495	Veteran's Blvd, from IH-2	SH 364 (La Homa Rd)	HC-50	0865-01-108	2.3	Construct 4 lane divided urban section	TXDOT	$ 15,452,627	$ 16,688,838	$ 2,526,860	$ 804,805	$ 975,621	$ 971,970	$ 22,444,407	$ 16,688,838		$ 16.69												$ 16.69
C		CS	On International Bridge Trade Corridor, from 365 Tollway at FM 493	IH-2	RMA-3	0921-02-142		Construct non-tolled 4 lane divided (at grade) highway (interim)	TXDOT	$ 219,475,313	$ 237,845,395	$ 44,584,210	$ 11,365,134	$ 15,145,781	$ 12,466,198	$ 328,133,022	$ 237,845,395		$ 20.00		$ 10.28	$ 20.00					$ 20.00		$ 167.57			$ 237.85
C,CE		CS	On Mile 6 W., from Mile 14 1/2	Mile 11 N	HC-148bbb	0921-02-447	3.5	Widen from 2 to 4 Lanes	HC 1	$ 23,800,000	$ 25,704,000	$ 2,797,654	$ 1,239,554	$ 1,502,643	$ 1,497,020	$ 33,474,485	$ 25,704,000					$ 22.61							$ 3.09		$ 25.70
C		FM 1925	Wallace Rd	10th St	HC-338	1803-01-094	3.5	Widen from 2 to 6 lanes with raised median	TxDOT	$ 36,884,972	$ 39,835,770	$ 3,111,575	$ 2,474,499	$ 2,999,699	$ 2,988,474	$ 52,874,516	$ 39,835,770		$ 39.84												$ 39.84
C&CE		Freddy Gonzalez	On Freddy Gonzalez, from US BUS 281 (Closner Blvd.)	I-69C (US 281)	HC-120	0921-02-440	1.13	Widen and Reconstruct Roadway (2 to 4 Lanes) Divided Urban	Edinburg	$ 5,196,846	$ 6,080,656	$ 560,000	$ 370,663	$ 428,109	$ 386,882	$ 8,826,310	$ 6,508,765					$ 5.52							$ 0.99		$ 6.51
C		CS	On Los Ebanos Rd., from I-2	Military Parkway	HCLEb-1	0921-02-521	2.2	Construct 4-lane Urban Roadway	Mission/HC 3	$ 14,654,418	$ 15,826,771	$ 1,255,000	$ 763,233	$ 925,225	$ 921,763	$ 20,143,701	$ 15,826,771												$ 15.83		$ 15.83
C		FM 2220 (Ware Rd)	FM 1925 (Monte Cristo)	SH 107	HC-20	2094-01-063	2.5	Widen from 2 lanes to 6 lanes with median	TXDOT	$ 36,449,639	$ 36,449,639	$ 6,608,600	$ 1,898,374	$ 2,301,294	$ 2,292,682	$ 50,674,116	$ 36,449,639		$ 36.45												$ 36.45
C,R,E	2021	CS	On Hi Line West, from Jackson Rd	Cage Blvd	HC-339	0921-02-376	1	Widen to 2 lane with continuous left turn lane	Pharr	$ 14,992,372	$ 16,191,762	$ 2,665,000	$ 780,834	$ 946,562	$ 943,020	$ 21,989,304	$ 19,803,324					$ 6.13							$ 13.67		$ 19.80
C,E,R		CS	On Russell Rd., from FM 2220 (Ware Rd)	Rooth Rd	HC-RU1	0921-02-362		Realignment - Widening from 2 to 4 lane urban roadway	PCT 4	$ 7,000,000	$ 7,560,000	$ 350,000	$ 364,575	$ 441,954	$ 440,300	$ 9,372,598	$ 8,351,954					$ 4.95							$ 3.40		$ 8.35
C,CE	2020	CS	On Taylor Rd @Mile 2 N	Business 83	HC-257	0921-02-328	2	Widen from 2 to 4 lanes divided urban	Mission	$ 14,009,200	$ 15,129,936	$ 2,011,852	$ 729,629	$ 884,488	$ 881,179	$ 20,068,905	$ 16,014,424					$ 13.49							$ 2.53		$ 16.02
C		CS	At Donna Int'l Bridge		HC-361	0921-02-394	1.2	Construction of roadway & commercial facilities for NB loaded/empty & SB loaded trucks	Donna	$60,564,911	$65,410,104	$ -	$3,035,047	$2,725,348	$1,374,823	$74,341,574	$ 65,410,104											$ 8.90		$ 56.51		$ 65.41
C		US 281	3.9 Mi. N. of SH 186	SH 186	HC-281	0255-06-069		Contruct 4 Lanes with overpasses and two-2 lane frontage roads	TXDOT	$ 63,346,154	$ 65,880,000	$ 1,662,875	$ 3,411,564	$ 3,752,721	$ 6,277,604	$ 83,003,853	$ 65,880,000												$ 65.88			$ 65.88
R	2019	CS	On Inspiration Rd/ Military Parkway Loop from IH-2	FM 1016	HC-341r	0921-02-395		Widen from 2 to 4 lane Divided	Mission	$ 32,920,745	$ 36,871,234	$ 3,500,000	$ 1,714,582	$ 2,078,493	$ 2,070,715	$ 47,249,776	$ 3,500,000					$ 3.50									$ 3.50
PE		Mission TA Assessment	Within City Limits					Comprehensive Assessment and Plan for Transportation Alternative Projects in the City of Mission. ☐ ☐	Mission				$ 250,000			$ 250,000	$ 250,000							$ 0.25							$ 0.25
R,C,E		CS	On Moore Rd. from Jackson Rd	Cage Blvd.	HC-379	0921-02-436	1.25	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	Pharr	$ 6,388,200	$ 6,899,256	$ 605,000	$ 332,711	$ 403,327	$ 401,818	$ 8,839,023	$ 7,907,583					$ 6.08							$ 1.82		$ 7.90
																	$ 3,027,298,956					**$ 107,020,000**									
STARR																															
C		SL 195	New Location, FM 649	FM 3167	ST-04	3632-01-002		Construct Rio Grande City/Roma Relief Route	TXDOT	$ 46,400,000	$ 50,112,000	$ 3,467,851	$ 2,419,110	$ 1,920,477	$ 2,969,600	$ 62,320,756	$ 50,112,000				$ 50.11											$ 50.11
C		CS	On International Dr., from Intersection of US 83/FM 755 S.	Starr-Camargo POE @ Bridge Rd.	ST-01	0921-26-113		New Location - Construct 2 lane roadway	Rio Grande City	$ 4,000,000	$ 4,320,000		$ 207,133	$ 276,036	$ 227,200	$ 5,152,958	$ 4,320,000											$ 4.00		$ 0.32		$ 4.32
						FY 2027	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**	**FY 2027**
BROWNSVILLE																															
C		VA	Vicinity of GSA Facility at Brownsville	Veterans Intl Bridge at los Tomates	BMPO-LS17	0921-06-207		Construction of Border Safety Inspection Facility	TxDOT	32,005,22	$ 34,565,643	$ 4,458,725	$ 1,603,855	$1,440,197	$ 726,519	$ 42,794,939	$ 34,565,643									$ 6.70		$ 27.87					$ 34.57
C		VA	Various locations throughout the City of Brownsville			0921-06-372		Construction of bus passenger loading areas and facility improvements	City of Brownsville	$ 920,000	$ 1,030,400		$ 45,977	$ 82,665	$ 18,308	$ 1,177,350	$ 1,030,400									$ 0.92			$ 0.11		$ 1.03
C, CE		VA	Southmost Nature Trail Ph. V, from International Blvd	Los Ebanos Blvd/Historic Battlefield TRAIL	BMPO-ST5	0921-06-361	5.33	Construct 10' concrete trail	City of Brownsville	$ 3,772,102	$ 4,224,754			$ 188,605	$ 377,210	$ 4,790,569	$ 4,790,569									$ 4.00			$ 0.79		$ 4.79
C		DT Bike & Ped Safety	Loop around Downtown Historic District & Garriga Elementary School from the Queen Isabella Memorial Causeway☐ ☐				1.58	Construction of sidewalks and ADA ramps☐ ☐	Port Isabel		$ 1,405,785					$ 1,405,785	$ 1,405,785							$ 1.41							$ 1.41
C		FM 3248	IH-69E	FM 1847	BMPO-AG1	2717-01-027	2.12	Widen from 4 lanes to 6 lanes with raised median.	TxDOT	$ 19,289,858	$ 21,604,641	$ -	$ 1,004,656	$ 1,217,889	$ 1,213,332	$ 23,320,328	$ 21,604,641		$ 21.60												$ 21.60
																	$ 63,397,038					**$ -**									
HARLINGEN/ SAN BENITO																															

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

Project Phase	AFA Execution Year	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering (4.5% 2011 const cost)	CE Cost (<$2 M 7.5%, $2-$10 M 5%, >$10 M 4.5%, of 2011 const cost)	Contingencies (<$2 M 12.5%, $2-$5 M 6.5%, $5-$25 M 4.5%, >$50M 3% of 2010 const cost)	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMF	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Fav/CRP	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
HIDALGO																														
C		FM 1426 (Raul Longoria)	Nolana Loop	I-2	HC-345	1429-02-036	2	Widen from 4 lanes to 6 lanes with raised median	TxDOT/ HC 2	$ 19,583,717	$ 21,933,763	$ -	$ 1,019,961	$ 1,236,443	$ 1,231,816	$ 23,675,587	$ 21,933,763		$ 21.93											$ 21.93
C & CE		Cesar Chavez	Bus 83	Ridge	HC-344	0921-02-399	1	Widen to 4 lanes	San Juan / Alamo / HC 1-2	$ 6,193,200	$ 6,936,384	$ 1,000,000	$ 249,994	$ 655,000	$ -	$ 8,841,378	$ 7,591,384					$ 6.85							$ 0.74		$ 7.59
C,CE	2019	Cesar Chavez Rd	Business 83	Nolana Loop	HC-326	0921-02-405	2.8	Divided Urban Section	San Juan / Alamo / HC 1-2	$ 18,064,345	$ 20,232,066	$ 4,570,000	$ 1,151,217	$ 2,567,723	$ -	$ 28,521,006	$ 22,799,789					$ 21.35							$ 1.45		$ 22.80
C,CE	2019	Inspiration Rd/ Military Pkwy Loop	IH-2	FM 1016	HC-341	0921-02-395		Widen to 4 Lane Divided	Mission	$ 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	7.4 Mi. N. of SH 186	3.9 Mi. N. of SH 186		0255-06-073		Construct 4 lanes w/ overpasses and two 2-lane frontage roads	TXDOT	$ 56,892,857	$ 63,720,000		$ 3,064,016	$ 3,370,418	$ 5,638,082	$ 79,272,223	$ 63,720,000										$ 63.72			$ 63.72
C		US 281	4.4 Mi. S. of Hidalgo/Brooks CL	7.4 Mi. N. of SH 186		0255-06-074		Construct 4 Lanes with Overpasses and Two 2-Lane Frontage Roads	TXDOT	$ 67,000,000	$ 75,040,001		$ 3,608,345	$ 3,969,180	$ 6,639,700	$ 93,355,110	$ 75,040,001				$ 1.54						$ 73.50			$ 75.04
C		US 281	Hidalgo/Brooks CL	4.4 Mi. S.of Hidalgo/Brooks CL		0255-06-075		Construct 4 Lanes with Overpasses and Two 2- Lane Frontage Roads	TXDOT	$ 63,739,540	$ 71,388,285		$ 3,432,750	$ 3,776,025	$ 6,316,588	$ 79,296,531	$ 71,388,285				$ 71.39									$ 71.39
C		FM 1015	Mile 12 N Rd	SH 107	HC-2	1228-03-041	4.5	Widen to 4 Lane Divided	TXDOT	$ 32,200,000	$ 36,064,000		$ 1,677,044	$ 2,032,988	$ 2,025,380	$ 38,927,948	$ 36,064,000		$ 36.06											$ 36.06
C		FM 2220 Underground Trail Passing	Houston Ave. and Ware Rd.	Westside Park and Field			700 ft.	FM2220 Underground Trail Passing at Houston Ave & Ware Rd.□ □	McAllen		$ 2,797,139					$ 2,797,139	$ 2,797,139							$ 2.80						$ 2.80
C		Cano Trail Safety Improvements	Cano St.	Veterans Blvd.			1.75	8' wide concrete sidewalk trail with ADA ramps	City of Edinburg		$ 1,107,531					$ 1,107,531	$ 1,107,531							$ 1.11						$ 1.11
C		I Road H&B Ph-I	Regional Linear Park	Rancho Blanco Rd.			1.2	10' wide shared-use path□ □	City of Pharr		$ 1,190,280					$ 1,190,280	$ 1,190,280							$ 1.19						$ 1.19
C		FM 3362	SH 495	BUS 83 S		3468-01-021		Widen & reconstruct roadway (4 to 6 lanes divided urban)	TXDOT	$ 10,747,993	$ 12,037,752		$ 559,778	$ 678,588	$ 676,049	$ 12,993,705	$ 12,037,752		$ 12.04											$ 12.04
																	$ 337,923,124					**$ 50,450,000**								
								FY 2028	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	**FY 2028**	
BROWNSVILLE																														
C		FM 1732	US 281	IH-69E	BMPO-BB1	0684-03-019	5	Widen from 2 lanes to 4 lanes Urban	TxDOT	$ 22,560,000	$ 25,267,200	$ -	$ 1,174,972	$ 1,424,354	$ 1,419,024	$ 27,273,742	$ 25,267,200		$ 25.27											$ 25.27
																	$ 25,267,200					**$ -**								
HARLINGEN/ SAN BENITO																														
C		Bus 77X	Commerce St.	Arroyo Bridge	HSB-136	0039-12-254		Construct Raised Median	TxDOT	$ 4,000,000	$ 4,480,000	$ -	$ 208,328	$ 252,545	$ 251,600	$ 4,835,770	$ 4,480,000		$ 4.48											$ 4.48
																	$ 4,480,000					**$ -**								
HIDALGO																														
C&CE	2020	Liberty Blvd (Phase II)	FM 2221	Mile 3 Rd.	HC-284b	0921-02-322	3.8	Construct 2 lanes roadway with shoulders (On New Location from Mile 4 to FM 2221)	HC 3	$ 9,128,413	$ 10,223,823	$ 2,030,000	$ 475,427	$ 576,334	$ 574,177	$ 14,161,136	$ 10,800,156					$ 10.80									$ 10.80
C		SH 68	US 83	FM 1925	HC-295c	3629-01-001	10	Construct new 4 lane divided rural highway facility	TxDOT	$ 215,559,722	$ 232,804,500	$ 21,996,250	$ 11,238,422	$ 8,921,931	$ 13,795,822	$ 295,408,236	$ 232,804,500				$ 76.22						$ 156.58			$ 232.80
C&CE		Eldora Rd	FM 3362 (Jackson Rd)	Veterans Blvd (I Rd)	HC-322	0921-02-403	2.3	Divided Urban Section	Pharr/San Juan/HC 2	$ 12,204,142	$ 13,668,639	$ 1,200,000	$ 893,159	$ 1,518,417	$ -	$ 16,672,565	$ 15,187,056					$ 13.72							$ 1.47		$ 15.19
																	$ 5,477,291,952					**$ 24,520,000**								
STARR																														
C		SL 195	New Location, US 83 @ Loma Blanca	Fm 649	ST-05	3632-01-003		Construct Rio Grande City/Roma Relief Route	TXDOT	$ 90,352,435	$ 101,194,727	$ 3,823,042	$ 4,678,738	$ 6,235,135	$ 5,132,018	$ 112,990,418	$ 101,194,727				$ 64.32							$ 36.87		$ 101.19
								FY 2029	**FY 2029**	**FY 2029**	**FY 2029**	**FY 2029**	**FY 2029**	**FY 2029**	**FY 2029**	**FY 2029**	**FY 2029**	**FY 2029**	**FY 2029**	**FY 2029**	**FY 2029**	**FY 2029**	**FY 2029**	**FY 2029**	**FY 2029**	**FY 2029**	**FY 2029**	**FY 2029**	**FY 2029**	
BROWNSVILLE																														
C, CE	2020	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	$ 9,481,741	$ 10,619,550	$ 139,338	$ 483,654	$ 805,948	$ 388,751	$ 12,723,485	$ 11,425,498					$ 4.54							$ 6.9		$ 11.43
C & CE	2021	CS	On Old Alice Road, Sports Park Blvd.	SH 100	BMPO-E2a	0921-06-290	4.9	Widen from 2 lane to 4 lane Urban Roadway	Cameron County	$ 33,331,939	$ 35,143,465	$ 139,339	$ 1,000,000	$ 2,667,138	$ 1,667,560	$ 42,385,062	$ 37,810,603					$ 20.33							$ 17.48		$ 37.81
																	$ 49,236,101					**$ 24,870,000**								
HARLINGEN/ SAN BENITO																														
C		Bus 77X	Jefferson Ave	0.035 Mi S of SS 206	HSB-135	0327-08-102		Install Raised Median	TxDOT	$ 5,257,303	$5,888,179	$ -	$ 259,488	$ 332,569	$ 38,378	$ 6,041,313	$ 2,745,525										$ 2.75		$ 2.75
																	$ 2,745,525					**$ -**								
HIDALGO																														
C,E		Nolana Loop	FM 2220 (Ware Rd)	FM 1926 (23rd st)	HC-155a	0921-02-396	1	Widen to 6 Lane	McAllen	$ 3,346,151	$ 3,747,689	$ 1,099,198	$ 183,637	$ 187,384	$ 243,600	$ 5,693,865	$ 4,362,310					$ 3.42							$ 0.94		$ 4.36
C		FM 1925	FM 681	Wallace Rd	HC-348	1803-01-095	4.75	Proposed 4 lane curb & gutter w/ shoulders	TXDOT	$ 28,152,000	$ 31,530,240	$ -	$ 1,466,215	$ 1,777,412	$ 1,770,761	$ 34,034,148	$ 31,530,240		$ 31.53											$ 31.53
C		SH 107	Hidalgo/Cameron Co. Line	Lousiana St		0342-03-040		Widen from 2 to 4 lane roadway	TXDOT	$ 13,767,575	$ 15,419,684		$ 717,044	$ 869,233	$ 865,980	$ 16,644,206	$ 15,419,684		$ 15.42											$ 15.42
C		FM 88	FM 1925	5th Ave.		0698-02-060		Widen from 2 to 4 lanes	TXDOT	$ 10,000,000	$ 10,800,000		$ 520,821	$ 631,363	$ 629,000	$ 12,889,425	$ 10,800,000		$ 10.80											$ 10.80
R	2021	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	$ 10,922,610	$ 3,500,000	$ 690,825	$ 667,337	$ 760,682	$ 16,541,454	$ 3,500,000					$ 3.50									$ 3.50
CE & C	2020	Mile 10 North	Westgate (Mile 6 W)	FM 1015	HC-264	0921-02-360	3	Widen to 4 lanes - Urban	Weslaco / HC 1	$ 13,427,988	$ 20,875,865	$ 3,200,000	$ 1,240,022	$ 2,300,000	$ -	$ 27,615,887	$ 23,175,865					$ 18.92							4.26		$ 23.18
C & CE	2021	Mile 6 W Rd	SH 107	Mile 14 1/2	HC-148bba	0921-02-448	2	Widen to 4 Lane	HC 1	$ 10,800,000	$ 12,096,000.0	$ 1,598,659	$ 360,727	$ 1,200,000	$ 478,545	$ 15,733,931	$ 13,296,000					$ 12.00							$ 1.30		$ 13.30
C		FM 2220 (Ware Rd)	SH 107	Mile 5 N (Auburn Ave)	HC-19a	2094-01-062	2.5	Widen from 2 to 6 lane w/ median	TxDOT	$ 29,849,170	$ 33,431,070	$ 15,691,803	$ 1,554,607	$ 1,884,565	$ 1,877,513	$ 51,777,732	$ 33,431,070		$ 33.43											$ 33.43
																	$ 135,515,169					**$ 37,840,000**								
								FY 2030	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	**FY 2030**	
BROWNSVILLE																														
C,CE		Dana Ave.	FM 3248	FM 802	BMPO-DR1	0921-06-330	2.4	Widen roadway and add sidewalks	CCRMA	$ 16,189,826	$ 17,485,012		$ 843,200	$ 1,022,165	$ 1,018,340	$ 20,418,654	$ 18,507,177				$ 0.40	$ 16.18							$ 1.93		$ 18.51
																	$ 18,507,177					**$ 16,180,000**								
HARLINGEN/ SAN BENITO																														
HIDALGO																														
C,CE		Trenton Rd	I-69 C/US 281	FM 907	HC-177a	0921-02-442	1.3	Construct 4 Lane	Edinburg / HC 4	$ 20,105,344	$ 22,517,985	$ 715,000	$ 985,162	$ 1,708,954		$ 25,927,101	$ 24,226,939					$ 14.44							$ 9.79		$ 24.23

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

Project Phase	AFA Execution Year	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering (4.5% 2011 const cost)	CE Cost (<$2 M 7.5%, $2-$10 M 5%, >$10 M 4.5%, of 2011 const cost)	Contingencies (<$2M 10%, $2-$5 M 6.5%, $5-$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 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Earl/CRP	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
C		CS	I-69 Connector, from IH-69C/US 281	IH-69E/US 77		0921-02-353	6.5	Construct 4 Lane Divided Rural Roadway on New Location	TXDOT	$ 133,900,000	$ 149,968,000		$ 6,981,010	$ 5,542,067	$ 8,569,600	$ 159,124,296	$ 149,968,000		$ 149.97													149.97
C		Sprague Ave	Sugar Rd	SH 336 (N 10th St)	HC-170	0921-02-466	2.13	Widen to 4 Lane	Edinburg	$ 4,460,000	$ 4,995,200	$ 951,200	$ 244,765	$ 249,760	$ 324,688	$ 7,075,315	$ 4,995,200					$ 4.50									$ 4.50
C		SH 107 (Conway)	FM 1924 N (Mile 3 N)	FM 676 (Mile 5 N)	HC-224	0528-01-113	1.954	Widen from 4 to 6 lane divided rural	TxDOT/HC 3	$ 16,200,000	$ 20,442,240	$ -	$ 843,730	$ 1,022,807	$ 1,018,980	$ 23,327,757	$ 20,442,240		$ 20.44												$ 20.44
																	$ 199,632,379					$ 18,940,000							$ -	
FY 2031																															
BROWNSVILLE																															
C		SH 48	SH 4	FM 511	BMPO-G2	0220-05-076	3.7	Proposed 6 lanes with raised median	TxDOT	$ 28,043,000	$ 31,408,160		$ 1,460,538	$ 1,770,530	$ 1,763,905	$ 33,902,373	$ 31,408,160		$ 31.41												$ 31.41
																	$ 31.408,160													
HIDALGO																															
FY 2032																															
BROWNSVILLE																															
C,CE	2020	Morrison Rd Seg. 2	Dana Rd.	FM 511	BMPO-M12	0921-06-362	3	Construct 4 lane urban roadway	CCRMA	$ 20,336,000	$ 22,776,320	$ -	$ 348,837	$ 1,394,000	$ 738,000	$ 25,257,157	$ 24,170,320					$ 16.4							$ 7.77		$ 24.17
C,CE		Henderson Rd.	FM 1847	FM 1575		0921-06-309		Widen from 2 to 4 lanes	CCRMA	$ 6,733,807	$ 7,300,000		$ 785,000	$ 552,500	$ 455,000	$ 9,547,500	$ 7,852,500											$ 7.85		$ 7.85
C,CE		SPI 2nd Access	SH 100, across Laguna Madre	PR 100	BMPO-SPI2	0921-06-163		Construct 4-lane Roadway with Elevated Bridge	CCRMA	$ 689,474,240	$ 772,211,148.32	$ 5,600,000	$ 15,000,000	$ 36,456,199	$ 35,301,081	$ 864,568,428	$ 808,667,347											$ 808.67		$ 808.67
C		FM 1846	BUS 77	San Jose Ranch Rd.		1065-02-042		Widen to 4 Lane Divided Rural with Left Turn Lane	TXDOT	$ 6,000,000	$ 6,720,000.00		$ 312,493	$ 378,818	$ 377,400	$ 7,788,710	$ 6,720,000		$ 0.50									$ 6.22		$ 6.72
																	$ 840,690,167					$ 16,400,000								
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	CCRMA	$ 120,000,000	$ 134,400,000	$ 5,000,000	$ 2,800,000			$ 156,600,000	$ 139,400,000											$ 139.40		$ 139.40
PE,C		FM 1846	BUS 77	San Jose Ranch Rd	HSB-1846	1065-02-042		Widen to 4 Lane Divided Rural with Left Turn Lane	CCRMA	$ 6,000,000	$ 6,720,000		$ 773,400	$ 573,750	$ 515,000	$ 9,097,150	$ 7,493,400		$ 0.50									$ 6.99		$ 7.49
PE,C		FM 509	BUS 77	FM 508	HSB-509	2369-01-033		Widen to 4 Lane Divided Rural with Left Turn Lane	CCRMA	$ 24,000,000	$ 26,800,000		$ 1,550,000	2284000	1515000	$ 33,744,000	$ 28,350,000		$ 0.50									$ 27.85		$ 28.35
PE,C		FM 509	BUS 77	FM 508	HAR-04	2369-01-033	6.85	Widen to 4 Lane Divided Rural with Left Turn Lane	Harlingen	$ 24,000,000	$ 26,880,000		$ 1,249,970	$ 1,515,270	$1,509,600	$ 31,154,841	$ 26,880,000		$ 0.50									$ 26.38		$ 26.88
																	$ 2,865,301,320													
HIDALGO																															
C		SH 107 (Conway)	FM 676	FM 681/FM 2993.	HC-343	0528-01-112	2	Widen from 4 lanes to 6 lanes divided urban	TxDOT/ HC 3	$ 23,397,795	$ 26,205,530	$ -	$ 1,218,606	$ 1,477,249	$ 1,471,721	$ 30,373,107	$ 26,205,530		$ 26.21												$ 26.21
C		SH 364 (La Homa)	FM 2221	FM 676	HC-182ab	2966-01-014	2	Widen from 2 lanes to 5 lane curb and gutter	TxDOT	$ 5,500,000	$ 6,160,000		$ 286,452	$ 347,249	$ 345,950	$ 7,309,184	$ 6,160,000		$ 6.16												$ 6.16
C		Nolana Loop (S4)	FM 493	FM 88	HC-152d	0921-02-475	2.55	Widen to 4 Lane Divided	HC 1	$ 3,031,852	$ 4,000,000	$ 363,822	$ 230,275	$ 200,000	$ 260,000	$ 5,302,097	$ 4,000,000					$ 4.00									$ 4.00
R,E,C		Moore Rd East	Cage Blvd	I Rd	HC-380	0921-02-437	1.25	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	Pharr	$ 6,744,537	$ 8,777,781	$ 605,000	$ 330,482	$ 597,125		$ 10,310,388	$ 7,946,662					$ 7.95									$ 7.95
C,CE		Las Milpas Rd West	Jackson Rd	Cage Blvd	HC-377	0921-02-434	1.25	Widen to 4 lane curb and gutter rd	Pharr	$ 5,625,000	$ 6,300,000	$ 792,000	$ 275,625	$ 618,750		$ 7,986,375	$ 6,243,750					$ 6.24									$ 6.24
R,CE		FM 396	at FM 396/IH-2 Intersection			3097-02-020		Construct Direct Connectors (NB & SB)	TXDOT	$ 108,000,000	$ 120,960,000		$ 5,780,452	$ 9,000,989	$ 9,968,400	$ 145,709,841	$ 120,960,000											$ 120.96		$ 120.96
C & CE		FM 1423	Minnesota Rd	IH-2		1427-01-037		Widen and reconstruct roadway (2 to 6 lanes) divided urban	TXDOT	$ 28,008,607	$ 31,369,640	$ -	$ 1,458,747	$ 1,768,359	$ 1,761,741	$ 36,358,487	$ 31,369,640		$ 31.37												$ 31.37
																	$ 202,885,582					$ 26,650,000								
FY 2033																															
BROWNSVILLE																															
HARLINGEN/ SAN BENITO																															
HIDALGO																															
FY 2034 - FY 2041																															
BROWNSVILLE																															
C,E		Coffee Port Road	FM 802	N. Central Ave.	BMPO-CP4	0921-06-329	4	Road Reconstruction and add shoulders	City of Brownsville	$ 10,560,000	$ 11,827,200	$ -	$ 517,440	$ 523,776	$ 210,144	$ 13,078,560	$ 12,350,976					$ 10.56							$ 1.79		$ 12.35
C		San Roman Rd.	FM 2480	SH 100	BMPO-SR3	0921-06-335	3	Full road reconstruction	CCMRA	$ 2,472,216	$ 2,768,882	$ 271,944	$ 121,139	$ 122,622	$ 49,197	$ 3,333,784	$ 2,768,882					$ 2.47							$ 0.30		$ 2.77
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	$ 3,696,000	$ 396,000	$ 161,700	$ 163,680	$ 65,670	$ 4,483,050	$ 3,696,000					$ 3.30							$ 0.40		$ 3.70
C		14th Street	Security Dr.	Tyler Street	BMPO-CB3	0921-06-328	1.62	Reconstruction of Roadway	City of Brownsville	$ 3,888,000	$ 4,354,560	$ -	$ 190,512	$ 192,845	$ 77,371	$ 4,815,288	$ 4,354,560					$ 3.89							$ 0.46		$ 4.35
C		IH-69E Grade Seperation	.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	$ 12,320,000		$ 588,750	$ 916,767	$ 1,015,300	$ 13,869,261	$ 12,320,000											$ 12.32		$ 12.32
C		FM 1847	FM 510	FM 2925	BMPO-PL3	1801-02-020	13.4	Widen from 2 to 4 lanes	TxDOT	$ 27,500,000	$ 30,800,000		$ 1,432,258	$ 1,736,247	$ 1,729,750	$ 33,245,918	$ 30,800,000											$ 30.80		$ 30.80
C		International Blvd	IH-69E	Washington St.	BMPO-IB3	1504-01-038	0.8	Install raised median	TxDOT/ Brownsville	$ 600,000	$ 672,000	$ -	$ 29,615	$ 37,955	$ 4,380	$ 761,476	$ 600,000											$ 0.60		$ 0.60
C		Billy Mitchell Blvd FM 2519	SH 4	Jose Colunga Street	BMPO-BM3	0487-01-015	1.4	Construct raised median, sidewalks, pavement overlay.	TxDOT/ Brownsville	$ 1,500,000	$ 1,680,000		$ 74,037	$ 94,888	$ 10,950	$ 1,903,692	$ 1,500,000											$ 1.50		$ 1.50
C		SH 48	1/4 mile East of FM 511	1/4 mile East of entrace to the Fishing Harbor	BMPO-SH5	0220-07-065		Construct 2 lane frontage road and ramps (East bound)	TxDOT	$ 9,500,000	$ 10,640,000		$ 508,466	$ 791,754	$ 876,850	$ 13,117,998	$ 10,640,000											$ 10.64		$ 10.64
C		SH 48	1/4 mile East of entrace to the Fishing Harbor	FM 511/SH 48 overpass	BMPO-SH6	0220-07-066		Construct 2 lane frontage road and ramps (West bound)	TxDOT	$ 9,900,000	$ 11,088,000		$ 529,874	$ 825,091	$ 913,770	$ 13,670,335	$ 11,088,000											$ 11.09		$ 11.09
C		FM 3248 Extension to Flor the Mayo Intl Bridge	US 281	Flor de Mayo Brdige	BMPO-AG4	0921-06-331		Construct 4 divided highway to the Flor de Mayo Intl. Bridge	CCRMA	$ 10,880,000	$12,185,600		$ 545,222	$ 489,587	$ 246,976	$ 13,790,067	$ 12,185,600											$ 12.19		$ 12.19

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

Project Phase	AFA Execution Year	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering (4.5% 2011 const cost)	CE Cost (<$2 M 7.5%, $2-$10 M 5%, >$10 M 4.5%, of 2011 const cost)	Contingencies (<$2 M 12.5%, $2-$5 M 6.5%, $5-$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 4/5/6	Cat7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Ear/CRP	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
																	$ 102,304,018					$ 20,220,216									
HARLINGEN/SAN BENITO																															
C		Loop 499	Business 77	SS 206	HSB-137	1137-02-038		Widen from 4 lanes to 6 lanes with Raised Median	TxDOT	$ 12,566,684	$ 14,048,162	$ -	$ 615,766	$ 746,459	$ 743,666	$ 15,712,063	$ 14,048,162											$ 14.05		$ 14.05
C		Bus 77X	Arroyo Colorado Bridge	FM 510	HSB-122	0039-12-057	1.6	Widen from 4 lanes to 6 lanes with Raised Median	TxDOT	$ 32,880,364	$ 36,826,008	$ -	$ 1,712,478	$ 2,075,943	$ 2,068,175	$ 43,696,112	$ 36,826,008											36.83		36.83
																	$ -													
HIDALGO																															
C		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	$ 14,112,000	$ 3,000,000	$ 691,488	$ 635,040	$ 917,280	$ 20,230,752	$ 14,112,000											$ 14.11		$ 14.11
C		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	$ 6,048,000	$ 1,300,000	$ 296,352	$ 492,273	$ 393,120	$ 8,904,721	$ 6,048,000												$ 6.05	$ 6.05
C		FM 88	SH 107	0.2mi N of FM 1925	HC-39cb	0698-02-043	1.65	Widen to 4 Lane Divided	Elsa/ HC 1	$ 8,147,277	$ 9,124,950		$ 193,275	$ 719,229		$ 10,037,454	$ 9,124,950											$ 9.12		$ 9.12
C,R,E		Minnesota Rd West	Jackson Rd	IH-69C	HC-381	0921-02-438	1.25	Widen to 2 lane curb and gutter road with shoulders and left turn lane	Pharr	$ 7,792,544	$ 8,727,649		$ 405,852	$ 491,992	$ 490,151	$ 10,355,843	$ 7,792,544						$ 7.79							$ 7.79
C,R		SH 68 - Phase II	FM 1925	IH 69C / US 281	HC-327	3629-01-002	12.38	Divided Rural Highway	TxDOT	$ 81,819,137	$ 91,637,433	$ 38,636,495	$ 4,265,723	$ 3,386,461	$ 5,236,425	$ 97,232,357	$ 130,273,928											$ 130.27		$ 130.27
C		SH 68 - Phase III	IH 2 / US 83	IH 69C / US 281	HC-328	3629-01-003	20	Main Lanes with Overpasses	TxDOT	$ 319,032,483	$ 357,316,381	$ -	$ 16,633,078	$ 13,204,627	$ 20,418,079	$ 379,132,333	$ 357,316,381											$ 357.32		$ 357.32
C,CE		Las Milpas Rd East	Cage Blvd	I Rd	HC-378	0921-02-435	1.25	Widen to 4 lane curb and gutter rd	Pharr	$ 7,020,000	$ 7,862,400	$ 455,000	$ 330,482	$ 597,125		$ 9,245,007	$ 8,459,525						$ 8.46							$ 8.46
C		SH 107	West Levee	FM 1425		0342-02-052		Reconstruct and Widen to 4 lane rural	TxDOT	$ 67,831,808	$ 75,971,625	$ -	$ 3,532,823	$ 4,282,647	$ 4,266,621	$ 60,486,423	$ 75,971,625											$ 75.97		$ 75.97
C,R,E		Minnesota Rd East	IH-69C	I Rd	HC-382	0921-02-439	1.25	Widen to 3 lane curb and gutter road with shoulders and left turn lane	Pharr	$ 7,792,544	$ 8,727,649		$ 405,852	$ 491,992	$ 490,151	$ 10,355,843	$ 7,792,544						$ 7.79							$ 7.79
C		Alberta Rd	McColl Rd	US 281	HC-87	0921-02-452	2.07	Widen to 4 Lane	Edinburg	$ 4,626,450	$ 5,181,624	$ 759,794	$ 253,900	$ 259,081	$ 336,806	$ 7,112,465	$ 5,181,624												$ 5.18	$ 5.18
C		Abram Rd	Bus 83	US Expressway 83	HC-84a	0921-02-450	1	4 Lane Divided Urban Section	Palmview / HC 3	$ 4,500,000	$ 5,040,000	$ 1,060,000	$ 246,960	$ 252,000	$ 327,600	$ 7,239,040	$ 5,040,000												$ 5.04	$ 5.04
C		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	$ 10,012,800	$ 1,072,800	$ 490,627	$ 450,576	$ 650,832	$ 13,298,429	$ 10,012,800												$ 10.01	$ 10.01
C		FM 1015	SH 107	FM 1925	HC-3	1228-02-031	1.5	Widen to 4 Lane Divided	Edcouch / HC 1	$ 3,116,500	$ 3,490,480	$ 373,980	$ 152,709	$ 155,825	$ 202,573	$ 4,568,789	$ 3,490,480												$ 3.49	$ 3.49
C		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	$ 177,862,326	$ 35,688,406	$ 9,654,264	$ -	$ -	$ 223,204,996	$ 177,862,326											$ 177.86		$ 177.86
																	$ 818,478,727					$ 24,045,088									

FY 2024 - 2033 Totals ($Millions)	$ 0.98	$ 844.37		$ 472.18	$ 422.44		$ 15.68	$ 10.75	$ 31.31	$ 57.94	$ 41.32	$ 558.77
Categories	**1**	**2**	**3**	**4,5,6**	**7**	**8**	**9**	**10 CBI**	**10 Ear/CRP**	**11**	**Rider 11**	**12**

UNFUNDED PROJECTS																															
BROWNSVILLE																															
		SH 48			BMPO-SH9			Build a SH 48 overpass (with ramps) at the entrance to the Next Decade LNG facility.	TxDOT	$ 15,000,000			$ 735,000	$ 744,000	$ 298,500	$ 16,777,500													
		SH 550 Connector	IH-69E	IH-169E	BMPO-SHC1			Construct direct connector	CCRMA	$ 40,000,000		$ 3,000,000	$ 1,960,000	$ 1,984,000	$ 796,000	$ 47,740,000												
		Flor de Mayo Bridge	FM 3248	US 281	BMPO-EMB1			Construct International Bridge	CCRMA	$ 20,000,000		$ -	$ 980,000	$ 992,000	$ 398,000	$ 22,370,000												
		Old Port Isabel Rd	SH 550	SH 100	BMPO-OP5		7.3	Construct two lane rural	CCRMA	$ 20,000,000		$ 500,000	$ 980,000	$ 992,000	$ 398,000	$ 22,870,000												
		N. Vermillion Ave.	SH 4	FM 802	BMPO-NV1		1.5	Reconstruct roadway and add shoulders	Cameron County	$ 5,625,000		$ 600,000	$ 275,625	$ 279,000	$ 111,938	$ 6,891,563												
		IH-69E	13th Steet	14th Street	BMPO-PR3			Construct a Park and Ride facility under IH-69E	City of Brownsville	$ 3,000,000			$ 147,000	$ 148,800	$ 59,700	$ 3,355,500												
		FM 3248	On FM 3248, .2 miles west of IH-69E		BMPO-TS2			Construct a North-West side transit transfer station	City of Brownsville	$ 1,250,000		$ 250,000	$ 61,250	$ 62,000	$ 24,875	$ 1,648,125												
		Palo Alto Hike and Bike Trail	Palo Alto Battlefield National Historical Park	Eco Tourism at Laguna Vista	BMPO-PA3		15	Construct Hike and Bike trail	CCRMA	$ 8,000,000			$ 392,000	$ 396,800	$ 159,200	$ 8,948,000												
		West Blvd.	US 281/ Boca Chica Blvd.	IH-69E SB Frontage Road, W. of Old Alice Rd.	BMPO-WR2		7	Construct Multimodal Facility	CCRMA	$ 12,000,000			$ 588,000	$ 595,200	$ 238,800	$ 13,422,000												
		ITS changeable message signs	IH-69E various locations		BMPO-IT6		15	Install ITS changeable messag	TxDOT	$ 1,500,000			$ 73,500	$ 74,400	$ 29,850	$ 1,677,750												
HIDALGO																															
		Pharr Intl Bridge	At Pharr/Reynosa Intl bridge		HC-231c	0921-02-255		Improvements (cold storage) at Pharr/Reynosa Intl bridge	County	$ 352,000		$ 42,240	$ 17,248	$ 26,400	$ 24,640	$ 484,352												$ -
R		Holland Rd.	SH 495	2 Mile Line	New Project		1	Construct 4 lane urban roadway	Mission	$ 6,661,099	$ 6,661,099	$ 620,400		$ 732,721		$ 8,014,220												
C,CE		Glasscock Rd.	FM 1016 (Military HWY)	FM 494	New Project		1.44	Construct 4 lane urban roadway	Mission	$ 9,591,983	$ 9,591,983	$ 1,400,000		$ 1,055,118		$ 12,047,101												
C,CE		Los Ebanos Rd.	SH 495	Mile 2 Rd.	New Project		1	Construct 4 lane urban roadway	Mission	$ 6,661,099	$ 6,661,099	$ 816,000		$ 732,721		$ 8,209,820												
C		Freddy Gonzalez	Shary Rd	Ware Rd	New Project			Construct & widen from 2 to 4 lanes w/ continuoues trun lane, curb & gutter	McAllen	$ 4,900,000	$ 4,900,000	$ 1,800,000	$ 196,000	$ 588,000		$ 7,484,000												
C		Freddy Gonzalez	Ware Rd	26th St	New Project			Construct & widen from 2 to 4 lanes w/ continuoues trun lane, curb & gutter	McAllen	$ 7,253,500	$ 7,253,500	$ 967,750	$ 290,140	$ 870,420		$ 9,381,810												
C		Kennedy Ave	Taylor Rd	Bentsen Rd.	New Project			Construct & widen from 2 to 4 lanes w/ continuoues trun lane, curb & gutter, w/ bike	McAllen	$ 4,100,000	$ 4,100,000	$ 630,000	$ 164,000	$ 492,000		$ 5,386,000												
C		Chapin	FM 1926 (23rd)	34th lane	New Project			Construct 4 lane roadway w/ curb & gutter	McAllen	$ 5,215,000	$ 5,215,000.00	$ 644,000	$ 195,500	$ 625,000		$ 6,679,500												

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

Project Phase	AFA Execution Year	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering (45% 2011 const cost)	CE Cost (<$2 M 7.5%, $2-$10 M 5%, >$10 M 4.5%, of 2011 const cost)	Contingencies (<$2 M 7%, $2-$5 M 6.5%, $5-$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 4/5/6	Cat7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Fav/CRP	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
E,R		Freddy Gonzalez	Shary Rd	Ware Rd	New Project			Construct & widen from 2 to 4 lanes w/ continuoues trun lane, curb & gutter	McAllen	$ 4,900,000	$ 5,488,000	$ 1,800,000	$ 196,000	$ 588,000		$ 8,072,000	$ 2,584,000												$ 2.58		$ 2.58
E,R		CS	On Freddy Gonzalez, from 26th St.	10th St	New Project			Construct & widen from 2 to 4 lanes w/ cont. turn ln, curb & gutter	McAllen	$ 6,521,750	$ 6,521,750	$ 1,201,375	$ 260,870	$ 782,610		$ 8,766,605	$ 2,244,855												$ 2.24		$ 2.24
C,E		SH 365 (Phase III)	FM 396 (Anzalduas Highway)	FM 1016 (Conway Rd)	RMA-1b	3627-01-002		Toll improvement being a 4 lane controlled access facility	HCRMA	$ 37,620,524	$ 42,134,987	$ 5,406,143	$ 3,215,286	$ 1,380,765	$ -	$ 52,907,943	$ 43,515,752												$ 43.52		$ 43.52
C,CE		SH 365 (Ultimate Construction Phase IV)	US 281 Military Highway	FM 1016 (Conway Rd)	RMA-1c	0921-02-477		Expansion from a 4-lane to 6-lane controlled access toll facility (constructing an additional 2-lanes)	HCRMA	$ 75,371,557	$ 84,416,144	$ -	$ 3,841,693	$ 4,899,151	$ -	$ 94,287,561	$ 90,445,868												$ 90.45		$ 90.45
C		SH 336 (10th st)	Trenton Rd	SH 107	HC-249b	0621-01-112	2.8	Widen to 6 Lanes	Edinburg / McAllen	$ 7,290,000	$ 8,164,800	$ 874,800	$ 400,075	$ 408,240	$ 530,712	$ 10,884,845	$ 8,164,800													$ 8.16	$ 8.16
C		FM 3461 (Nolana)	FM 2061 (McColl Rd)	US 281	HC-113	1802-02-014	1.746	Widen to 6 Lanes	McAllen / Pharr	$ 7,250,000	$ 8,120,000	$ 870,000	$ 397,880	$ 406,000	$ 527,800	$ 10,825,120	$ 8,120,000													$ 8.12	$ 8.12
C		SH 495	2nd St (McAllen)	US 281	HC-62a	0865-01-115	3.9	Widen to 6 lane divided	McAllen / Pharr	$ 9,535,500	$ 10,679,760	$ 1,144,260	$ 523,308	$ 480,589	$ 694,184	$ 14,184,247	$ 10,679,760													$ 10.68	$ 10.68
C		FM 493 (La Blanca)	SH 107	Mile 14 N Rd	HC-34b	0863-01-051	2.3	Widen to 4 Lane Divided	HC 1-4	$ 6,670,000	$ 7,470,400	$ 800,400	$ 366,050	$ 373,520	$ 485,576	$ 9,959,110	$ 7,470,400													$ 7.47	$ 7.47
E,R		CS	On Chapin, from FM 1926 (23rd)	34th lane	New Project			Construct 4 lane roadway w/ curb & gutter	McAllen	$ 5,215,000	$ 5,215,000.00	$ 644,000	$ 195,500	$ 625,000		$ 6,679,500	$ 1,464,500												$ 1.46		$ 1.46
PE, R		Canton Rd.	US 281 (IH-69C)	Cesar Chavez Rd	New Project			Construct 4-lane Urban Divided Highway	HC Pct 4	$ 14,000,000	$ 15,680,000	$ 3,000,000	$ 1,580,000	$ 700,000	$ 910,000	$ 21,870,000	$ 4,580,000												$ 4.58		$ 4.58
C		Airport Drive (Weslaco)	Bus 83	US 83	HC-85	0921-02-451	0.9	Widen to 4 Lane	Weslaco	$ 2,011,500	$ 2,252,880	$ 241,380	$ 110,391	$ 112,644	$ 146,437	$ 3,003,411	$ 2,252,880													$ 2.25	$ 2.25
C		Sugar Rd	SH 107	Schunior Ave	HC-171	0921-02-467	0.5	Widen to 4 Lane	Edinburg	$ 1,117,500	$ 1,251,600	$ 223,286	$ 61,328	$ 93,870	$ 87,612	$ 1,795,296	$ 1,251,600													$ 1.25	$ 1.25
C		SH 107	FM 681	FM 2220	HC-349	0528-01-116	5.75	Widen to 6 lane with raised median	HC 3	$37,991,807	$42,550,823	$0	$1,978,693	$2,398,661	$2,389,684	$50,488,925	$42,550,823												$ 42.55		$ 42.55
C		FM 2062 (Bentsen Palm)	US 83 S	Bus 83	HC-18	0921-02-455	0.85	Widen to 4 Lane Divided	Mission	$ 1,899,750	$ 2,127,720	$ 227,970	$ 104,258	$ 106,386	$ 138,302	$ 2,836,555	$ 2,127,720													$ 2.13	$ 2.13
C		SP 115 (S 23rd St)	US 83	FM 1016 (Military Hwy)	HC-51a	1804-01-057	2.9	Widen to 6 Lane Divided Urban	McAllen/Hidalgo/ HC 2	$ 13,461,538	$ 15,076,923	$ 1,615,385	$ 738,769	$ 678,462	$ 980,000	$ 20,024,307	$ 15,076,923													$ 15.08	$ 15.08
C		FM 1925	3rd Street	FM 493 (La Blanca)	HC-12b	1803-02-901	2.1	Widen to 4 Lane Divided	HC 4	$ 6,395,566	$ 7,163,034	$ -	$ 350,989	$ 358,152	$ 465,597	$ 8,781,880	$ 7,163,034													$ 7.16	$ 7.16
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	$ 30,000,000	$ 33,600,000		$1,562,463	$ 1,894,088		$39,868,274	$ 33,600,000												$ 33.60		$ 33.60
C		Sioux Rd	I Rd	FM 1426 (Raul Longoria)	HC-167	0921-02-464	0.8	Widen to 4 Lane	San Juan	$ 1,788,000	$ 2,002,560	$ 214,560	$ 98,125	$ 100,128	$ 130,166	$ 2,669,699	$ 2,002,560													$ 2.00	$ 2.00
C		Paso del Norte	Bus 83	2nd St	HC-242	0921-02-476	0.3	Widen to 4 Lane Divided	Weslaco	$ 670,500	$ 750,960	$ 80,460	$ 36,797	$ 56,322	$ 52,567	$ 1,023,666	$ 750,960													$ 0.75	$ 0.75
C		Schunior Ave	Sugar Rd	4th St	HC-166	0921-02-463	0.52	Widen to 4 Lane	Edinburg	$ 1,162,200	$ 1,301,664	$ 190,866	$ 63,782	$ 97,625	$ 91,116	$ 1,825,756	$ 1,301,664													$ 1.30	$ 1.30
C		Jackson Ave	S Bicentennial Ave	S 2nd St	HC-130	0921-02-457	0.85	Widen to 4 Lane	McAllen	$ 1,899,750	$ 2,355,690	$ 227,970	$ 115,429	$ 117,785	$ 153,120	$ 6,232,092	$ 2,355,690													$ 2.36	$ 2.36
C		FM 676 (Mile 5 N)	FM 492 (Dolfing)	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	$ 3,754,800	$ 450,576	$ 183,985	$ 187,740	$ 244,062	$ 5,053,961	$ 3,754,800													$ 3.75	$ 3.75
C		Westgate	Business 83	Mile 5 N	HC-321	0921-02-469	2.5	Widen to 4 lane divided	Weslaco	$ 12,507,079	$ 14,007,928	$ 1,500,849	$ 686,388	$ 630,357	$ 910,515	$ 18,604,530	$ 14,007,928													$ 14.01	$ 14.01
C		Mile 6 N (18th St)	FM 88	Mile 2 W	HC-146	0921-02-459	3.2	Widen to 4 Lane	Weslaco/ Mercedes/HC 1	$ 7,152,000	$ 8,010,240	$ 858,240	$ 392,502	$ 400,512	$ 520,666	$ 10,678,794	$ 8,010,240												$ 8.01		$ 8.01
C,CE		Coyote Rd Overpass	.8 Mi. E of FM 2221		New Project			Construct 4-lane Overpass	HC 3	$ 11,000,000	$ 12,320,000		$ 1,100,000	$ 1,100,000		$ 14,520,000	$ 13,420,000												$ 13.42		$ 13.42
PE		FM 396/I-2 Ph. 2	FM 396	I-2	New Project			Construct 2 access controlled direct connectors at intersection	McAllen	$ 40,945,050	$ 45,858,456	$ 5,000,000	$ 844,491	$ 2,533,475		$ 54,236,422	$ 844,491												$ 0.84		$ 0.84
E,R		CS	On Kennedy Ave, from Taylor Rd	Bentsen Rd.	New Project			Construct & widen from 2 to 4 lanes w/ continuous trun lane, curb & gutter, w/ bike lanes	McAllen	$ 4,100,000	$ 4,592,000	$ 630,000	$ 164,000	$ 492,000		$ 5,878,000	$ 1,286,000												$ 1.29		$ 1.29
E,R		CS	On Freddy Gonzalez, from Ware Rd	26th St	New Project			Construct & widen from 2 to 4 lanes w/ continuoues trun lane, curb & gutter	McAllen	$ 7,253,500	$ 8,123,920.00	$ 967,750	$ 290,140	$ 870,420		$ 10,252,230	$ 2,128,310												$ 2.13		$ 2.13
PE		FM 396/I-2 Ph. 1	FM 396	I-2	New Project			Construct 2 access controlled direct connectors at intersection	McAllen	$ 35,000,000	$ 39,200,000	$ 5,000,000	$ 721,875	$ 2,533,475		$ 47,455,350	$ 721,875												$ 0.72		$ 0.72
E,R		CS	On Auburn Ave., from 33rd St	23rd St	New Project			Construct 4 lane roadway w/ curb & gutter	McAllen	$ 3,075,000	$ 3,075,000	$ 615,000	$ 123,000	$ 369,000		$ 4,182,000	$ 1,107,000												$ 1.11		$ 1.11
C		FM 396/I-2 Ph. 1	FM 396	I-2	New Project			Construct 2 access controlled direct connectors at intersection	McAllen	$ 35,000,000	$ 39,200,000	$ 5,000,000	$ 721,875	$ 2,533,475		$ 47,455,350	$ 39,200,000												$ 39.20		$ 39.20
C		FM 396/I-2 Ph. 2	FM 396	I-2	New Project			Construct 2 access controlled direct connectors at intersection	McAllen	$ 40,945,050	$ 45,858,456	$ 5,000,000	$ 844,491	$ 2,533,475		$ 54,236,422	$ 45,858,456												$ 45.86		$ 45.86
C		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	$ 2,002,560	$ 214,560	$ 98,125	$ 100,128	$ 130,166	$ 2,669,699	$ 2,002,560													$ 2.00	$ 2.00
C		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	$ 2,738,400	$ 401,538	$ 134,182	$ 136,920	$ 177,996	$ 3,758,816	$ 2,738,400													$ 2.74	$ 2.74
C		Hutto Rd	US 83	Bus 83	HC-125	0921-02-456	0.7	Widen to 4 Lane	Donna	$ 1,564,500	$ 1,752,240	$ 187,740	$ 85,860	$ 131,418	$ 122,657	$ 2,388,553	$ 1,752,240													$ 1.75	$ 1.75
C		6th St (Weslaco)	Westgate Drive	Bus 83	HC-83	0921-02-449	2.3	Widen to 4 Lane	Weslaco	$ 5,140,500	$ 5,757,360	$ 616,860	$ 282,111	$ 287,868	$ 374,228	$ 7,675,383	$ 5,757,360													$ 5.76	$ 5.76
C		Freddy Gonzalez	26th St	10th St	New Project			Construct & widen from 2 to 4 lanes w/ cont. turn ln, curb & gutter	McAllen	$ 6,521,750	$ 6,521,750	$ 1,201,375	$ 260,870	$ 782,610		$ 8,766,605															
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	$ 3,252,426	$ 348,474	$ 230,275	$ 162,621	$ 211,408	$ 4,406,855	$ 3,252,426													$ 3.25	$ 3.25

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Project Phase	AFA Execution Year	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering 2020-2045 (15% const cost)	CE Cost (<$2 M 7.5%, $2-$10 M 5%, >$10 M 4.5%, of 2011 const cost)	Contingencies (<$2 M 12.5%, $2-$5 M 6.5%, $5-$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 4/5/6	Cat7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Fav/CRP	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
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	$ 84,416,144	$ -	$ 3,924,032	$ 4,708,838	$ 4,710,722	$ 91,037,535	$ 3,924,032												$ 3.92		$ 3.92
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	$ 4,274,509	$ 457,983	$ 230,275	$ 213,725	$ 277,843	$ 5,719,355	$ 4,274,509												$ 4.27	$ 4.27
C		McColl Rd	Yuma Ave	Orange Dr	New Project			Widen to 4 lane roadway w/ continuous turn lane & sidewalks	McAllen	$ 4,320,000	$ 4,320,000	$ 1,080,000	$ 172,800	$ 518,400		$ 6,091,200														
R,CE		FM 396/I-2 Ph. 2	FM 396	I-2	New Project			Construct 2 access controlled direct connectors at intersection	McAllen	$ 40,945,050	$ 45,858,456	$ 5,000,000	$ 844,491	$ 2,533,475		$ 54,236,422	$ 7,533,475											$ 7.53		$ 7.53
E,R		CS	On McColl Rd., from Yuma Ave	Orange Dr	New Project			Widen to 4 lane roadway with continuous turn lane & sidewalks	McAllen	$ 4,320,000	$ 4,320,000	$ 1,080,000	$ 172,800	$ 518,400		$ 6,091,200	$ 1,771,200											$ 1.77		$ 1.77
C		Auburn Ave	33rd St	23rd St	New Project			Construct 4 lane roadway w/ curb & gutter	McAllen	$ 3,075,000	$ 3,075,000	$ 615,000	$ 123,000	$ 369,000		$ 4,182,000														
R		Glasscock Rd.	FM 1016 (Military HWY)	FM 494	New Project		1.44	Construct 4 lane urban roadway	Mission	$ 9,591,983	$ 9,591,983	$ 1,400,000		$ 1,055,118		$ 12,047,101														
C		Trinity Rd.	FM 1016 (Military HWY)	Bryan Rd.	New Project			Construct 4 lane urban roadway	Mission	$ 6,034,580	$ 6,034,580			$ 724,150		$ 6,758,730														
R		Los Ebanos Rd.	I-2	FM 1016 (Military HWY)	New Project		2.2	Construct 4 lane urban roadway	Mission	$ 14,654,418	$ 14,654,418	$ 1,255,000		$ 1,611,986		$ 17,521,404														
R		Holland Rd.	SH 495	2 Mile Line	New Project		1	Construct 4 lane urban roadway	Mission	$ 6,661,099	$ 6,661,099	$ 620,400		$ 732,721		$ 8,014,220														
R		Los Ebanos Rd.	SH 495	Mile 2 Rd.	New Project		1	Construct 4 lane urban roadway	Mission	$ 6,661,099	$ 6,661,099	$ 816,000		$ 732,721		$ 8,209,820														
C		Mission/Madero-Reynosa Intl. Border Crossing	Mission/Madero	Reynosa	New Project				Mission	$ 95,000,000	$ 95,000,000	$ 3,000,000	$ 11,000,000		$ 5,000,000	$ 114,000,000														
C		Canton Rd.	US 281 (IH-69C)	Cesar Chavez Rd	New Project			Construct 4-lane Urban Divided Highway	HC Pct 4	$ 14,000,000	$ 15,120,000	$ 3,000,000	$ 1,580,000	$ 700,000	$ 910,000	$ 21,310,000														
		Trenton Rd	SH 336 (10th St)	FM 2061 (McColl Rd)	HC-252		0.5	Widen 6 lanes divided with landscaped median	Edinburg/ McAllen	$ 1,222,500		$ 146,700	$ 59,903	$ 91,688	$ 85,575	$ 1,682,160														$ -
		FM 907 (Alamo Rd)	SH 107	Nolana	HC-40	1586-01-075	4.7	Proposed 4 Lanes curb and gutter	County 2-4	$ 24,000,000		$ 2,880,000	$ 1,176,000	$ 1,080,000	$ 1,560,000	$ 32,184,000														$ -
		FM 907 (Alamo Rd)	FM 1925 (Monte Cristo)	SH 107	HC-42		2.5	Widen to 4 Lanes	County	$ 5,587,500		$ 670,500	$ 273,788	$ 279,375	$ 363,188	$ 7,520,775														$ -
		US 83	0.25 Mi W of FM 2221	FM 1427	HC-178a		5.2	Wided to 6 lanes	TXDOT	$ 12,714,000		$ 1,525,680	$ 622,986	$ 572,130	$ 826,410	$ 17,049,474														$ -
		Bryan Rd	FM 676 (Mi 5 N)	FM 495	HC-94		4	Widen to 4 Lane Divided	Alton/Palmhurst/ Mission	$ 8,940,000		$ 1,072,800	$ 438,060	$ 447,000	$ 581,100	$ 12,033,240														$ -
		Sioux Rd (La Vista Ave)	FM 2061 (McColl Rd)	US 281	HC-168		1.8	Widen to 4 Lane	McAllen / Phr / County	$ 4,023,000		$ 482,760	$ 197,127	$ 201,150	$ 261,495	$ 5,414,958														$ -
		Mile 17 N Rd	Mile 6 West	FM 491	HC-139		5.7	Widen to 4 Lane	County	$ 12,739,500		$ 1,528,740	$ 624,236	$ 573,278	$ 828,068	$ 17,083,670														$ -
		Pike Blvd	Mile 6 W (Westgate)	US 83	HC-159		1.9	Widen to 4 Lane Divided	Weslaco	$ 4,246,500		$ 509,580	$ 208,079	$ 212,325	$ 276,023	$ 5,715,789														$ -
		SH 336 (10th st)	S 2nd St.	US 281 Military Hwy (widening of Bridge)	HC-47	0621-01-095	4.8	Widen to 6 Lanes Divided 2966(01)09	McAllen / Hidalgo / County 2	$ 11,736,000		$ 1,408,320	$ 575,064	$ 528,120	$ 762,840	$ 15,737,976														$ -
		FM 495	Conway Ave	FM 1926 (23rd Street)	HC-62b		5.1	Widen to 6 lane divided	McAllen	$ 12,469,500		$ 1,496,340	$ 611,006	$ 561,128	$ 810,518	$ 16,721,600														$ -
		FM 495	FM 1423 (Val Verde)	FM 1015	HC-44		9	Extend 2 Lane FM Road	County	$ 17,509,500		$ 2,101,140	$ 857,966	$ 787,928	$ 1,138,118	$ 23,480,240														$ -
		Roosevelt (Mile 12 1/2 N rd)	FM 1423	FM 88	HC-160		5.3	Widen to 4 Lane	County	$ 11,845,500		$ 1,421,460	$ 580,430	$ 533,048	$ 769,958	$ 15,884,816														$ -
		Cesar Chavez	FM 2128 (Schunior)	Sioux Rd	HC-100		6.3	Widen to 4 Lane	County	$ 14,080,500		$ 1,689,660	$ 689,945	$ 633,623	$ 915,233	$ 18,881,951														$ -
		FM 492	US 83	FM 2221	HC-121		6.5	Widen to 4 Lane	County	$ 14,527,500		$ 1,743,300	$ 711,848	$ 653,738	$ 944,288	$ 19,481,378														$ -
		FM 492 (Doffing)	FM 1924 (Mile 3 N)	FM 2221	HC-30		4	Widen to 4 Lane Divided	Palmview	$ 8,940,000		$ 1,072,800	$ 438,060	$ 447,000	$ 581,100	$ 12,033,240														$ -
		Violet Ave (Minnessota)	FM 2061 (McColl Rd)	US 281	HC-180		1.8	Widen to 4 Lane	McAllen	$ 4,023,000		$ 482,760	$ 197,127	$ 201,150	$ 261,495	$ 5,414,958														$ -
		Jackson Rd	FM 1925 (Monte Cristo)	Chapin Rd	HC-132		1.5	Widen to 4 Lane	Edinburg	$ 3,352,500		$ 402,300	$ 164,273	$ 167,625	$ 217,913	$ 4,512,465														$ -
		Victoria Rd	Mile 10 N Rd	US 83	HC-179		1.5	Widen to 4 Lane	Donna / county	$ 3,352,500		$ 402,300	$ 164,273	$ 167,625	$ 217,913	$ 4,512,465														$ -
		FM 2993 (N Conway)	FM 1925 (Monte Cristo)	SH 107	HC-25		3	Widen to 4 Lane Rural	County	$ 6,705,000		$ 804,600	$ 328,545	$ 335,250	$ 435,825	$ 9,024,930														$ -
		Sugar Rd	FM 495	Sam Houston Blvd	HC-174		2	Widen to 4 Lane Divided	Pharr	$ 4,470,000		$ 536,400	$ 219,030	$ 223,500	$ 290,550	$ 6,016,620														$ -
		FM 491 (Base Line)	Mile 10 N Rd	SH 107	HC-28		6.5	Widen to 4 Lane Divided	La Villa / county	$ 14,527,500		$ 1,743,300	$ 711,848	$ 653,738	$ 944,288	$ 19,481,378														$ -
		FM 1925	FM 2993 (N Conway)	FM 2220 (Ware Rd)	HC-11		3.6	Widen to 4 Lane Rural	County	$ 8,046,000		$ 965,520	$ 394,254	$ 402,300	$ 522,990	$ 10,829,916														$ -
		El Rancho/Hall Acres	2nd St (McAllen)	S Cage Blvd	HC-123		2.4	Widen to 4 Lane	McAllen / Pharr	$ 5,364,000		$ 643,680	$ 262,836	$ 268,200	$ 348,660	$ 7,219,944														$ -
		Military Hwy	S Cage Blvd	Mile 3 E - Cameron County Line	HC-55	0220-01-903	22.1	Widen to 4 Lane Divided Rural	County	$ 49,393,500		$ 5,927,220	$ 2,420,282	$ 2,222,708	$ 4,445,415	$ 67,471,521														$ -
		Owassa Rd	I road	FM 1426 (Raul Longoria)	HC-156b		0.9	Widen to 4 Lane	Phr/SJ/Co	$ 4,550,000		$ 546,000	$ 222,950	$ 227,500	$ 295,750	$ 6,124,300														$ -
		FM 1425	SH 107	MILE 9 N	HC-6		6	Widen to 4 Lane Divided	County	$ 13,410,000		$ 1,609,200	$ 657,090	$ 603,450	$ 871,650	$ 17,982,810														$ -
		FM 491 (Base Line)	SH 107	FM 1925 (Monte Cristo)	HC-29		1.5	Widen to 4 Lane Divided	La Villa	$ 3,352,500		$ 402,300	$ 164,273	$ 167,625	$ 217,913	$ 4,512,465														$ -
		Goodwin Rd	US 83	FM 1924 (Mile 3 N)	HC-31		2.2	Widen to 4 Lane	County	$ 4,917,000		$ 590,040	$ 240,933	$ 245,850	$ 319,605	$ 6,618,282														$ -
		Pleasantview Dr (Mile 3 1/2 W Rd)	Mile 5 N	Mile 9 N	HC-243		4	Widen to 4 Lane Divided	Weslaco	$ 8,940,000		$ 1,072,800	$ 438,060	$ 447,000	$ 581,100	$ 12,033,240														$ -
		Mile 11 N Rd	Mile 6 West	FM 491	HC-137		6	Widen to 4 Lane	County	$ 13,410,000		$ 1,609,200	$ 657,090	$ 603,450	$ 871,650	$ 17,982,810														$ -
		Mile 6 1/2 W Rd	Mile 12 North	Mile 5 N Rd	HC-145		7	Widen to 4 Lane	Weslaco / County	$ 15,645,000		$ 1,877,400	$ 766,605	$ 704,025	$ 1,016,925	$ 20,979,945														$ -
		Tower Rd	US 83	SH 107	HC-176		7.2	Widen to 4 Lane	Alamo	$ 16,092,000		$ 1,931,040	$ 788,508	$ 724,140	$ 1,045,980	$ 21,579,372														$ -
		Abram Rd	US 83	FM 2221	HC-84b		6	Widen to 4 Lane	Palmview / County	$ 13,410,000		$ 1,609,200	$ 657,090	$ 603,450	$ 871,650	$ 17,982,810														$ -
		Trenton Rd	FM 1426 (Raul Longoria)	FM 1423 (Val Verde)	HC-177b		4.3	Construct 4 Lane	County	$ 9,610,500		$ 1,153,260	$ 470,915	$ 480,525	$ 624,683	$ 12,935,733														$ -
		FM 1016 (S Conway)	US 83	Military Hwy	HC-4		2.15	Widen to 6 Lanes	Mission / county	$ 5,256,750		$ 630,810	$ 257,581	$ 262,838	$ 341,689	$ 7,075,586														$ -
		Sugar Rd	Schunior Ave	FM 1925	HC-172		2	Widen to 4 Lane	County	$ 4,470,000		$ 536,400	$ 219,030	$ 223,500	$ 290,550	$ 6,016,620														$ -
		FM 907 (Alamo Rd)	Ridge Rd	Military Hwy	HC-41		6	Widen to 4 Lane Divided	County	$ 13,410,000		$ 1,609,200	$ 657,090	$ 603,450	$ 871,650	$ 17,982,810														$ -
		Wisconsin Rd	.25 miles E of 2nd St	US 281	HC-182		2.9	Widen to 4 Lane	Edinburg	$ 6,481,500		$ 777,780	$ 317,594	$ 324,075	$ 421,298	$ 8,724,099														$ -
		Bentsen Palm Drive (FM 2062)	1 Mile Line Rd	US 83	HC-88		0.2	Widen to 4 Lane	Palmview	$ 447,000		$ 53,640	$ 21,903	$ 33,525	$ 31,290	$ 615,072														$ -
		MonMack	SH 107	FM 1925	HC-260		2.5	Widen to 4 lane	Edinburg	$ 5,587,500		$ 670,500	$ 273,788	$ 279,375	$ 363,188	$ 7,520,775														$ -
		8th St	Mile 5 1/2 W Rd	Airport Dr	HC-247		1.5	Widen to 4 Lane Divided	Weslaco	$ 3,352,500		$ 402,300	$ 164,273	$ 167,625	$ 217,913	$ 4,512,465														$ -
		Owassa Rd	FM 1426 (Raul Longoria)	FM 907	HC-157		2	Widen to 4 Lane	County	$ 9,000,000		$ 1,080,000	$ 441,000	$ 450,000	$ 585,000	$ 12,114,000														$ -
		Mile 12 N Rd	Mile 6 West	FM 1015	HC-138		3	Widen to 4 Lane	County	$ 6,705,000		$ 804,600	$ 328,545	$ 335,250	$ 435,825	$ 9,024,930														$ -

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

Project Phase	AFA Execution Year	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering 20% (11% const cost)	CE Cost (<$2 M 7.5%, $2-$10 M 5%, >$10 M 4.5%, of 2011 const cost)	Contingencies (<$2 M 15%, $2-$5 M 6.5%, $5-$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 4/5/6	Cat7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Fav/CRP	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
		Los Ebanos Rd	FM 1924 (3 Mile N)	Bus 83	HC-135		3	Widen to 4 Lane	Palmhurst/Mission/County	$ 6,705,000		$ 804,600	$ 328,545	$ 335,250	$ 435,825	$ 9,024,930																	$ -
		Alberta Rd	I road	FM 1423 (Val Verde)	HC-86b		5.1	Widen to 4 Lane	County	$ 11,398,500		$ 1,367,820	$ 558,527	$ 512,933	$ 740,903	$ 15,285,389																	$ -
		Nebraska Ave (Alamo)	Cesar Chavez	Border Ave	HC-151		2.5	Widen to 4 Lane	Alamo	$ 5,587,500		$ 670,500	$ 273,788	$ 279,375	$ 363,188	$ 7,520,775																	$ -
		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	$ 212,325	$ 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 (Closner)	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	Russell 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	Pehitas / 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																	$ -
		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	I road	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	County	$ 11,600,000		$ 1,392,000	$ 568,400	$ 580,000	$ 812,000	$ 15,671,600																	$ -
		Mile 5 N	FM 1015	Westgate	HC-320		2.9	Widen to 4 lane divided	Weslaco / County 1	$ 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 2	$ 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																	$ -
C,R		CS	On Owassa Rd, from IH-69 (US 281)	I road	HC-156a	0921-02-358	1	Widen from 2 lanes to 4 Lane roadway	Pharr	$ 4,500,000	$ 4,500,000	$ 1,000,000	$ 220,500	$ 225,000	$ 292,500	$ 6,238,000																	$ -
C,R		CS	On Anaya Rd, from Cage Blvd	Veterans Blvd	HC-340	0921-02-400	1	Widen from 2 lanes to 5 lanes	Pharr	$ 5,230,000	$ 5,230,000	$ 700,000	$ 256,270	$ 5,230,000	$ 339,950	$ 12,280,939																	$ -
		Owassa Rd	I Rd	Cesar Chavez Rd	HC-335r	0921-02-374	2	Construct a 4 lane urban roadway	Pharr	$ -	$ -	$ 800,000	$ -	$ -	$ -	$ 800,000																	$ -
HARLINGEN/SAN BENITO																															
PE,R,C		E. Washington Ave	Loop 499	FM 106	HAR-11		3.45	Extend 2 lane roadway	Harlingen	$ 13,200,000		$ 1,650,000	$ 330,000			$ 15,180,000																	
PE,C		I-69 N Frontage	Primera Rd	Loop 499	HAR-10			Reconfigure intersection and install traffic signal	Harlingen	$ 4,400,000			$ 110,000			$ 4,510,000																	
C		Loop 499	N 77 Sunshine Strip	FM 106/E Harrison Rd	HAR-09		5.43	Installation of LED lighting along Loop 499	Harlingen	$ 1,100,000						$ 1,100,000																	
C		I-69E	TX-54 Spur W	TX-54 Spur E				Construct turnaround lanes at intersection	Harlingen	$ 2,200,000						$ 2,200,000																	
C		I-69E	FM 2629	Wilson Rd	HAR-08		8	Installation of LED lighting along I-69E	Harlingen	$ 2,200,000						$ 2,200,000																	
C		I-69E	I-69E/US-83/US-77	Lincoln St	HAR-07		0.2	Construct new southbound exit ramp	Harlingen	$ 1,100,000						$ 1,100,000																	
PE,C		I-2 Connector Bridge	I-2 Frontage Rd	W TX-54 Spur	HAR-06		0.3	Construct an Overpass bridge	Harlingen	$ 16,500,000			$ 110,000			$ 16,610,000																	
PE,R,C		Grimes St	FM 509	FM 106/Cemetary Rd	HAR-05		1.86	Extend 2 lane roadway	Harlingen	$ 6,600,000		$ 1,100,000	$ 220,000			$ 7,920,000																	
PE,C		FM 509	BUS 77	FM 508	HAR-04		6.85	Widen from 2 to 4 lanes	Harlingen	$ 33,000,000			$ 550,000			$ 33,550,000																	

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

Project Phase	AFA Execution Year	Highway	From	To	MTP#	CSJ #	Project Length (mi)	Project Description	Project Sponsor	Current Construction Cost Estimate	Letting Year Construction dollars	ROW cost (12% 2011 const cost)	Preliminary Engineering (45% 2011 const cost)	CE Cost (<$2 M 7.5%, $2-$10 M 5%, >$10 M 4.5%, of 2011 const cost)	Contingencies (<$2 M 12.5%, $2-$5 M 6.5%, $5-$50 M 7% of 2010 const cost)	Total Project Cost	Year of Expenditure Dollars (YOE)	Cat 1	Cat 2	Cat 3 - TMF	Cat 4/5/6	Cat 7 Funding	Cat 8	Cat 9	CAT 10 CBI	CAT 10 Ear/CRP	Cat 11	Rider 11	Cat 12	Other Funds (Local, Bond, etc)	TRENDS - Innovative Financing	TOTAL
C		Dixieland Rd	Garret Rd	FM 1479/Rangerville Rd	HAR-03			Installation of LED lighting along Dixieland Rd	Harlingen	$ 550,000						$ 550,000																
PE,C		Commerce St	N 77/Sunshine Strip	Taft Ave	HAR-02			Reconstruct Commerce St	Harlingen	$ 18,700,000			$ 550,000			$ 19,250,000																
R,C		Chester Park Rd	Hand Rd	Chester Park Rd	HAR-01			Realignment and Install Traffic Signal	Harlingen	$ 1,650,000		$ 200,000				$ 1,850,000																
PE,C		BUS 77	N. Business 77X	S. Business 77x	HAR-77			Install traffic circle & pedestrian improvements	Harlingen	$ 3,850,000			$ 82,500			$ 3,932,500																

RGVMPO REGIONAL FINANCIAL SUMMARY

FY 2023 - 2026 Transportation Improvement Program - Amendment 5, February 2024 Revision Cycle

Funding by Category

Adoption Date:

		FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	$3,516,356	$3,516,356	$0	$0	$977,835.00	$977,835	$0	$0	$4,494,191	$4,494,191
2M or 2U	Urban Area (Non- TMA) Corridor Projects	$20,017,984	$20,017,984	$50,970,707.00	$50,970,707	$135,509,604.00	$135,509,604	$177,773,020	$177,773,020	$384,271,315	$384,271,315
3	Non-Traditionally Funded Transportation Project	$11,375,134	$11,375,134	$162,883,245.00	$162,883,245	$33,966,844.00	$33,966,844	$323,636,519	$323,636,519	$531,861,742	$531,861,742
4	Urban and Regional Connectivity	$395,639	$395,639	$13,101,240.00	$13,101,240	$144,823,810.00	$144,823,810	$100,388,982	$100,388,982	$258,709,671	$258,709,671
5	CMAQ										
6	Structures - Bridge										
7	Metro Mobility & Rehab	$3,699,360	$3,699,360	$48,634,231.00	$48,634,231	$56,589,652.00	$56,589,652	$114,811,766	$114,811,766	$223,735,009	$223,735,009
8	Safety										
9	TAP Set-Aside Program										
10	Supplemental Transportation	$0	$0	$2,000,000.00	$2,000,000	$500,736.00	$500,736	$2,298,547	$2,298,547	$4,799,283	$4,799,283
10 CBI	Corridor Border	$0	$0	$4,053,443.00	$4,053,443	$0.00	$0	$0	$0	$4,053,443	$4,053,443
10 CRP	Carbon Reduction			$11,439,844.00	$11,439,844	$4,640,156.00	$4,640,156	$5,500,000	$5,500,000	$21,580,000	$21,580,000
11	District Discretionary	$0	$0	$9,711,933.00	$9,711,933	$0.00	$0	$20,000,000	$20,000,000	$29,711,933	$29,711,933
Rider 11	Energy Sector			$23,764,436.00	$23,764,436	$0.00	$0	$17,900,000	$17,900,000	$41,664,436	$41,664,436
12 VRF	Vehicle Reg. Funds					$0.00	$0			$0	$0
12	Strategic Priority	$0	$0	$0.00	$0	$23,652,010.00	$23,652,010	$241,319,599	$241,319,599	$264,971,609	$264,971,609
	Total	**$39,004,473**	**$39,004,473**	**$326,559,079**	**$326,559,079**	**$400,660,647**	**$400,660,647**	**$1,003,628,433**	**$1,003,628,433**	**$1,769,852,632**	**$1,769,852,632**

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal	$6,854,585	$132,388,816	$293,787,376	$547,460,958	$980,491,735
State	$20,034,882	$24,841,363	$65,553,496	$124,962,399	$235,392,140
Local Match	$739,872	$6,445,655	$7,352,931	$7,568,557	$22,107,015
CAT 3 - Local Contributions (LC)	$11,375,134	$162,883,245	$33,966,844	$323,636,519	$531,861,742
Total	**$39,004,473**	**$326,559,079**	**$400,660,647**	**$1,003,628,433**	**$1,769,852,632**

Annotations

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST

No Projects in FY 2023

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-163	CS	PE, R	South Padre Island	CCRMA	$20,600,000

LIMITS FROM: On SPI 2nd Access, from SH 100, across the Laguna Madre
LIMITS TO: PR 100
PROJECT DESCRIPTION: Constructing New Causeway at New Location
REMARKS P7:
REVISION DATE: 2/1/2024
MPO PROJ NUMBER: BMPO-SPI2
FUNDING CAT(S): 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$15,000,000
ROW PURCHASE:	$5,600,000
CONST COST:	$772,211,148
CONST ENG:	$36,456,199
CONTING:	$35,301,081
IND COSTS:	
POT CHG ORDER:	
BND FINANCING:	$0
TOTAL PROJECT COST:	$864,568,428

COST OF APPROVED PHASES: **$20,600,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3 LC				$20,600,000	$20,600,000
TOTALS	**$0**		**$0**	**$20,600,000**	**$20,600,000**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-340	CS	PE, R	BROWNSVILLE	CCRMA	$412,566

LIMITS FROM: On West Blvd., from FM 3248 (Alton Gloor)
LIMITS TO: FM 802 (Ruben Torres Blvd.)
PROJECT DESCRIPTION: Roadway/Trail Construction phase of multimodal corridor
REMARKS P7: Utilities: $100,000
REVISION DATE: 2/1/2024
MPO PROJ NUMBER: BMPO-WBL
FUNDING CAT(S): 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$312,566
ROW PURCHASE:	$100,000
CONST COST:	$9,178,398
CONST ENG:	$780,164
CONTING:	$458,920
IND COSTS:	$458,920
POT CHG ORDER:	
BND FINANCING:	$0
TOTAL PROJECT COST:	$11,288,968

COST OF APPROVED PHASES: **$412,566**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3 LC				$312,566	$312,566
CAT 7	$80,000		$20,000		$100,000
TOTALS:	**$80,000**		**$20,000**	**$312,566**	**$412,566**

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

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

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON		0921-06-315	CS	R	BROWNSVILLE	CCRMA	$5,600,000

LIMITS FROM: ON EAST LOOP FROM I-69E
LIMITS TO: SH 4
REVISION DATE: 2/1/2024
MPO PROJ NUMBER: BMPO-E4
FUNDING CAT(S): 3 LC
PROJECT DESCRIPTION: CONSTRUCTION OF 4 TO 6 LANE ROADWAY PARTIALLY ON NEW LOCATION
PROJECT HISTORY:
REMARKS
P7:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$8,165,083
ROW PURCHASE:	$5,600,000
CONST COST:	$170,292,476
CONST ENG:	$10,881,223
CONTING:	$8,956,123
IND COSTS:	$4,832,396
BND FINANCING:	
POT CHG ORDER:	
TOTAL PROJECT COST:	$208,727,301

COST OF APPROVED PHASES: **$5,600,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3 LC				$5,600,000	$5,600,000
TOTALS	**$0**	**$0**	**$0**	**$5,600,000**	**$5,600,000**

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Cameron		0921-06-292	CS	R	Los Fresnos	CCRMA	$139,338

LIMITS FROM: On Whipple Rd, from FM 1575
LIMITS TO: FM 1847
REVISION DATE: 2/1/2024
MPO PROJ NUMBER: BMPO-E5
FUNDING CAT(S): 7
PROJECT DESCRIPTION: Widening of Existing Roadway to include Continuous Left Turn Lane
PROJECT HISTORY:
REMARKS
P7:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$483,654
ROW PURCHASE:	$139,338
CONST COST:	$10,619,550
CONST ENG:	$805,948
CONTING:	$388,751
POT CHG ORDER:	
IND COSTS:	$286,244
BND FINANCING:	$0
TOTAL PROJECT COST:	$12,723,485

COST OF APPROVED PHASES: **$139,338**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$111,471		$27,868		$139,339
TOTALS	**$111,471**	**$0**	**$27,868**	**$0**	**$139,339**

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-290	CS	R	BROWNSVILLE	CAMERON COUNTY	$139,339

LIMITS FROM: ON OLD ALICE ROAD, FROM Sports Park Blvd
LIMITS TO: SH 100
PROJECT DESCRIPTION: WIDEN FROM 2 LANE TO 4 LANE URBAN ROADWAY
REMARKS: Utilities: $139,339
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: BMPO-E2
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,100,000
ROW PURCHASE:	$139,339
CONST COST:	$35,143,465
CONST ENG:	$2,667,138
CONTING:	$1,667,560
IND COSTS:	$1,667,560
BND FINANCING:	$0
POT CHG ORDER:	
TOTAL PROJECT COST:	$42,385,062

COST OF APPROVED PHASES: **$139,339**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$111,471		$27,868		$139,339
TOTALS	**$111,471**	**$0**	**$27,868**	**$0**	**$139,339**

PHARR	CAMERON	0921-06-291	CS	PE	Brownsville	CCRMA	$500,000

LIMITS FROM: On Morrison Rd., from FM 1847
LIMITS TO: FM 511
PROJECT DESCRIPTION: Construct 4 lane urban roadway
REMARKS: Segment 1 & 2
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: BMPO-M1
FUNDING CAT(S): CAT 3
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$500,000
ROW PURCHASE:	
CONST COST:	$23,506,667
CONST ENG:	$1,998,067
CONTING:	$1,057,800
IND COSTS:	
POT CHG ORDER:	
BND FINANCING:	
TOTAL PROJECT COST:	$27,062,534

COST OF APPROVED PHASES: **$500,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3 LC				$500,000	$500,000
TOTALS	**$0**	**$0**	**$0**	**$500,000**	**$500,000**

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0684-01-068	SH 550	PE	BROWNSVILLE	CCRMA	$1,565,568

LIMITS FROM: 0.203 MI S OF FM 1847
LIMITS TO: 1.13 MI SE OF UPRR OVRPSS FM 3248
PROJECT DESCRIPTION: CONSTRUCT CONTROLLED ACCESS TOLLED FACILITY
REMARKS P7:
REVISION DATE: 2/1/2024
MPO PROJ NUMBER: BMPO-CCR1
FUNDING CAT(S): 7, 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,565,568
ROW PURCHASE:	$0
CONST COST:	$31,442,456
CONST ENG:	$2,569,816
CONTING:	$1,717,242
IND COSTS:	$926,561
BND FINANCING:	$0
POT CHG ORDER:	$0
TOTAL PROJECT COST:	$38,221,643

COST OF APPROVED PHASES: **$1,565,568**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$800,000		$200,000		$1,000,000
CAT 3LC				$565,568	$565,568
TOTALS	**$800,000**	**$0**	**$200,000**	**$565,568**	**$1,565,568**

Pharr	Cameron	0921-06-292	CS	PE	Los Fresnos	CCRMA	$483,654

LIMITS FROM: On Whipple Rd, from FM 1575
LIMITS TO: FM 1847
PROJECT DESCRIPTION: Widening of Existing Roadway to include Continuous Left Turn Lane
REMARKS P7:
REVISION DATE: 2/1/2024
MPO PROJ NUMBER: BMPO-E5
FUNDING CAT(S): 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$483,654
ROW PURCHASE:	$139,338
CONST COST:	$10,619,550
CONST ENG:	$805,948
CONTING:	$388,751
POT CHG ORDER:	
IND COSTS:	$286,244
BND FINANCING:	$0
TOTAL PROJECT COST:	$12,723,485

COST OF APPROVED PHASES: **$483,654**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3LC				$483,654	$483,654
TOTALS	**$0**	**$0**	**$0**	**$483,654**	**$483,654**

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

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-315	CS	PE	BROWNSVILLE	CCRMA	$8,165,083

LIMITS FROM: ON EAST LOOP FROM I-69E
LIMITS TO: SH 4
PROJECT DESCRIPTION: CONSTRUCTION OF 4 TO 6 LANE ROADWAY PARTIALLY ON NEW LOCATION
REMARKS P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: BMPO-E4
FUNDING CAT(S): 3 LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$8,165,083
ROW PURCHASE:	$5,600,000
CONST COST:	$170,292,476
CONST ENG:	$10,881,223
CONTING:	$8,956,123
IND COSTS:	$4,832,396
BND FINANCING:	
POT CHG ORDER:	
TOTAL PROJECT COST:	$208,727,301

COST OF APPROVED PHASES: **$8,165,083**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3 LC				$8,165,083	$8,165,083
TOTALS	**$0**	**$0**	**$0**	**$8,165,083**	**$8,165,083**

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

PHARR	CAMERON	0921-06-290	CS	E	BROWNSVILLE	CAMERON COUNTY	$1,100,000

LIMITS FROM: ON OLD ALICE ROAD, FROM Sports Park Blvd
LIMITS TO: SH 100
PROJECT DESCRIPTION: WIDEN FROM 2 LANE TO 4 LANE URBAN ROADWAY
REMARKS P7: E= PRELIMINARY ENGINEERING | TRANSPORTATION DEVELOPMENT CREDITS (TDC) TO BE APPLIED FOR ALL NON FEDERAL PARTICIPATION

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: BMPO-E2
FUNDING CAT(S): CAT 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,100,000
ROW PURCHASE:	$139,339
CONST COST:	$35,143,465
CONST ENG:	$2,667,138
CONTING:	$1,667,560
IND COSTS:	$1,667,560
BND FINANCING:	$0
POT CHG ORDER:	
TOTAL PROJECT COST:	$42,385,062

COST OF APPROVED PHASES: **$1,100,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3 LC				$1,100,000	$1,100,000
TOTALS	**$0**	**$0**	**$0**	**$1,100,000**	**$1,100,000**

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

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

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON		0921-06-330	Dana Ave.	PE	BROWNSVILLE	CCRMA	$843,200

LIMITS FROM: FM 3248
LIMITS TO: FM 802
PROJECT DESCRIPTION: Widen roadway and add sidewalks
REMARKS P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: BMPO-DR1
FUNDING CAT(S): 3 LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$843,200
ROW PURCHASE:	
CONST COST:	$17,485,012
CONST ENG:	$1,022,165
CONTING:	$1,018,340
IND COSTS:	$49,937
BND FINANCING:	
POT CHG ORDER:	
TOTAL PROJECT COST:	$20,418,654

COST OF APPROVED PHASES: **$843,200**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3 LC				$843,200	$843,200
TOTALS	**$0**	**$0**	**$0**	**$843,200**	**$843,200**

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

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON		0921-06-289	VA	C	BROWNSVILLE	BROWNSVILLE	$2,500,000

LIMITS FROM: SOUTHMOST NATURE TRAIL, From La Posada Dr.
LIMITS TO: Alamada Dr./Monsees Rd.
PROJECT DESCRIPTION: Construct Bike lane/sharrow with improved sidewalks
REMARKS P7: SOUTHMOST NATURE TRAIL PHASE IV
REVISION DATE: 2/1/2024
MPO PROJ NUMBER: BMPO-ST2
FUNDING CAT(S): 10 CRP
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$46,888
ROW PURCHASE:	
CONST COST:	$2,500,000
CONST ENG:	$84,302
CONTING:	$18,763
IND COSTS:	$27,750
POT CHG ORDER:	
BND FINANCING:	
TOTAL PROJECT COST:	$2,677,703

COST OF APPROVED PHASES: **$2,500,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 10 - CRP	$800,000		$200,000		$1,000,000
CAT 3LC				$1,500,000	$1,500,000
TOTALS	$800,000	$0	$200,000	$1,500,000	$2,500,000

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON		0921-06-371	VA	C	BROWNSVILLE	BROWNSVILLE	$1,020,600

LIMITS FROM: Various Locations within Cameron County
LIMITS TO:
PROJECT DESCRIPTION: Signal Improvements
REMARKS P7:
REVISION DATE: 2/1/2024
MPO PROJ NUMBER: SIG-1
FUNDING CAT(S): 10 CRP, 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$46,643
ROW PURCHASE:	
CONST COST:	$1,020,600
CONST ENG:	$59,779
CONTING:	$6,899
IND COSTS:	$27,605
POT CHG ORDER:	
BND FINANCING:	
TOTAL PROJECT COST:	$1,161,526

COST OF APPROVED PHASES: **$1,020,600**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 10 - CRP	$756,000		$189,000		$945,000
CAT 3 LC				$75,600	$75,600
TOTALS	$756,000	$0	$189,000	$75,600	$1,020,600

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

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

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

PHARR	CAMERON		0684-01-068	SH 550	C, CE	BROWNSVILLE	CCRMA	$34,012,272

LIMITS FROM:	0.203 MI S OF FM 1847	**REVISION DATE:**	2/1/2024
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):**	7, 7 STP-Flex
REMARKS P7:	CE: $1,631,503 (CAT 7)	**PROJECT HISTORY:**	

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,565,568
ROW PURCHASE:	$0
CONST COST:	$31,442,456
CONST ENG:	$2,569,816
CONTING:	$1,717,242
IND COSTS:	$926,561
BND FINANCING:	$0
POT CHG ORDER:	$0
TOTAL PROJECT COST:	$38,221,643

COST OF APPROVED PHASES: **$34,012,272**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$16,610,740		$4,152,685		$20,763,425
CAT 7 STP-Flex	$2,161,668				$2,161,668
CAT 3LC				$11,087,179	$11,087,179
TOTALS	**$18,772,408**	**$0**	**$4,152,685**	**$11,087,179**	**$34,012,272**

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

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

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON		0921-06-334	Los Fresnos Hike N Bike Trail	C	Los Fresnos	Los Fresnos	$3,612,115

LIMITS FROM: Circles the City of Los Fresnos
LIMITS TO:
PROJECT DESCRIPTION: Establish Hike and Bike Trail
REMARKS P7:
PROJECT HISTORY:
REVISION DATE: 2/1/2024
MPO PROJ NUMBER: BMPO-LF2
FUNDING CAT(S): 10 CRP, 3

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$154,320
ROW PURCHASE:	
CONST COST:	$3,334,653
CONST ENG:	$277,462
CONTING:	$61,753
IND COSTS:	$91,332
POT CHG ORDER:	
BND FINANCING:	
TOTAL PROJECT COST:	$3,919,520

COST OF APPROVED PHASES: **$3,612,115**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 10 - CRP	$2,400,000		$600,000		$3,000,000
CAT 3 LC				$612,115	$612,115
TOTALS	**$2,400,000**	**$0**	**$600,000**	**$612,115**	**$3,612,115**

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON		0921-06-291	CS	C,CE	Brownsville	CCRMA	$15,646,794

LIMITS FROM: On Morrison Rd., from FM 1847
LIMITS TO: Dana Rd.
PROJECT DESCRIPTION: Construct 4 lane urban roadway
Segment 1
REMARKS P7:
PROJECT HISTORY:
REVISION DATE: 2/1/2024
MPO PROJ NUMBER: BMPO-M1
FUNDING CAT(S): CAT 3

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$712,879
ROW PURCHASE:	
CONST COST:	$14,782,610
CONST ENG:	$864,184
CONTING:	$860,950
IND COSTS:	$421,908
POT CHG ORDER:	
BND FINANCING:	
TOTAL PROJECT COST:	$17,642,531

COST OF APPROVED PHASES: **$15,646,794**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3 LC				$15,646,794	$15,646,794
TOTALS	**$0**	**$0**	**$0**	**$15,646,794**	**$15,646,794**

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

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0220-04-049	US 281	C	BROWNSVILLE	TXDOT	$15,120,000

LIMITS FROM: 0.5 Mi W. of FM 1577
LIMITS TO: FM 1421
PROJECT DESCRIPTION: Widen from 2 lanes to 4 lanes rural
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: BMPO-D3
FUNDING CAT(S): 2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$729,149
ROW PURCHASE:	$2,618,405
CONST COST:	$15,120,000
CONST ENG:	$883,908
CONTING:	$880,600
IND COSTS:	$431,537
POT CHG ORDER:	
BND FINANCING:	
TOTAL PROJECT COST:	$20,663,599

COST OF APPROVED PHASES: **$15,120,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$12,096,000	$3,024,000			$15,120,000
TOTALS	**$12,096,000**	**$3,024,000**	**$0**	**$0**	**$15,120,000**

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

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

LIMITS FROM: Southmost NT Ph. III, from Calle Milpa Verde
LIMITS TO: Manzano St.
PROJECT DESCRIPTION: CONSTRUCT 10' CONCRETE HIKE AND BIKE TRAIL
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: BMPO-ST3
FUNDING CAT(S): 10 CRP, 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$112,843
ROW PURCHASE:	
CONST COST:	$2,528,700
CONST ENG:	$202,888
CONTING:	$45,155
IND COSTS:	$66,785
POT CHG ORDER:	
BND FINANCING:	
TOTAL PROJECT COST:	$2,956,371

COST OF APPROVED PHASES: **$2,528,700**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 10 - CRP	$2,000,000		$500,000		$2,500,000
CAT 3 LC				$28,700	$28,700
TOTALS	**$2,000,000**	**$0**	**$500,000**	**$28,700**	**$2,528,700**

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

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

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

PHARR	CAMERON		0039-10-091	SH 4	C	BROWNSVILLE	TXDOT	$65,000,000

LIMITS FROM: FM 1419
LIMITS TO: Remedios Ave.
PROJECT DESCRIPTION: Super 2 & Reconstruct Roadway
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: CCSH-4
FUNDING CAT(S): 2, 4
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$3,433,112
ROW PURCHASE:	
CONST COST:	$65,000,000
CONST ENG:	$2,788,527
CONTING:	$5,063,500
IND COSTS:	$2,031,842
POT CHG ORDER:	
BND FINANCING:	
TOTAL PROJECT COST:	$78,316,981

COST OF APPROVED PHASES: **$65,000,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$20,000,000	$5,000,000			$25,000,000
CAT 4	$32,000,000	$8,000,000			$40,000,000
TOTALS	**$52,000,000**	**$13,000,000**	**$0**	**$0**	**$65,000,000**

PHARR	CAMERON		0921-06-315	CS	C,CE	BROWNSVILLE	CCRMA	$181,173,699

LIMITS FROM: ON EAST LOOP FROM I-69E
LIMITS TO: SH 4
PROJECT DESCRIPTION: CONSTRUCTION OF 4 TO 6 LANE ROADWAY PARTIALLY ON NEW LOCATION
REMARKS Pending TPB Approved CAT 7 Increase - FC
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: BMPO-E4
FUNDING CAT(S): 3LC, 12, 7, 10
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$8,165,083
ROW PURCHASE:	$5,600,000
CONST COST:	$170,292,476
CONST ENG:	$10,881,223
CONTING:	$8,956,123
IND COSTS:	$4,832,396
POT CHG ORDER:	
BND FINANCING:	
TOTAL PROJECT COST:	$208,727,301

COST OF APPROVED PHASES: **$181,173,699**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3 LC				$171,915,996	$171,915,996
CAT 12	$5,976,950	$1,494,238			$7,471,188
CAT 7	$700,000		$175,000		$875,000
CAT 10	$729,212	$182,303			$911,515
TOTALS	**$7,406,162**	**$1,676,541**	**$175,000**	**$171,915,996**	**$181,173,699**

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

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

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

PHARR	CAMERON		0921-06-340	CS	C, CE	BROWNSVILLE	CCRMA	$9,958,562

LIMITS FROM: On West Blvd., from FM 3248 (Alton Gloor)

LIMITS TO: FM 802 (Ruben Torres Blvd.)

PROJECT DESCRIPTION: Roadway/Trail Construction phase of multimodal corridor

REVISION DATE: 2/1/2024

MPO PROJ NUMBER: BMPO-WBL

FUNDING CAT(S): 3LC, 7

PROJECT HISTORY:

REMARKS P7:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$312,566
ROW PURCHASE:	$100,000
CONST COST:	$9,178,398
CONST ENG:	$780,164
CONTING:	$458,920
IND COSTS:	$458,920
POT CHG ORDER:	
BND FINANCING:	$0
TOTAL PROJECT COST:	$11,288,968

COST OF APPROVED PHASES: **$9,958,562**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3 LC				$9,808,562	$9,808,562
CAT 7	$120,000		$30,000		$150,000
TOTALS:	**$120,000**	**$0**	**$30,000**	**$9,808,562**	**$9,958,562**

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

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

* FUNDING NOT FIXED

Brownsville Area - RGVMPO

FY 2023 - 2026 Transportation Improvement Program

Funding by Category

Adopted:

		FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023-2026	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation							$0	$0	$0	$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects							$40,120,000	$40,120,000	$40,120,000	$40,120,000
3	Non-Traditionally Funded Transportation Project			$38,170,071	$38,170,071	$12,662,779	$12,662,779	$198,012,167	$198,012,167	$248,845,017	$248,845,017
4	Urban and Regional Connectivity							$40,000,000	$40,000,000		
5	CMAQ										
6	Structures - Bridge										
7	Metro Mobility & Rehab			$1,378,678	$1,378,678	$22,925,093	$22,925,093	$1,025,000	$1,025,000	$23,950,093	$23,950,093
8	Safety										
9	TAP Set-Aside Program										
10	Supplemental Transportation							$911,515	$911,515		
10 CBI	Corridor Border										
10 CRP	Carbon Reduction					$1,945,000	$1,945,000	$5,500,000	$5,500,000	$7,445,000	$7,445,000
11	District Discretionary										
Rider 11	Energy Sector										
12 VRF	Vehicle Reg. Funds									$0	$0
12	Strategic Priority							$7,471,188	$7,471,188	$7,471,188	$7,471,188
	Total			**$39,548,749**	**$39,548,749**	**$37,532,872**	**$37,532,872**	**$293,039,870**	**$293,039,870**	**$370,121,491**	**$370,121,491**

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal		$1,102,942	$20,328,408	$76,022,162	$97,453,513
State		$0	$0	$17,700,541	$17,700,541
Local Match		$275,736	$4,541,685	$1,305,000	$6,122,421
CAT 3 - Local Contributions (LC)		$38,170,071	$12,662,779	$198,012,167	$248,845,017
Total		**$39,548,749**	**$37,532,872**	**$293,039,870**	**$370,121,491**

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 2023-2026 Transportation Improvement Program
Pharr District Projects
FY 2023

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0039-07-257	IH-69E	C	HARLINGEN	TXDOT	$5,264,510

LIMITS FROM: INDUSTRIAL BLVD
LIMITS TO: LOOP 499/ PRIMERA RD
PROJECT DESCRIPTION: NB AND SB RAMPS REVERSAL
REMARKS P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HSB-115
FUNDING CAT(S): 2,4,1
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$235,408
ROW PURCHASE:	$0
CONST COST:	$5,264,510
CONST ENG:	$366,564
CONTING:	$521,314
IND COSTS:	
POT CHG ORDER:	
BND FINANCING:	
TOTAL PROJECT COST:	$6,387,796

COST OF APPROVED PHASES: **$5,264,510**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2U	$3,095,097	$773,774			$3,868,871
CAT 4		$395,639			$395,639
CAT 1	$800,000	$200,000			$1,000,000
TOTALS	**$3,895,097**	**$1,369,413**	**$0**	**$0**	**$5,264,510**

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

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-257	CS	PE, R	HARLINGEN	CAMERON COUNTY	$1,666,049

LIMITS FROM: On S. Parallel Corridor, from FM 2520
LIMITS TO: FM 1577
PROJECT DESCRIPTION: New Location - 2 lane rural roadway in a proposed 120 ft. ROW
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HSB-110
FUNDING CAT(S): CAT 3 LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$466,049
ROW PURCHASE:	$1,200,000
CONST COST:	$9,720,000
CONST ENG:	$621,081
CONTING:	$405,000
IND COSTS:	$275,825
POT CHG ORDER:	
BND FINANCING:	
TOTAL PROJECT COST:	$12,687,955

COST OF APPROVED PHASES: **$1,666,049**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
3LC				$1,666,049	$1,666,049
TOTALS	**$0**	**$0**	**$0**	**$1,666,049**	**$1,666,049**

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

PHARR	CAMERON	0921-06-359	VA	C	HARLINGEN	TXDOT	$4,402,297

LIMITS FROM: GSA Facility
LIMITS TO: Los Indios Free Trade Int'l Bridge
PROJECT DESCRIPTION: Construction of Border Safety Inspection Facility (BSIF)
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HSB-LI1
FUNDING CAT(S): 10 BI, Rider 11B
PROJECT HISTORY:

Revised Cost & Funding

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$220,609
ROW PURCHASE:	
CONST COST:	$4,402,297
CONST ENG:	$198,098
CONTING:	$99,932
IND COSTS:	$130,565
POT CHG ORDER:	
TOTAL PROJECT COST:	$5,051,501

COST OF APPROVED PHASES: **$4,402,297**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 10 BI	$3,242,754	$810,689			$4,053,443
Rider 11B	$279,083	$69,771			$348,854
TOTALS	**$3,521,838**	**$880,459**	**$0**	**$0**	**$4,402,297**

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

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-370	Stenger St.	C	San Benito	CCRMA	$1,820,162

LIMITS FROM: BUS 77 W.
LIMITS TO: Fannin St.
PROJECT DESCRIPTION: Construct 10' Concrete Shared Use Path
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: STNG-1
FUNDING CAT(S): 10 CRP, 3LC

PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$87,464
ROW PURCHASE:	
CONST COST:	$1,820,162
CONST ENG:	$157,257
CONTING:	$34,828
IND COSTS:	$51,765
POT CHG ORDER:	
BND FINANCING:	
TOTAL PROJECT COST:	$2,151,476

COST OF APPROVED PHASES: **$1,820,162**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
10 CRP	$1,400,125		$350,031		$1,750,156
3LC				$70,006	$70,006
TOTALS	**$1,400,125**	**$0**	**$350,031**	**$70,006**	**$1,820,162**

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

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

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON		0921-06-257	CS	C,CE	HARLINGEN	CAMERON COUNTY	$12,341,081

LIMITS FROM: On S. Parallel Corridor, from FM 2520
LIMITS TO: FM 1577
PROJECT DESCRIPTION: New Location - 2 lane rural roadway in a proposed 120 ft. ROW
REMARKS P7: CE: $45,000 (CAT 7)

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HSB-110
FUNDING CAT(S): 3 LC, 7, 11B
PROJECT HISTORY: Revised Cost & Funding

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$466,049
ROW PURCHASE:	$1,200,000
CONST COST:	$11,720,000
CONST ENG:	$621,081
CONTING:	$405,000
IND COSTS:	$275,825
POT CHG ORDER:	
BND FINANCING:	
TOTAL PROJECT COST:	$14,687,955

COST OF APPROVED PHASES: $12,341,081

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
3LC				$576,081	$576,081
CAT 7	$5,412,000		$1,353,000		$6,765,000
Rider 11B	$4,000,000	$1,000,000			$5,000,000
TOTALS	**$9,412,000**	**$1,000,000**	**$1,353,000**	**$576,081**	**$12,341,081**

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON		0220-04-050	US 281	C	HARLINGEN	TXDOT	$14,515,200

LIMITS FROM: FM 732
LIMITS TO: .5 Mi. W. of FM 1577
PROJECT DESCRIPTION: Widen from 2 to 4 Lane Rural
REMARKS P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HSB-081
FUNDING CAT(S): 2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$699,983
ROW PURCHASE:	
CONST COST:	$14,515,200
CONST ENG:	$848,551
CONTING:	$845,376
IND COSTS:	$414,276
POT CHG ORDER:	
BND FINANCING:	
TOTAL PROJECT COST:	$17,323,386

COST OF APPROVED PHASES: $14,515,200

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$11,612,160	$2,903,040			$14,515,200
TOTALS	**$11,612,160**	**$2,903,040**	**$0**	**$0**	**$14,515,200**

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

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0327-08-098	BU 77X	C	HARLINGEN	TXDOT	$2,883,574

LIMITS FROM: SS 206
LIMITS TO: Commerce St.
PROJECT DESCRIPTION: Construct Raised Median
REMARKS P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HSB-77
FUNDING CAT(S): 2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$447,231
ROW PURCHASE:	
CONST COST:	$2,883,574
CONST ENG:	$120,767
CONTING:	$1,869
IND COSTS:	$77,484
POT CHG ORDER:	
BND FINANCING:	
TOTAL PROJECT COST:	$3,530,925

COST OF APPROVED PHASES: **$2,883,574**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$2,306,859	$576,715			$2,883,574
TOTALS	**$2,306,859**	**$576,715**	**$0**	**$0**	**$2,883,574**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-254	FM 509	C,E,R	HARLINGEN	CCRMA	$22,223,144

LIMITS FROM: FM 508
LIMITS TO: FM 1599
PROJECT DESCRIPTION: NEW LOCATION-CONSTRUCT 2 LANE RURAL ROADWAY
REMARKS P7: PE: $686,000

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HSB-509
FUNDING CAT(S): CAT 2U, 10, 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$958,355
ROW PURCHASE:	$2,000,000
CONST COST:	$19,987,634
CONST ENG:	$1,277,155
CONTING:	$1,051,201
IND COSTS:	$567,190
POT CHG ORDER:	
BND FINANCING:	
TOTAL PROJECT COST:	$25,841,535

COST OF APPROVED PHASES: **$22,223,144**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$5,824,000	$1,456,000	$0	$0	$7,280,000
CAT 10	$686,000	$0	$0	$0	$686,000
3LC				$14,257,144	$14,257,144
TOTALS	**$6,510,000**	**$1,456,000**	**$0**	**$14,257,144**	**$22,223,144**

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

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

Harlingen San Benito Area - RGVMPO

FY 2023 - 2026 Transportation Improvement Program

Funding by Category

Adopted:

		FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	$1,000,000	$1,000,000					$0	$0	$1,000,000	$1,000,000
2M or 2U	Urban Area (Non- TMA) Corridor Projects	$3,868,871	$3,868,871					$24,678,774	$24,678,774	$28,547,645	$28,547,645
3	Non-Traditionally Funded Transportation Project			$1,666,049	$1,666,049	$70,006	$70,006	$14,833,225	$14,833,225	$16,569,280	$16,569,280
4	Urban and Regional Connectivity	$395,639	$395,639							$395,639	$395,639
5	CMAQ										
6	Structures - Bridge										
7	Metro Mobility & Rehab							$6,765,000	$6,765,000	$6,765,000	$6,765,000
8	Safety										
9	TAP Set-Aside Program										
10	Supplemental Transportation							$686,000	$686,000	$686,000	$686,000
10 CBI	Corridor Border			$4,053,443	$4,053,443					$4,053,443	$4,053,443
10 CRP	Carbon Reduction					$1,750,156	$1,750,156			$1,750,156	$1,750,156
11	District Discretionary							$0	$0	$10,819,232	$10,819,232
Rider 11	Energy Sector			$348,854	$348,854			$5,000,000	$5,000,000	$5,348,854	$5,348,854
12	Texas Clear Lanes										
12	Strategic Priority										
Total		**$5,264,510**	**$5,264,510**	**$6,068,346**	**$6,068,346**	**$1,820,162**	**$1,820,162**	**$51,962,999**	**$51,962,999**	**$65,116,017**	**$65,116,017**

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal	$3,895,097	$3,521,838	$1,400,125	$29,841,019	$38,658,078
State	$1,369,413	$880,459		$5,935,755	$8,185,627
Local Match		$0	$350,031	$1,353,000	$1,703,031
CAT 3 - Local Contributions (LC)		$1,666,049	$70,006	$14,833,225	$16,569,280
Total	**$5,264,510**	**$6,068,346**	**$1,820,162**	**$51,962,999**	**$65,116,017**

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0865-01-108	CS	R	Palmview	TXDOT	$2,699,360

LIMITS FROM: On Veterans (SH 495), From IH-2/US 83
LIMITS TO: SH 364 (La Homa Rd)
PROJECT DESCRIPTION: Construct 4 Lane Divided Urban section
REMARKS: Utilities: $300,000
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-50r
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$804,805
ROW PURCHASE:	$2,699,360
CONST COST:	$16,688,837
CONST ENG:	$975,621
CONTING:	$971,970
IND COSTS:	$476,313
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$22,616,906

COST OF APPROVED PHASES: **$2,699,360**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$2,159,488		$539,872		$2,699,360
TOTALS	**$2,159,488**	**$0**	**$539,872**	**$0**	**$2,699,360**

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

PHARR	HIDALGO		1064-01-032	FM 676	C	ALTON	TXDOT	$18,665,469

LIMITS FROM: SH 364 E. (La Homa Rd.)
LIMITS TO: SH 107 (Conway)
PROJECT DESCRIPTION: Widen from 2 lane to 4 lane divided
REMARKS:
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-117b
FUNDING CAT(S): 2,1
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$972,179
ROW PURCHASE:	$13,069,092
CONST COST:	$18,665,469
CONST ENG:	$1,178,519
CONTING:	$1,305,824
IND COSTS:	
BND FINANCING:	$0
TOTAL PROJECT COST:	$35,191,083

COST OF APPROVED PHASES: **$18,665,469**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2		$16,149,113			$16,149,113
CAT 1		$2,516,356			$2,516,356
TOTALS	**$0**	**$18,665,469**	**$0**	**$0**	**$18,665,469**

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

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

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-493	Mile 5 HID	R	MCALLEN	HC 4	$1,010,000

LIMITS FROM: ON MILE 5, FROM TAYLOR RD
LIMITS TO: FM 2220 (WARE RD)
PROJECT DESCRIPTION: ROW ACQUISITION FOR DRAINAGE DITCH
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-144
FUNDING CAT(S): 7, 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	
ROW PURCHASE:	$1,010,000
CONST COST:	
CONST ENG:	
CONTING:	
IND COSTS:	
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$1,010,000

COST OF APPROVED PHASES: **$1,010,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$800,000		$200,000		$1,000,000
CAT 3LC				$10,000	$10,000
TOTALS	**$800,000**	**$0**	**$200,000**	**$10,000**	**$1,010,000**

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-142	CS	PE	Hidalgo County	TXDOT	$11,365,134

LIMITS FROM: On IBTC, from 365 Tollway at FM 493
LIMITS TO: IH-2
PROJECT DESCRIPTION: CONSTRUCT NON-TOLLED 4 LANE DIVIDED (AT GRADE) HIGHWAY (INTERIM)
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: RMA-3
FUNDING CAT(S): 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$11,365,134
ROW PURCHASE:	$44,584,210
CONST COST:	$237,845,395
CONST ENG:	$15,145,781
CONTING:	$12,466,198
IND COSTS:	$6,726,304
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$328,133,022

COST OF APPROVED PHASES: **$13,118,273**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3 LC				$11,365,134	$11,365,134
TOTALS	**$0**	**$0**	**$0**	**$11,365,134**	**$11,365,134**

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

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0921-02-424	Pharr Bridge	C, CE	Pharr	Pharr	$13,385,610

LIMITS FROM: At Pharr/Reynosa Int'l Bridge
LIMITS TO:
PROJECT DESCRIPTION: Dock Expansion Phase I
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-372
FUNDING CAT(S): Rider 11 B, 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$632,760
ROW PURCHASE:	
CONST COST:	$12,539,778
CONST ENG:	$845,832
CONTING:	$373,685
IND COSTS:	$374,490
POT CHG ORD:	
BND FINANCING:	
TOTAL PROJECT COST:	$14,766,545

COST OF APPROVED PHASES: **$13,385,610**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Rider 11 B	$5,600,000	$1,400,000			$7,000,000
3LC				$6,385,610	$6,385,610
TOTALS	**$5,600,000**	**$1,400,000**	**$0**	**$6,385,610**	**$13,385,610**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0921-02-425	Pharr Bridge	C,CE	Pharr	Pharr	$14,234,674

LIMITS FROM: At Pharr/ Reynosa Int'l Bridge
LIMITS TO:
PROJECT DESCRIPTION: Dock Expansion Phase II
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-373
FUNDING CAT(S): Rider 11 B, 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$672,896
ROW PURCHASE:	
CONST COST:	$13,335,190
CONST ENG:	$899,484
CONTING:	$397,389
IND COSTS:	$398,245
POT CHG ORD:	
BND FINANCING:	
TOTAL PROJECT COST:	$15,703,204

COST OF APPROVED PHASES: **$14,234,674**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Rider 11 B	$4,768,116	$1,192,029			$5,960,145
3LC				$8,274,529	$8,274,529
TOTALS	**$4,768,116**	**$1,192,029**	**$0**	**$8,274,529**	**$14,234,674**

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

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0921-02-423	Pharr Bridge	C,CE	Pharr	Pharr	$13,415,598

LIMITS FROM: 900 ft. N. of Military Rd. and Juniper St.
LIMITS TO: 1860 ft. N. of Military Rd. and Juniper St. Intersection
PROJECT DESCRIPTION: Pharr Bridge Commercial Vehicle Parking Site
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-374
FUNDING CAT(S): 10, 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$651,484
ROW PURCHASE:	
CONST COST:	$12,910,854
CONST ENG:	$870,862
CONTING:	$384,743
IND COSTS:	$385,572
POT CHG ORD:	
BND FINANCING:	
TOTAL PROJECT COST:	$15,203,515

COST OF APPROVED PHASES: **$13,415,598**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 10 - CRP	$9,151,875		$2,287,969		$11,439,844
3LC				$1,975,754	$1,975,754
TOTALS	**$9,151,875**	**$0**	**$2,287,969**	**$1,975,754**	**$13,415,598**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0921-02-433	Pharr Bridge AG. Lab	C,CE	Pharr	Pharr	$17,288,069

LIMITS FROM:
LIMITS TO: At Pharr/ Reynosa Int'l Bridge
PROJECT DESCRIPTION: Agricultural Lab & Training Center
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-376
FUNDING CAT(S): Rider 11 B, Cat 3
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$817,235
ROW PURCHASE:	$0
CONST COST:	$16,195,642
CONST ENG:	$1,092,427
CONTING:	$482,630
IND COSTS:	$483,670
POT CHG ORD:	
BND FINANCING:	
TOTAL PROJECT COST:	$19,071,604

COST OF APPROVED PHASES: **$17,288,069**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Rider 11 B	$8,364,350	$2,091,087			$10,455,437
3LC				$6,832,632	$6,832,632
TOTALS	**$8,364,350**	**$2,091,087**	**$0**	**$6,832,632**	**$17,288,069**

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

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	1803-02-035	FM 1925	C	COUNTY	TXDOT	$10,738,966

LIMITS FROM: FM 907 (ALAMO RD)
LIMITS TO: SHARP RD
PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANE DIVIDED
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-12aa
FUNDING CAT(S): 2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$535,656
ROW PURCHASE:	$1,539,363
CONST COST:	$10,738,965
CONST ENG:	$649,346
CONTING:	$646,916
IND COSTS:	$317,021
POT CHG ORD:	
BND FINANCING:	$0
TOTAL PROJECT COST:	$14,427,267

COST OF APPROVED PHASES: **$10,738,966**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$8,591,172	$2,147,793			$10,738,965
TOTALS	**$8,591,172**	**$2,147,793**	**$0**	**$0**	**$10,738,965**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-479	Pharr Bridge	C, CE	PHARR	PHARR	$52,172,540

LIMITS FROM:
LIMITS TO: At Pharr/Reynosa International Bridge
PROJECT DESCRIPTION: Construct Twin Span Bridge
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-12bb
FUNDING CAT(S): 7, 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$2,714,711
ROW PURCHASE:	
CONST COST:	$54,172,540
CONST ENG:	$2,437,699
CONTING:	$1,229,717
IND COSTS:	$1,606,665
POT CHG ORD:	
BND FINANCING:	$0
TOTAL PROJECT COST:	$62,161,332

COST OF APPROVED PHASES: **$54,172,540**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$1,600,000	$260,000	$140,000		$2,000,000
3LC				$52,172,540	$52,172,540
TOTALS	**$1,600,000**	**$260,000**	**$140,000**	**$52,172,540**	**$54,172,540**

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

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-363	CS	C, CE	PHARR	PHARR	$12,487,102

LIMITS FROM: On I Rd., from .4 Mi. South of Rancho Blanco Rd.
LIMITS TO: Dicker Rd.
PROJECT DESCRIPTION: Widen to a 2-lane divided roadway with continuous center turning lane and shoulders
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-12ac
FUNDING CAT(S): 7,3LC, CRRSAA
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$607,124
ROW PURCHASE:	
CONST COST:	$11,902,282
CONST ENG:	$584,821
CONTING:	$487,994
IND COSTS:	$359,318
BND FINANCING:	$0
TOTAL PROJECT COST:	$13,941,539

COST OF APPROVED PHASES: **$12,487,102**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$6,729,075	$1,598,155	$84,113		$8,411,343
CAT 7 STP Flex	$2,413,582				$2,413,582
CAT 3 LC				$1,662,177	$1,662,177
TOTALS	**$9,142,657.00**	**$1,598,155**	**$84,113**	**$1,662,177**	**$12,487,102**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-435	CS	R	PHARR	PHARR	$455,000

LIMITS FROM: On Las Milpas, from Cage Blvd.
LIMITS TO: I Rd.
PROJECT DESCRIPTION: Widen from 2 to 4 lane curb & gutter
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-378
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$266,865
ROW PURCHASE:	$455,000
CONST COST:	$5,738,794
CONST ENG:	$323,505
CONTING:	$322,295
IND COSTS:	$157,940
BND FINANCING:	
TOTAL PROJECT COST:	$7,264,399

COST OF APPROVED PHASES: **$455,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$364,000		$91,000		$455,000
TOTALS	**$364,000**	**$0**	**$91,000**	**$0**	**$455,000**

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

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-434	CS	R	PHARR	PHARR	$792,000

LIMITS FROM: On Las Milpas Rd., from Jackson Rd.
LIMITS TO: Cage Blvd.
PROJECT DESCRIPTION: Widen from 2 to 4 lane curb & gutter
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-377
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$266,865
ROW PURCHASE:	$792,000
CONST COST:	$5,738,794
CONST ENG:	$323,505
CONTING:	$322,295
IND COSTS:	
BND FINANCING:	$0
TOTAL PROJECT COST:	$7,443,459

COST OF APPROVED PHASES: **$792,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$633,600		$158,400		$792,000
TOTALS	**$633,600**	**$0**	**$158,400**	**$0**	**$792,000**

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

PHARR	HIDALGO	0921-02-436	CS	PE	PHARR	PHARR	$332,711

LIMITS FROM: On Moore Rd., from Jackson Rd.
LIMITS TO: Cage Blvd.
PROJECT DESCRIPTION: Widen to a 2-lane divided roadway with continuous center turning lane and shoulders
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-379
FUNDING CAT(S): 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$332,711
ROW PURCHASE:	$605,000
CONST COST:	$6,899,256
CONST ENG:	$403,327
CONTING:	$401,818
IND COSTS:	$196,911
BND FINANCING:	$0
TOTAL PROJECT COST:	$8,839,023

COST OF APPROVED PHASES: **$332,711**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3 LC				$332,711	$332,711
TOTALS	**$0**	**$0**	**$0**	**$332,711**	**$332,711**

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

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0864-01-068	FM 494	C	McAllen	TXDOT	$18,512,330

LIMITS FROM: SH 107
LIMITS TO: FM 676 (Mile 5)
PROJECT DESCRIPTION: Widen from 2 to 4 lanes
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-292a
FUNDING CAT(S): 2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$964,161
ROW PURCHASE:	$9,804,224
CONST COST:	$18,512,330
CONST ENG:	$1,168,799
CONTING:	$1,164,426
IND COSTS:	$570,626
POT. CHG ORDER:	
TOTAL PROJECT COST:	$32,184,566

COST OF APPROVED PHASES: **$18,512,330**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$14,809,864	$3,702,466			$18,512,330
TOTALS	**$14,809,864**	**$3,702,466**	**$0**	**$0**	**$18,512,330**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-437	CS	PE	PHARR	PHARR	$389,178

LIMITS FROM: On Moore Rd., from Cage Blvd.
LIMITS TO: I Rd.
PROJECT DESCRIPTION: Widen to a 2-lane divided roadway with continuous center turning lane and shoulders
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-380
FUNDING CAT(S): 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$389,178
ROW PURCHASE:	$605,000
CONST COST:	$8,369,073
CONST ENG:	$471,779
CONTING:	$470,013
IND COSTS:	$230,330
BND FINANCING:	$0
TOTAL PROJECT COST:	$10,535,373

COST OF APPROVED PHASES: **$389,178**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3 LC				$389,178	$389,178
TOTALS	**$0**	**$0**	**$0**	**$389,178**	**$389,178**

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

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

Hidalgo County Area - RGV MPO
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-327	CS	C, CE	MISSION	Mission	$5,174,155

LIMITS FROM: ON TAYLOR RD, FROM BUSINESS 83
LIMITS TO: I-2 (US 83)
PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANES w/ LEFT TURN LANE
REMARKS P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-256
FUNDING CAT(S): 7, 3LC, CRRSAA
PROJECT HISTORY: Revised State/Local Share

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,989,553
ROW PURCHASE:	$1,192,488
CONST COST:	$4,674,155
CONST ENG:	$500,000
CONTING:	
IND COSTS:	
POT CHG ORD:	
BND FINANCING:	
TOTAL PROJECT COST:	$8,356,196

COST OF APPROVED PHASES: $5,174,155

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$395,504	$87,011	$11,865		$494,380
CAT 7 (CRRSAA)	$4,500,000				$4,500,000
CAT 3 LC				$179,775	$179,775
TOTALS	**$4,895,504**	**$87,011**	**$11,865**	**$179,775**	**$5,174,155**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	1064-01-043	FM 676	C	McAllen	TXDOT/HC 4	$10,140,008

LIMITS FROM: Taylor Rd
LIMITS TO: FM 2220
PROJECT DESCRIPTION: Widen From 2 to 4 Lane Divided
REMARKS P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-144
FUNDING CAT(S): 7, 2,11
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$528,113
ROW PURCHASE:	$8,719,184
CONST COST:	$10,140,008
CONST ENG:	$528,113
CONTING:	$637,806
IND COSTS:	$312,557
POT CHG ORD:	
BND FINANCING:	
TOTAL PROJECT COST:	$20,865,781

COST OF APPROVED PHASES: $10,140,008

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$4,000,000	$1,000,000			$5,000,000
CAT 2	$3,499,855	$874,964			$4,374,819
CAT 11	$612,151	$153,038			$765,189
TOTALS	**$8,112,006**	**$2,028,002**	**$0**	**$0**	**$10,140,008**

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

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

Hidalgo County Area - RGV MPO
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DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-142	CS	R	Hidalgo County	TXDOT	$44,584,210

LIMITS FROM: On IBTC, from 365 Tollway at FM 493
LIMITS TO: IH-2
PROJECT DESCRIPTION: CONSTRUCT NON-TOLLED 4 LANE DIVIDED (AT GRADE) HIGHWAY (INTERIM)
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: RMA-3
FUNDING CAT(S): 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$11,365,134
ROW PURCHASE:	$44,584,210
CONST COST:	$237,845,395
CONST ENG:	$15,145,781
CONTING:	$12,466,198
IND COSTS:	$6,726,304
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$328,133,022

COST OF APPROVED PHASES: $44,584,210

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3 LC				$44,584,210	$44,584,210
TOTALS	**$0**	**$0**	**$0**	**$44,584,210**	**$44,584,210**

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

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

LIMITS FROM: On Freddy Gonzalez Dr., from US BUS 281 (Closner Blvd.)
LIMITS TO: I-69C (US 281)
PROJECT DESCRIPTION: WIDEN AND RECONSTRUCT TO 4 LANES DIVIDED URBAN
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-120
FUNDING CAT(S): 7
PROJECT HISTORY: **Revised Limits & Cost**

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$370,663
ROW PURCHASE:	$560,000
CONST COST:	$6,080,656
CONST ENG:	$428,109
CONTING:	$386,882
IND COSTS:	$200,000
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$8,026,310

COST OF APPROVED PHASES: $560,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$448,000		$112,000		$560,000
TOTALS	**$448,000**	**$0**	**$112,000**	**$0**	**$560,000**

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

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

Hidalgo County Area - RGV MPO
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DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-499	CS	C,CE	Pharr	Pharr	$8,659,276

LIMITS FROM: On I Rd., from FM 3072 (Dicker Rd.)
LIMITS TO: US 281 (Military HWY)
PROJECT DESCRIPTION: Widen to a 2-lane divided roadway with continuous center turning lane and shoulders
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-499
FUNDING CAT(S): 7, 3LC, 7-STP Flex
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$421,015
ROW PURCHASE:	
CONST COST:	$8,253,730
CONST ENG:	$405,549
CONTING:	$338,403
IND COSTS:	$249,172
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$9,667,869

COST OF APPROVED PHASES: **$8,659,276**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$6,635,135	$1,575,845	$82,939		$8,293,919
CAT 3 LC				$38,193	$38,193
CAT 7-STP Flex	$327,164				$327,164
TOTALS	**$6,962,299**	**$1,575,845**	**$82,939**	**$38,193**	**$8,659,276**

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-322	CS	R	PENITAS	HC 3	$2,030,000

LIMITS FROM: On Liberty Blvd. (Ph. II), from FM 2221
LIMITS TO: Mile 3
PROJECT DESCRIPTION: Construct 2 lane roadway w/ shoulders (on new location from Mile 4 to FM 2221)
REMARKS Utilities: $190,000 (CAT 7)
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-284br
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$475,427
ROW PURCHASE:	$2,030,000
CONST COST:	$10,223,823
CONST ENG:	$576,334
CONTING:	$574,178
IND COSTS:	$281,375
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$14,161,137

COST OF APPROVED PHASES: **$2,030,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$1,624,000		$406,000		$2,030,000
TOTALS	**$1,624,000**	**$0**	**$406,000**	**$0**	**$2,030,000**

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

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

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-286	CS	R	COUNTY	HC 1	$4,616,129

LIMITS FROM: On Mile 6 W., from SH 107
LIMITS TO: MILE 11 N
PROJECT DESCRIPTION: ROW ACQUISITION FOR RECONSTRUCTION AND WIDEN FROM 2 TO 4 LANES
REMARKS: Utilities: $900,000 (CAT 7)
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-148bbr
FUNDING CAT(S): 7, 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	
ROW PURCHASE:	$4,616,129
CONST COST:	$14,050,000
CONST ENG:	
CONTING:	
IND COSTS:	
POT CHG ORD:	
BND FINANCING:	$0
TOTAL PROJECT COST:	$18,666,129

COST OF APPROVED PHASES: $4,616,129

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$3,517,050		$879,263		$4,396,313
CAT 3LC				$219,816	$219,816
TOTALS	**$3,517,050**	**$0**	**$879,263**	**$219,816**	**$4,616,129**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-328	CS	R	Mission	HC 3	$2,011,852

LIMITS FROM: On Taylor Rd @ Mile 2 N.
LIMITS TO: Business 83
PROJECT DESCRIPTION: Widen from 2 Lanes to 4 Lane Divided Urban
REMARKS: Utilities: $365,000
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-257r
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$729,629
ROW PURCHASE:	$2,011,852
CONST COST:	$15,129,936
CONST ENG:	$884,488
CONTING:	$881,179
IND COSTS:	$431,821
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$20,068,905

COST OF APPROVED PHASES: $2,011,852

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 7	$1,609,482		$402,370		$2,011,852
TOTALS	**$1,609,482**	**$0**	**$402,370**	**$0**	**$2,011,852**

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

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

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DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-361	CS	R	MCALLEN	HC 2	$2,000,000

LIMITS FROM: On Nolana Loop (S1), from FM 1426 (Raul Longoria)
LIMITS TO: FM 907
PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANE DIVIDED
REMARKS P7: Utilities: $600,000

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-152ar
FUNDING CAT(S): 10
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$871,183
ROW PURCHASE:	$2,000,000
CONST COST:	$18,065,269
CONST ENG:	$1,056,087
CONTING:	$1,052,135
IND COSTS:	$515,598
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$23,560,272

COST OF APPROVED PHASES: **$2,000,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 10 Earmark	$1,600,000		$400,000		$2,000,000
TOTALS	**$1,600,000**	**$0**	**$400,000**	**$0**	**$2,000,000**

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-405	CS	PE, R	VARIOUS	HC 2	$4,570,000

LIMITS FROM: On Cesar Chavez, from Business 83
LIMITS TO: Nolana Loop
PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANES
REMARKS P7: Utilities: $1,406,457 (CAT 7)

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-326r
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$937,478
ROW PURCHASE:	$3,562,993
CONST COST:	$20,160,000
CONST ENG:	$1,136,453
CONTING:	$1,132,200
IND COSTS:	$554,834
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$27,483,958

COST OF APPROVED PHASES: **$4,570,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$3,656,000		$914,000		$4,570,000
TOTALS	**$3,656,000**	**$0**	**$914,000**	**$0**	**$4,570,000**

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

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

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DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-399	CS	R	VARIOUS	HC 2	$1,000,000

LIMITS FROM: On Cesar Chavez, from Business 83
LIMITS TO: Ridge Rd.
PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANES
REMARKS Utilities: $457,675
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-344r
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$323,427
ROW PURCHASE:	$1,000,000
CONST COST:	$6,955,129
CONST ENG:	$392,072
CONTING:	$390,605
IND COSTS:	$191,416
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$9,252,649

COST OF APPROVED PHASES: $1,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$800,000		$200,000		$1,000,000
TOTALS	$800,000	$0	$200,000	$0	$1,000,000

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

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

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DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-254	CS	C,E,R		HC 1	$13,415,896

LIMITS FROM: On Mile 1 East, from BUS 83
LIMITS TO: Mile 8 North
PROJECT DESCRIPTION: Reconstruct & widen to urban 2 lanes & shoulders
REMARKS P7: ROW Acq: $79,198 (CAT 7) E = Construction Engineering: $878,000 (CAT 7)

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-269
FUNDING CAT(S): 3LC, 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$609,701
ROW PURCHASE:	$502,000
CONST COST:	$12,174,790
CONST ENG:	$739,106
CONTING:	$736,341
IND COSTS:	$360,843
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$15,122,781

COST OF APPROVED PHASES: **$13,415,896**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$5,904,000		$1,476,000		$7,380,000
CAT 3 LC				$6,035,896	$6,035,896
TOTALS	$5,904,000	$0	$1,476,000	$6,035,896	$13,415,896

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-361	CS	C,CE	MCALLEN	HC 2	$19,121,356

LIMITS FROM: On Nolana Loop, from FM 1426
LIMITS TO: FM 907
PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANE DIVIDED
REMARKS P7: Nolana Loop (S1)

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-152a
FUNDING CAT(S): 7, 3LC
PROJECT HISTORY: Revised State/Local Share

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$871,183
ROW PURCHASE:	$1,838,752
CONST COST:	$18,065,269
CONST ENG:	$1,056,087
CONTING:	$1,052,135
IND COSTS:	$515,598
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$23,399,024

COST OF APPROVED PHASES: **$19,121,356**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$13,978,975	$2,900,637	$594,106		$17,473,719
CAT 3 LC				$1,647,637	$1,647,637
TOTALS	$13,978,975	$2,900,637	$594,106	$1,647,637	$19,121,356

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

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DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-332	CS	R,E,C		HC 3	$11,170,838

LIMITS FROM: On Mile 3 N. (Phase II), from FM 2221
LIMITS TO: Tom Gill Rd.
PROJECT DESCRIPTION: New Location - 2 Lane Rural Roadway
REMARKS: Pending CAT 12 Reconciliation $2,440,000
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-286b
FUNDING CAT(S): 3LC, 7
PROJECT HISTORY: Revised State/Local Share

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$486,582
ROW PURCHASE:	$750,000
CONST COST:	$9,772,392
CONST ENG:	$648,446
CONTING:	$533,723
IND COSTS:	$287,977
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$12,479,120

COST OF APPROVED PHASES: **$11,170,838**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$3,800,000	$788,500	$161,500		$4,750,000
CAT 3 LC				$6,420,838	$6,420,838
TOTALS	$3,800,000	$788,500	$161,500	$6,420,838	$11,170,838

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-512	CS	C	MCALLEN	MCALLEN	$11,070,259

LIMITS FROM: On Bentsen Rd., from FM 676 (Mile 5)
LIMITS TO: FM 1924 (Mile 3)
PROJECT DESCRIPTION: Widen from 2 to 4 lanes and continuous turn lane w/ curb and gutter
REMARKS:
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-900
FUNDING CAT(S): 7, 3LC
PROJECT HISTORY: Revised State/Local Share

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$554,387
ROW PURCHASE:	$1,100,000
CONST COST:	$11,070,259
CONST ENG:	$672,053
CONTING:	$669,538
IND COSTS:	$328,107
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$14,394,344

COST OF APPROVED PHASES: **$11,070,259**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$3,248,672	$771,560	$40,608		$4,060,840
CAT 3 LC				$7,009,419	$7,009,419
TOTALS	$3,248,672	$771,560	$40,608	$7,009,419	$11,070,259

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

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	1064-01-027	FM 676	C	MISSION	TXDOT	$35,262,481

LIMITS FROM: SH 107 (Conway)
LIMITS TO: Taylor Rd.
PROJECT DESCRIPTION: Widen from 2 to 4 Lanes w/ Left Turn Lane
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-117c
FUNDING CAT(S): 2,10
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,765,908
ROW PURCHASE:	$6,153,897
CONST COST:	$35,262,481
CONST ENG:	$2,140,713
CONTING:	$2,132,702
IND COSTS:	$1,045,129
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$48,500,830

COST OF APPROVED PHASES: **$35,262,481**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$27,809,396	$6,952,349			$34,761,745
CAT 10 Earmark	$400,589	$100,147			$500,736
TOTALS	**$28,209,985**	**$7,052,496**	**$0**	**$0**	**$35,262,481**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0255-07-140	US 281	C		TXDOT	$146,077,379

LIMITS FROM: 0.273 mi S. SH 186
LIMITS TO: 0.023 mi N. FM 490
PROJECT DESCRIPTION: Rural Expy Facility- Construct 4 lanes with overpasses & two - 2 lane frontage roads
CAT 4 Connectivity: $480,000
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-384
FUNDING CAT(S): 4,12
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$7,517,746
ROW PURCHASE:	$5,265,959
CONST COST:	$146,077,379
CONST ENG:	$11,706,204
CONTING:	$12,964,367
IND COSTS:	$4,449,278
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$187,980,933

COST OF APPROVED PHASES: **$146,077,379**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 4	$115,859,048	$28,964,762			$144,823,810
CAT 12	$1,002,855	$250,714			$1,253,569
TOTALS	**$116,861,903**	**$29,215,476**	**$0**	**$0**	**$146,077,379**

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

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

PHARR	HIDALGO		0921-02-522	VA	C	Various	Edinburg	$1,065,269

LIMITS FROM: Various Locations within Hidalgo County
LIMITS TO:
PROJECT DESCRIPTION: Signal Improvements
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: SIG-2
FUNDING CAT(S): 10 CRP, 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$49,358
ROW PURCHASE:	
CONST COST:	$1,065,269
CONST ENG:	$63,258
CONTING:	$7,300
IND COSTS:	$29,212
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$1,214,397

COST OF APPROVED PHASES: **$1,065,269**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 10 CRP	$756,000		$189,000		$945,000
CAT 3 LC				$120,269	$120,269
TOTALS	**$756,000**	**$0**	**$189,000**	**$120,269**	**$1,065,269**

PHARR	HIDALGO		0864-01-069	FM 494	C		TXDOT	$13,296,578

LIMITS FROM: FM 676 (Mile 5)
LIMITS TO: FM 1924 (Mile 3)
PROJECT DESCRIPTION: Widen to 4 lane
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-292b
FUNDING CAT(S): 2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$665,879
ROW PURCHASE:	$10,443,901
CONST COST:	$13,296,578
CONST ENG:	$807,208
CONTING:	$804,187
IND COSTS:	$394,091
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$26,411,844

COST OF APPROVED PHASES: **$13,296,578**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$10,637,262	$2,659,316			$13,296,578
TOTALS	**$10,637,262**	**$2,659,316**	**$0**	**$0**	**$13,296,578**

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

Pharr	Hidalgo		1803-01-092	FM 1925	C	McAllen	TxDOT	$12,001,425

LIMITS FROM: 10th Street
LIMITS TO: McColl Rd
PROJECT DESCRIPTION: Widen from 2 to 6 lane with raised median
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-290
FUNDING CAT(S): 2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$601,019
ROW PURCHASE:	$4,190,706
CONST COST:	$12,001,425
CONST ENG:	$728,582
CONTING:	$725,855
IND COSTS:	$355,705
POT CHG ORD:	
BND FINANCING:	
TOTAL PROJECT COST:	$18,603,292

COST OF APPROVED PHASES: **$12,001,425**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$9,601,140	$2,400,285			$12,001,425
TOTALS	**$9,601,140**	**$2,400,285**	**$0**	**$0**	**$12,001,425**

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

Pharr	Hidalgo		0342-01-093	SH 107	C	Edinburg	TxDOT	$25,423,719

LIMITS FROM: Bus 281-W
LIMITS TO: I-69C (US 281)
PROJECT DESCRIPTION: Operational Improvements and Rehabilitation
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-337
FUNDING CAT(S): 1, 2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,250,075
ROW PURCHASE:	$3,676,572
CONST COST:	$25,423,719
CONST ENG:	$2,061,347
CONTING:	$1,065,841
IND COSTS:	$739,840
POT CHG ORD:	
BND FINANCING:	
TOTAL PROJECT COST:	$34,217,394

COST OF APPROVED PHASES: **$25,423,719**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$19,556,707	$4,889,177			$24,445,884
CAT 1	$782,268	$195,567			$977,835
TOTALS	**$20,338,975**	**$5,084,744**	**$0**	**$0**	**$25,423,719**

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

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

Pharr	Hidalgo		0528-01-118	SH 107 (Conway)	C	Palmhurst	TxDOT	$23,564,409

LIMITS FROM: SH 495
LIMITS TO: FM 1924 (Mile 3 N)
PROJECT DESCRIPTION: Widen from 4 to 6 Lanes w/Raised Median
REMARKS P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-383
FUNDING CAT(S): 2

PROJECT HISTORY:

Revised Cost & Funding

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,917,027
ROW PURCHASE:	$0
CONST COST:	$23,564,409
CONST ENG:	$2,323,906
CONTING:	$2,315,210
IND COSTS:	$1,134,567
POT CHG ORD:	
BND FINANCING:	
TOTAL PROJECT COST:	$31,255,119

COST OF APPROVED PHASES:
$23,564,409

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$18,851,527	$4,712,882			$23,564,409
TOTALS	**$18,851,527**	**$4,712,882**	**$0**	**$0**	**$23,564,409**

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

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-395	CS	R	MISSION	MISSION	$3,500,000

LIMITS FROM: ON INSPIRATION RD/MILITARY PARKWAY LOOP, FROM IH-2
LIMITS TO: FM 1016
PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANE DIVIDED
Utilities: $800,000
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-341r
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,714,582
ROW PURCHASE:	$3,500,000
CONST COST:	$36,871,234
CONST ENG:	$2,078,493
CONTING:	$2,070,715
IND COSTS:	$1,014,752
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$47,249,776

COST OF APPROVED PHASES: **$3,500,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$2,800,000		$700,000		$3,500,000
TOTALS	**$2,800,000**	**$0**	**$700,000**	**$0**	**$3,500,000**

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-442	CS	PE,R	Edinburg	HC 4	$1,887,784

LIMITS FROM: On Trenton Rd., from I-69C
LIMITS TO: FM 907
PROJECT DESCRIPTION: Widen and Reconstruct Roadway from 2 to 4 lanes divided urban
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-177a
FUNDING CAT(S): 7, 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,172,784
ROW PURCHASE:	$715,000
CONST COST:	$25,220,143
CONST ENG:	$1,421,701
CONTING:	$1,416,381
IND COSTS:	$694,097
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$30,640,106

COST OF APPROVED PHASES: **$1,887,784**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$572,000		$143,000		$715,000
CAT 3 LC				$1,172,784	$1,172,784
TOTALS	**$572,000**	**$0**	**$143,000**	**$1,172,784**	**$1,887,784**

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

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-142	CS	C	Hidalgo County	TXDOT	$237,845,395

LIMITS FROM: On IBTC, from 365 Tollway at FM 493
LIMITS TO: IH-2
PROJECT DESCRIPTION: CONSTRUCT NON-TOLLED 4 LANE DIVIDED (AT GRADE) HIGHWAY (INTERIM)
REMARKS P7: 2024 UTP Authorized Funding

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: RMA-3
FUNDING CAT(S): 12,11,4,7,2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$11,365,134
ROW PURCHASE:	$44,584,210
CONST COST:	$237,845,395
CONST ENG:	$15,145,781
CONTING:	$12,466,198
IND COSTS:	$6,726,304
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$328,133,022

COST OF APPROVED PHASES: $237,845,395

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 12	$9,654,729	$2,413,682			$12,068,411
CAT 12 TTC	$124,400,000	$31,100,000			$155,500,000
CAT 11	$16,000,000	$4,000,000			$20,000,000
CAT 4	$8,221,586	$2,055,396			$10,276,982
CAT 7	$16,000,000	$4,000,000			$20,000,000
CAT 2	$16,000,000	$4,000,000			$20,000,000
TOTALS	**$190,276,315**	**$47,569,078**	**$0**	**$0**	**$237,845,393**

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-447	CS	C, CE	Weslaco	HC 1	$25,704,000

LIMITS FROM: On Mile 6 W., from Mile 14 1/2
LIMITS TO: Mile 11 N
PROJECT DESCRIPTION: Widen from 2 to 4 lanes
REMARKS P7: CE: $2,210,000

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-148bbb
FUNDING CAT(S): 7, 3LC
PROJECT HISTORY: Revised State/Local Share

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,239,554
ROW PURCHASE:	$2,797,654
CONST COST:	$25,704,000
CONST ENG:	$1,502,643
CONTING:	$1,497,020
IND COSTS:	$733,614
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$33,474,485

COST OF APPROVED PHASES: $25,704,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$18,089,991	$3,979,798	$542,700		$22,612,489
CAT 3 LC				$3,091,511	$3,091,511
TOTALS	**$18,089,991**	**$3,979,798**	**$542,700**	**$3,091,511**	**$25,704,000**

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

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

PHARR	HIDALGO		1803-01-094	FM 1925	C	McAllen	TXDOT	$39,835,770

LIMITS FROM: Wallace Rd
LIMITS TO: 10th St
PROJECT DESCRIPTION: Widen from 2 to 6 lanes with raised median
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-338
FUNDING CAT(S): 2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$2,474,499
ROW PURCHASE:	$3,111,575
CONST COST:	$39,835,770
CONST ENG:	$2,999,699
CONTING:	$2,988,474
IND COSTS:	$1,464,499
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$52,874,516

COST OF APPROVED PHASES: $39,835,770

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$31,868,616	$7,967,154			$39,835,770
TOTALS	**$31,868,616**	**$7,967,154**	**$0**	**$0**	**$39,835,770**

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

PHARR	HIDALGO		0921-02-436	CS	E,R,C	PHARR	PHARR	$7,907,583

LIMITS FROM: On Moore Rd. from Jackson Rd.
LIMITS TO: Cage Blvd.
PROJECT DESCRIPTION: Widen to a 2-lane divided roadway with continuous center turning lane and shoulders
REMARKS E= Construction Engineering - Construction: $6,084,000 (CAT 7)
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-379
FUNDING CAT(S): 3LC, 7
PROJECT HISTORY:
Revised State/Local Share

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$332,711
ROW PURCHASE:	$605,000
CONST COST:	$6,899,256
CONST ENG:	$403,327
CONTING:	$401,818
IND COSTS:	$196,911
BND FINANCING:	
TOTAL PROJECT COST:	$8,839,023

COST OF APPROVED PHASES: $7,907,583

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$4,867,200	$1,131,624	$85,176		$6,084,000
CAT 3 LC				$1,823,583	$1,823,583
TOTALS	**$4,867,200**	**$1,131,624**	**$85,176**	**$1,823,583**	**$7,907,583**

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

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-360	CS	R	WESLACO	HC 1	$3,200,000

LIMITS FROM: ON MILE 10 N., FROM MILE 6 (WESTGATE)
LIMITS TO: FM 1015
PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANES
REMARKS P7: Utilities: $325,000
REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-264r
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,135,235
ROW PURCHASE:	$3,200,000
CONST COST:	$24,412,666
CONST ENG:	$1,376,183
CONTING:	$1,371,033
IND COSTS:	$671,874
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$32,166,991

COST OF APPROVED PHASES: **$3,200,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$2,560,000		$640,000		$3,200,000
TOTALS	**$2,560,000**	**$0**	**$640,000**	**$0**	**$3,200,000**

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-440	CS	C, CE	Edinburg	Edinburg	$6,508,765

LIMITS FROM: On Freddy Gonzalez Dr., from US BUS 281 (Closner Blvd.)
LIMITS TO: I-69C (US 281)
PROJECT DESCRIPTION: WIDEN AND RECONSTRUCT TO 4 LANES DIVIDED URBAN
REMARKS P7:
REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-120
FUNDING CAT(S): 7, 3LC
PROJECT HISTORY: **Revised Limits, Cost, & LC Funds**

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$370,663
ROW PURCHASE:	$560,000
CONST COST:	$6,080,656
CONST ENG:	$428,109
CONTING:	$386,882
IND COSTS:	$200,000
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$8,026,310

COST OF APPROVED PHASES: **$6,508,765**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$4,419,964		$1,104,991		$5,524,955
CAT 3LC				$983,810	$983,810
TOTALS	**$4,419,964**	**$0**	**$1,104,991**	**$983,810**	**$6,508,765**

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0921-02-521	CS	C	Mission	Mission	$15,826,771

LIMITS FROM: On Los Ebanos Rd., from I-2
LIMITS TO: Military Parkway
PROJECT DESCRIPTION: Construct 4-lane urban roadway
REMARKS P7: Pending FC

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HCLEb-1
FUNDING CAT(S): 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$763,233
ROW PURCHASE:	$1,255,000
CONST COST:	$15,826,771
CONST ENG:	$925,225
CONTING:	$921,763
IND COSTS:	$451,709
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$20,143,701

COST OF APPROVED PHASES: **$15,826,771**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3LC				$15,826,771	$15,826,771
TOTALS	**$0**	**$0**	**$0**	**$15,826,771**	**$15,826,771**

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

DISTRICT	COUNTY		CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO		0698-02-060	FM 88	C	Elsa	TXDOT	$10,800,000

LIMITS FROM: FM 1925
LIMITS TO: 5th Ave.
PROJECT DESCRIPTION: Widen from 2 to 4 lanes
REMARKS P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HCFM-88
FUNDING CAT(S): 2
PROJECT HISTORY:

Remove from STIP - Moving to FY 2029

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$520,821
ROW PURCHASE:	
CONST COST:	$10,800,000
CONST ENG:	$631,363
CONTING:	$629,000
IND COSTS:	$308,241
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$12,889,425

COST OF APPROVED PHASES: **$10,800,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$8,640,000	$2,160,000			$10,800,000
TOTALS	**$8,640,000**	**$2,160,000**	**$0**	**$0**	**$10,800,000**

Hidalgo County Area - RGV MPO
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Pharr District Projects
FY 2026

PHARR	HIDALGO		0921-02-194	CS	E,R,C	PENITAS	HC 3	$16,455,963

LIMITS FROM: On Liberty Blvd., from US 83
LIMITS TO: Mile 3
PROJECT DESCRIPTION: Widening and new location, from 2 to 4 lanes with dedicated left turn lane
REMARKS P7: CE: $1,086,619 (CAT 7) ROW Acq: $153,945 (CAT 7) Utilities: $246,055 (CAT 7)

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-284a
FUNDING CAT(S): 7, 12, 3LC, 10, CRRSAA
PROJECT HISTORY: **Revised Limits, Cost & Funding**

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,141,874
ROW PURCHASE:	$1,185,242
CONST COST:	$13,063,770
CONST ENG:	$1,086,619
CONTING:	$821,711
IND COSTS:	$402,679
POT CHG ORD:	
BND FINANCING:	$0
TOTAL PROJECT COST:	$17,701,895

COST OF APPROVED PHASES: **$16,455,963**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$7,398,380	$1,683,131	$166,464		$9,247,975
CAT 12	$320,000	$72,800	$7,200		$400,000
CAT 10 Earmark	$560,826		$140,206		$701,032
CAT 3 LC				$1,204,542	$1,204,542
CAT 7 CRRSAA	$4,902,414				$4,902,414
TOTALS	**$13,181,620**	**$1,755,931**	**$313,870**	**$1,204,542**	**$16,455,963**

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

Pharr	Hidalgo		0865-01-108	SH 495	C	Palmview	TxDOT	$16,688,838

LIMITS FROM: Veterans Blvd, from IH-2
LIMITS TO: SH 364 (La Homa Rd)
PROJECT DESCRIPTION: Construct 4 lane divided urban section
REMARKS P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-50
FUNDING CAT(S): 2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$804,805
ROW PURCHASE:	$2,526,860
CONST COST:	$16,688,838
CONST ENG:	$975,621
CONTING:	$971,970
IND COSTS:	$476,313
POT CHG ORD:	
BND FINANCING:	$0
TOTAL PROJECT COST:	$22,444,407

COST OF APPROVED PHASES: **$16,688,838**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$13,351,070	$3,337,767			$16,688,837
TOTALS	**$13,351,070**	**$3,337,767**	**$0**	**$0**	**$16,688,837**

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

PHARR	HIDALGO		0921-02-375	CS	C,E,R	PHARR	PHARR	$16,923,255

LIMITS FROM: ON HI LINE EAST, FROM CAGE BLVD
LIMITS TO: VETERANS RD
PROJECT DESCRIPTION: WIDEN TO 2 LANE WITH CONTINUOUS LEFT TURN LANE AND SHOULDERS
REMARKS P7: E= Construction Engineering - ROW: $350,000 (CAT 7) - CONST: $4,173,551 (CAT 7)

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-336
FUNDING CAT(S): 7,3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$755,089
ROW PURCHASE:	$350,000
CONST COST:	$15,657,902
CONST ENG:	$915,353
CONTING:	$911,928
IND COSTS:	$446,890
POT CHG ORD:	
BND FINANCING:	$0
TOTAL PROJECT COST:	$19,037,162

COST OF APPROVED PHASES: **$16,923,255**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$5,332,218	$1,199,749	$133,305		$6,665,272
CAT 3 LC				$10,257,982	$10,257,982
TOTALS	**$5,332,218**	**$1,199,749**	**$133,305**	**$10,257,982**	**$16,923,254**

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

Pharr	Hidalgo		2094-01-063	FM 2220 (Ware Rd)	C	Mcallen	TxDOT	$36,449,639

LIMITS FROM: FM 1925 (Monte Cristo)
LIMITS TO: SH 107
PROJECT DESCRIPTION: Widen from 2 to 6 Lanes With Median
REMARKS P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-20
FUNDING CAT(S): 2
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$1,898,374
ROW PURCHASE:	$6,608,600
CONST COST:	$36,449,639
CONST ENG:	$2,301,294
CONTING:	$2,292,682
IND COSTS:	$1,123,527
POT CHG ORD:	
BND FINANCING:	
TOTAL PROJECT COST:	$50,674,116

COST OF APPROVED PHASES: **$36,449,639**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$31,509,454	$4,940,185			$36,449,639
TOTALS	**$31,509,454**	**$4,940,185**	**$0**	**$0**	**$36,449,639**

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

PHARR	HIDALGO		0921-02-394	CS	C	DONNA	DONNA	$65,410,104

LIMITS FROM: @ DONNA INT'L BRIDGE
LIMITS TO:
PROJECT DESCRIPTION: CONSTRUCTION OF ROADWAY & COMMERCIAL FACILITIES FOR NORTHBOUND LOADED / EMPTY AND SOUTHBOUND LOADED TRUCKS
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-361
FUNDING CAT(S): 3LC, 11 B
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$3,035,047
ROW PURCHASE:	$0
CONST COST:	$65,410,104
CONST ENG:	$2,725,348
CONTING:	$1,374,823
IND COSTS:	$1,796,252
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$74,341,574

COST OF APPROVED PHASES: **$65,410,104**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3 - LOCAL				$56,510,104	$56,510,104
Rider 11 B	$7,120,000	$1,780,000			$8,900,000
TOTALS	**$7,120,000**	**$1,780,000**	**$0**	**$56,510,104**	**$65,410,104**

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

PHARR	HIDALGO		0921-02-362		C,E,R	McAllen	PCT 4	$8,351,954

LIMITS FROM: On Russell Rd., from FM 2220 (Ware Rd)
LIMITS TO: Rooth Rd.
PROJECT DESCRIPTION: Realignment - Wdening from 2 to 4 lane urban roadway
REMARKS CONST: $4,950,000 (CAT 7)
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-RU1
FUNDING CAT(S): 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$364,575
ROW PURCHASE:	$350,000
CONST COST:	$7,560,000
CONST ENG:	$441,954
CONTING:	$440,300
IND COSTS:	$215,769
BND FINANCING:	$0
PT CHG ORD	
TOTAL PROJECT COST:	$9,372,598

COST OF APPROVED PHASES: **$8,351,954**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3 - LOCAL				$3,401,954	$3,401,954
CAT 7	$3,960,000		$990,000		$4,950,000
TOTALS	**$3,960,000**	**$0**	**$990,000**	**$3,401,954**	**$8,351,954**

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

PHARR	HIDALGO		0921-02-328	CS	C,CE	VARIOUS	Mission	$16,014,424

LIMITS FROM: ON TAYLOR RD @MILE 2 N.
LIMITS TO: BUSINESS 83
PROJECT DESCRIPTION: WIDEN FROM 2 TO 4 LANES DIVIDED URBAN
CONST: $7,600,000 - CE: $887,802 (CAT 7)
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-257
FUNDING CAT(S): 7, 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$729,629
ROW PURCHASE:	$2,011,852
CONST COST:	$15,129,936
CONST ENG:	$884,488
CONTING:	$881,179
IND COSTS:	$431,821
POT CHG ORD:	
BND FINANCING:	
TOTAL PROJECT COST:	$20,068,905

COST OF APPROVED PHASES: **$16,014,424**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 7	$10,790,241	$2,562,682	$134,878		$13,487,801
CAT 3 LC				$2,526,622	$2,526,622
TOTALS	**$10,790,241**	**$2,562,682**	**$134,878**	**$2,526,622**	**$16,014,423**

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

Pharr	Hidalgo		0921-02-376	CS	C,R,E	Pharr	Pharr	$19,803,324

LIMITS FROM: On Hi-Line West, From Jackson Rd
LIMITS TO: Cage Blvd
PROJECT DESCRIPTION: Widen to 2 lane with continuous left turn lane
E=Construction Engineering
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-339
FUNDING CAT(S): 7, 3LC
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$780,834
ROW PURCHASE:	$2,665,000
CONST COST:	$16,191,762
CONST ENG:	$946,562
CONTING:	$943,020
IND COSTS:	$462,126
POT CHG ORD:	
BND FINANCING:	
TOTAL PROJECT COST:	$21,989,304

COST OF APPROVED PHASES: **$19,803,324**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
Cat 7	$4,905,488	$1,103,735	$122,637		$6,131,860
CAT 3 LC				$13,671,464	$13,671,464
TOTALS	**$4,905,488**	**$1,103,735**	**$122,637**	**$13,671,464**	**$19,803,324**

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

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

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

LIMITS FROM: 3.9 Mi. N. of SH 186
LIMITS TO: SH 186
PROJECT DESCRIPTION: Contruct 4 Lanes with overpasses and two-2 lane frontage roads
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: HC-281
FUNDING CAT(S): 12

PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$3,411,564
ROW PURCHASE:	$1,662,875
CONST COST:	$65,880,000
CONST ENG:	$3,752,721
CONTING:	$6,277,604
IND COSTS:	$2,019,089
BND FINANCING:	
PT CHG ORD	
TOTAL PROJECT COST:	$83,003,853

COST OF APPROVED PHASES: **$65,880,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 12	$52,704,000	$13,176,000			$65,880,000
TOTALS	**$52,704,000**	**$13,176,000**	**$0**	**$0**	**$65,880,000**

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

Hidalgo County Area - RGVMPO

FY 2023 - 2026 Transportation Improvement Program

Funding by Category

Adopted:

		FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	$2,516,356	$2,516,356	$0	$0	$977,835	$977,835	$0	$0	$3,494,191	$3,494,191
2M or 2U	Urban Area (Non- TMA) Corridor Projects	$16,149,113	$16,149,113	$33,626,114	$33,626,114	$108,070,041	$108,070,041	$112,974,246	$112,974,246	$270,819,514	$270,819,514
3	Non-Traditionally Funded Transportation Project	$11,375,134	$11,375,134	$123,047,125	$123,047,125	$21,234,059	$21,234,059	$110,471,127	$110,471,127	$266,127,445	$266,127,445
4	Urban and Regional Connectivity					$144,823,810	$144,823,810	$10,276,982	$10,276,982	$155,100,792	$155,100,792
5	CMAQ										
6	Structures - Bridge										
7	Metro Mobility & Rehab	$3,699,360	$3,699,360	$47,255,553	$47,255,553	$33,664,559	$33,664,559	$107,021,766	$107,021,766	$191,641,238.00	$191,641,238
8	Safety										
9	TAP Set-Aside Program										
10	Supplemental Transportation			$2,000,000	$2,000,000	$500,736	$500,736	$701,032	$701,032	$3,201,768	$3,201,768
10 CBI	Corridor Border										
10 CRP	Carbon Reduction			$11,439,844	$11,439,844	$945,000	$945,000			$12,384,844	$12,384,844
11	District Discretionary			$765,189	$765,189	$0	$0	$20,000,000	$20,000,000	$20,765,189	$20,765,189
Rider 11	Energy Sector			$23,415,582	$23,415,582			$8,900,000	$8,900,000	$32,315,582	$32,315,582
12	Strategic Priority					$1,253,569	$1,253,569	$233,848,411	$233,848,411	$235,101,980	$235,101,980
SW PE	Statewide Budget PE										
	Total	**$33,739,963**	**$33,739,963**	**$241,549,407**	**$241,549,407**	**$311,469,609**	**$311,469,609**	**$604,193,564**	**$604,193,564**	**$1,190,952,543**	**$1,190,952,543**

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal	$2,959,488	$96,249,975	$232,188,440	$398,308,177	$729,706,080
State	$18,665,469	$16,082,388	$55,585,895	$90,503,704	$180,837,455
Local Match	$739,872	$6,169,919	$2,461,215	$4,910,557	$14,281,563
CAT 3 - Local Contributions (LC)	$11,375,134	$123,047,125	$21,234,059	$110,471,127	$266,127,445
Total	**$33,739,963**	**$241,549,407**	**$311,469,609**	**$604,193,564**	**$1,190,952,543**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	STARR	0038-06-047	US 83	C	Roma	TXDOT	$39,392,577

LIMITS FROM: .31 Mi. S. of Margarito Rd.
LIMITS TO: .09 Mi. N. of Loma Blanca Rd.
PROJECT DESCRIPTION: WIDEN FROM 2 LANE RURAL TO 4 LANE DIVIDED
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: ST-02
FUNDING CAT(S): 4, 2, 11ES, 11S

PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$2,038,292
ROW PURCHASE:	$1,843,821
CONST COST:	$39,392,577
CONST ENG:	$2,470,909
CONTING:	$2,461,662
IND COSTS:	$1,206,336
POT CHG ORD:	
BND FINANCING:	
TOTAL PROJECT COST:	$49,413,597

COST OF APPROVED PHASES: **$39,392,577**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 4	$10,480,992	$2,620,248			$13,101,240
CAT 11 ES	$5,503,783	$1,375,946			$6,879,729
CAT 2	$13,875,674	$3,468,919			$17,344,593
CAT 11 S	$1,653,612	$413,403			$2,067,015
TOTALS	**$31,514,061**	**$7,878,516**	**$0**	**$0**	**$39,392,577**

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

Starr County Area - RGVMPO
FY 2023-2026 Transportation Improvement Program
Pharr District Projects
FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	STARR	3632-01-001	SL 195	C	Rio Grande City	TXDOT	$49,838,004

LIMITS FROM: New Location, FM 3167
LIMITS TO: FM 755
PROJECT DESCRIPTION: Construct Rio Grande City/Roma Relief Route
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: ST-03
FUNDING CAT(S): 2, 12
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$2,481,511
ROW PURCHASE:	$3,177,626
CONST COST:	$49,838,004
CONST ENG:	$3,306,993
CONTING:	$2,721,922
IND COSTS:	$1,468,649
POT CHG ORD:	
BND FINANCING:	
TOTAL PROJECT COST:	$62,994,705

COST OF APPROVED PHASES: **$49,838,004**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 2	$21,951,650	$5,487,913			$27,439,563
CAT 12	$17,918,753	$4,479,688			$22,398,441
TOTALS	**$39,870,403**	**$9,967,601**	**$0**	**$0**	**$49,838,004**

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

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	STARR	3632-01-002	SL 195	C	Roma	TXDOT	$50,112,000

LIMITS FROM: New Location, FM 649
LIMITS TO: FM 3167
PROJECT DESCRIPTION: Construct Rio Grande City/Roma Relief Route
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: ST-04
FUNDING CAT(S): 4
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$2,419,110
ROW PURCHASE:	$3,467,851
CONST COST:	$50,112,000
CONST ENG:	$1,920,477
CONTING:	$2,969,600
IND COSTS:	$1,431,718
POT CHG ORD:	
BND FINANCING:	
TOTAL PROJECT COST:	$62,320,756

COST OF APPROVED PHASES: **$50,112,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 4	$40,089,600	$10,022,400			$50,112,000
TOTALS	**$40,089,600**	**$10,022,400**	**$0**	**$0**	**$50,112,000**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	STARR	0921-26-113	CS	C	Rio Grande City	Rio Grande City	$4,320,000

LIMITS FROM: On International Dr., from Intersection of US 83/FM 755, South
LIMITS TO: Starr-Camargo Bridge POE @ Bridge Road
PROJECT DESCRIPTION: New Location - Construct 2 lane roadway
REMARKS
P7:

REVISION DATE: 2/1/2024
MPO PROJ NUMBER: ST-01
FUNDING CAT(S): 3LC, 11B
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$207,133
ROW PURCHASE:	
CONST COST:	$4,320,000
CONST ENG:	$276,036
CONTING:	$227,200
IND COSTS:	$122,589
POT CHG ORD:	
BND FINANCING:	
TOTAL PROJECT COST:	$5,152,958

COST OF APPROVED PHASES: **$4,320,000**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 3-LOCAL				$320,000	$320,000
Rider 11B	$3,200,000	$800,000			$4,000,000
TOTALS	**$3,200,000**	**$800,000**	**$0**	**$320,000**	**$4,320,000**

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

Starr County Area - RGVMPO

FY 2023 - 2026 Transportation Improvement Program

Funding by Category

Adopted:

		FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation			$0	$0					$0	$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects			$17,344,593	$17,344,593	$27,439,563	$27,439,563			$44,784,156	$44,784,156
3	Non-Traditionally Funded Transportation Project							$320,000	$320,000	$320,000	$320,000
4	Urban and Regional Connectivity			$13,101,240	$13,101,240			$50,112,000	$50,112,000	$63,213,240	$63,213,240
5	CMAQ										
6	Structures - Bridge										
7	Metro Mobility & Rehab										
8	Safety										
9	TAP Set-Aside Program										
10	Supplemental Transportation										
10 CBI	Corridor Border										
10 CRP	Carbon Reduction										
11	District Discretionary			$8,946,744	$8,946,744					$8,946,744	$8,946,744
Rider 11	Energy Sector							$4,000,000	$4,000,000	$4,000,000	$4,000,000
12	Strategic Priority					$22,398,441	$22,398,441			$22,398,441	$22,398,441
	Total			**$39,392,577**	**$39,392,577**	**$49,838,004**	**$49,838,004**	**$54,432,000**	**$54,432,000**	**$143,662,581**	**$143,662,581**

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal		$31,514,061	$39,870,403	$43,289,600	$114,674,065
State		$7,878,516	$9,967,601	$10,822,400	$28,668,516
Local Match					
CAT 3 - Local Contributions (LC)		$0		$320,000	$320,000
Total		**$39,392,577**	**$49,838,004**	**$54,432,000**	**$143,662,581**

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

Transit Financial Summary
RGVMPO - Regional Totals
FY 2023-2026 Transportation Improvement Program - February 2024 Revision Cycle

All Figures in Year of Expenditure (YOE) Dollars — Adoption Date:

	Transit Program	FY 2023			FY 2024			FY 2025		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	$49,087,583	$17,257,200	$66,344,783	$11,250,948	$6,226,443	$17,477,391	$13,917,431	$5,541,395	$19,458,826
2	Sec. 5307 - Urbanized Formula <200K	$2,834,918	$2,100,000	$4,934,918	$2,534,918	$2,100,000	$4,634,918	$2,834,918	$2,100,000	$4,934,918
3	Sec. 5309 - Discretionary									
4	Sec. 5310 - Elderly &Individuals w/Disabilitie	$2,335,177	$228,975	$2,564,152	$750,435	$187,610	$938,045	$1,138,491	$1,027,207	$2,165,698
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	$9,167,702	$1,084,593	$10,252,295	$836,087	$53,597	$889,684	$1,896,837	$173,272	$2,070,109
13	Other FTA - 5311 (f)									
14	Regionally Significant or Other	$3,140,141	$1,358,997	$4,499,138				$3,140,141	$1,358,997	$4,499,138
	Total Funds	**$66,565,521**	**$22,029,765**	**$88,595,286**	**$15,372,388**	**$8,567,650**	**$23,940,038**	**$22,927,818**	**$10,200,871**	**$33,128,689**
Transportation Development Credits										
	Requested			$2,902,308			$108,730			$1,072,572
	Awarded									

All Figures in Year of Expenditure (YOE) Dollars

	Transit Program	FY 2026			Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	$12,186,492	$8,044,539	$20,231,031	$86,442,454	$37,069,577	$123,512,031
2	Sec. 5307 - Urbanized Formula <200K	$2,834,918	$2,100,000	$4,934,918	$11,039,672	$8,400,000	$19,439,672
3	Sec. 5309 - Discretionary						
4	Sec. 5310 - Elderly &Individuals w/Disabilitie	$750,435	$930,058	$1,680,493	$4,974,538	$2,373,850	$7,348,388
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	$1,328,807	$53,597	$1,382,404	$13,229,433	$1,365,059	$14,594,492
13	Other FTA - 5311 (f)						
14	Regionally Significant or Other				$6,280,282	$2,717,994	$8,998,276
	Total Funds	**$17,100,652**	**$11,128,194**	**$28,228,846**	**$121,966,379**	**$51,926,480**	**$173,892,859**
Transportation Development Credits							
	Requested			$288,402			**$4,372,012**
	Awarded						

FY 2023-2026 RGVMPO TRANSIT TRANSPORTATION IMPROVEMENT PROGRAM

FY 2023 TRANSIT PROJECT LISTING

BROWNSVILLE AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT — YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5310
MPO Project #	PHRBMPO115	**Federal (FTA) Funds:**	$	164,030
		State Funds from TxDOT:	$	-
Apportionment Year:	2021	**Other Funds:**	$	55,570
Project Phase:		**Fiscal Year Cost:**	$	219,600
Brief Project Description:	Other Capital Program Items (Trip Master, ADA Coord., Bay Expansion, & PM)	**Total Project Cost (YOE):**	$	219,600
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5339
MPO Project #	PHRBMPO116	**Federal (FTA) Funds:**	$	264,312
		State Funds from TxDOT:	$	-
Apportionment Year:	2021	**Other Funds:**	$	66,078
Project Phase:		**Fiscal Year Cost:**	$	330,390
Brief Project Description:	Capital for bus equipment (mobile fare collection equipment) bus facilities, admin facilities, stations/ terminals, bus shelters, support vehicles, and accessory / misc. equipment.	**Total Project Cost (YOE):**	$	330,390
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
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), ADA Coordinator, Software & Rolling Stock	**Total Project Cost (YOE):**	$	207,890
Remarks:	Correct Funds- FTA: $232,093 Other: $72,305	**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5339
MPO Project #	PHRBMPO122	**Federal (FTA) Funds:**	$	303,718
		State Funds from TxDOT:	$	-
Apportionment Year:	2020 ($80,000) | 2021 ($220,000)	**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):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5310 (ARP)
MPO Project #	PHRBMPO137	**Federal (FTA) Funds:**	$	28,858
		State Funds from TxDOT:	$	-
Apportionment Year:	2021	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	28,858
Brief Project Description:	Operating - Essential servicing, personal protective equipment, industrial disinfecting equipment, & payment of administrative leave due to reduction in service	**Total Project Cost (YOE):**	$	28,858
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5310 (CRRSAA)
MPO Project #	PHRBMPO138	**Federal (FTA) Funds:**	$	28,857
		State Funds from TxDOT:	$	-
Apportionment Year:	2021	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	28,857
Brief Project Description:	Operating - Essential servicing, personal protective equipment, industrial disinfecting equipment, & payment of administrative leave due to reduction in service	**Total Project Cost (YOE):**	$	28,857
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307 (ARP)
MPO Project #	PHRBMPO139	**Federal (FTA) Funds:**	$	420,939
		State Funds from TxDOT:	$	-
Apportionment Year:	2021	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	420,939
Brief Project Description:	Operations ($420,939)	**Total Project Cost (YOE):**	$	420,939
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307 (ARP)
MPO Project #	PHRBMPO140	**Federal (FTA) Funds:**	$	1,310,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2021	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	1,310,000
Brief Project Description:	Capital - Rolling Stock, Non-revenue vehicles, & Facility Improvement	**Total Project Cost (YOE):**	$	1,310,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
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):**		

General Project Information		Funding Information (YOE)		
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:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
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:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
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:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
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), ADA Coordinator	**Total Project Cost (YOE):**	$	207,890
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5339
MPO Project #	PHRBMPO129	**Federal (FTA) Funds:**	$	253,527
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	**Other Funds:**	$	63,382
Project Phase:		**Fiscal Year Cost:**	$	316,909
Brief Project Description:	Acquire Bus Passenger Shelters $205,000 & Rehab/Renovate Admin/Maint. Facility $48,527	**Total Project Cost (YOE):**	$	316,909
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:	**Revised Cost & Funds**	**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307
MPO Project #	PHRBMPO159	**Federal (FTA) Funds:**	$	3,366,772
		State Funds from TxDOT:	$	-
Apportionment Year:	2023	**Other Funds:**	$	2,436,225
Project Phase:		**Fiscal Year Cost:**	$	5,802,997
Brief Project Description:	Operations ($2,126,042) Preventive Maintenance ($1,194,762) Software ($45,968)	**Total Project Cost (YOE):**	$	5,802,997
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:	**Admin - Other Funds & Cost**	**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5339
MPO Project #	PHRBMPO160	**Federal (FTA) Funds:**	$	4,738,886
		State Funds from TxDOT:	$	-
Apportionment Year:	2023	**Other Funds:**	$	836,271
Project Phase:		**Fiscal Year Cost:**	$	5,575,157
Brief Project Description:	Purchase of 6 Diesel-Electric Hybrid Buses	**Total Project Cost (YOE):**	$	5,575,157
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5310
MPO Project #	PHRBMPO161	**Federal (FTA) Funds:**	$	230,796
		State Funds from TxDOT:	$	-
Apportionment Year:	2023	**Other Funds:**	$	81,268
Project Phase:		**Fiscal Year Cost:**	$	312,064
Brief Project Description:	Operating ($31,425) Preventive Maintenance ($187,611) Software ($11,760)	**Total Project Cost (YOE):**	$	312,064
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5339
MPO Project #	PHRBMPO162	**Federal (FTA) Funds:**	$	261,061
		State Funds from TxDOT:	$	-
Apportionment Year:	2023	**Other Funds:**	$	65,265
Project Phase:		**Fiscal Year Cost:**	$	326,326
Brief Project Description:	Rehab/Renovate Northside Transfer Station	**Total Project Cost (YOE):**	$	326,326
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:	**Revised Description**	**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307 (ARP)
MPO Project #	PHRBMPO163	**Federal (FTA) Funds:**	$	300,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	300,000
Brief Project Description:	Microtransit Study	**Total Project Cost (YOE):**	$	300,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307
MPO Project #	PHRBMPO118	**Federal (FTA) Funds:**	$	3,304,702
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	**Other Funds:**	$	2,406,708
Project Phase:		**Fiscal Year Cost:**	$	5,711,410
Brief Project Description:	Operating, Capital PM, Software/Hardware	**Total Project Cost (YOE):**	$	5,711,410
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

Federal Share (5307)	$	11,088,905
Local Share (5307)	$	6,128,049
State Share		
5307 Total	**$**	**17,216,954**
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310	$	785,163
Local Share 5310	$	219,996
Federal Share 5339	$	5,821,504
Local Share 5339	$	1,084,593
Federal Share 5311		
Local Share 5311		
Federal Share TIGER	$	3,140,141
Local Share TIGER	$	1,358,997
Total	**$**	**29,627,348**

FY 2024 TRANSIT PROJECT LISTING

BROWNSVILLE AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
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:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
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:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
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:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
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), ADA Coordinator	**Total Project Cost (YOE):**	$	207,890
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
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:		**Trans. Deve Credits Awarded (Date & Amount):**		

Federal Share (5307)	$	2,686,492
Local Share (5307)	$	1,285,116
State Share	$	563,392
5307 Total:	**$**	**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		
Local Share TIGER		
Total	**$**	**5,100,205**

Development Credits

FY 2023-2026 RGVMPO TRANSIT TRANSPORTATION IMPROVEMENT PROGRAM

FY 2025 TRANSIT PROJECT LISTING

BROWNSVILLE AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT — YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5310
MPO Project #	PHRBMPO141	**Federal (FTA) Funds:**	$	164,030
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**Other Funds:**	$	55,570
Project Phase:		**Fiscal Year Cost:**	$	219,600
Brief Project Description:	Other Capital Program Items (Trip Master, ADA Coord., Bay Expansion, & PM)	**Total Project Cost (YOE):**	$	219,600
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5339
MPO Project #	PHRBMPO142	**Federal (FTA) Funds:**	$	264,312
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**Other Funds:**	$	66,078
Project Phase:		**Fiscal Year Cost:**	$	330,390
Brief Project Description:	Capital for bus equipment (mobile fare collection equipment) bus facilities, admin facilities, stations/ terminals, bus shelters, support vehicles, and accessory / misc. equipment.	**Total Project Cost (YOE):**	$	330,390
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5310
MPO Project #	PHRBMPO143	**Federal (FTA) Funds:**	$	166,311
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**Other Funds:**	$	41,579
Project Phase:		**Fiscal Year Cost:**	$	207,890
Brief Project Description:	Other Capital Program Items (PM), ADA Coordinator	**Total Project Cost (YOE):**	$	207,890
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5339
MPO Project #	PHRBMPO144	**Federal (FTA) Funds:**	$	303,718
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**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):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5310 (ARP)
MPO Project #	PHRBMPO145	**Federal (FTA) Funds:**	$	28,858
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	28,858
Brief Project Description:	Operating - Essential servicing, personal protective equipment, industrial disinfecting equipment, & payment of administrative leave due to reduction in service	**Total Project Cost (YOE):**	$	28,858
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5310 (CRRSAA)
MPO Project #	PHRBMPO138-B	**Federal (FTA) Funds:**	$	28,857
		State Funds from TxDOT:	$	-
Apportionment Year:	2021	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	28,857
Brief Project Description:	Operating - Essential servicing, personal protective equipment, industrial disinfecting equipment, & payment of administrative leave due to reduction in service	**Total Project Cost (YOE):**	$	28,857
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307 (ARP)
MPO Project #	PHRBMPO146	**Federal (FTA) Funds:**	$	420,939
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	420,939
Brief Project Description:	Operations ($420,939)	**Total Project Cost (YOE):**	$	420,939
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307 (ARP)
MPO Project #	PHRBMPO147	**Federal (FTA) Funds:**	$	1,310,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	1,310,000
Brief Project Description:	Capital - Rolling Stock ($800,000), Non-revenue vehicles ($160,000), Driver's Lounge Expansion ($200,000), Facility Improvement ($150,000)	**Total Project Cost (YOE):**	$	1,310,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		TIGER
MPO Project #	PHRBMPO148	**Federal (FTA) Funds:**	$	3,140,141
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**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):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307
MPO Project #	PHRBMPO149	**Federal (FTA) Funds:**	$	1,569,180
		State Funds from TxDOT:	$	563,392
Apportionment Year:	2025	**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):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307
MPO Project #	PHRBMPO150	**Federal (FTA) Funds:**	$	1,090,716
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**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):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307
MPO Project #	PHRBMPO151	**Federal (FTA) Funds:**	$	26,596
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**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):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5310
MPO Project #	PHRBMPO152	**Federal (FTA) Funds:**	$	166,311
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**Other Funds:**	$	41,579
Project Phase:		**Fiscal Year Cost:**	$	207,890
Brief Project Description:	Other Capital Program Items (PM), ADA Coordinator	**Total Project Cost (YOE):**	$	207,890
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5339
MPO Project #	PHRBMPO153	**Federal (FTA) Funds:**	$	303,718
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**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)	$	4,417,431
Local Share (5307)	$	1,285,116
State Share		
5307 Total	**$**	**5,702,547**
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310	$	554,367
Local Share 5310	$	138,728
Federal Share 5339	$	871,748
Local Share 5339	$	173,272
Federal Share 5311		
Local Share 5311		
Federal Share TIGER	$	3,140,141
Local Share TIGER	$	1,358,997
Total	**$**	**11,939,800**

Development Credits:

FY 2026 TRANSIT PROJECT LISTING

BROWNSVILLE AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307
MPO Project #	PHRBMPO154	**Federal (FTA) Funds:**	$	1,569,180
		State Funds from TxDOT:	$	563,392
Apportionment Year:	2026	**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):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307
MPO Project #	PHRBMPO155	**Federal (FTA) Funds:**	$	1,090,716
		State Funds from TxDOT:	$	-
Apportionment Year:	2026	**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):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5307
MPO Project #	PHRBMPO156	**Federal (FTA) Funds:**	$	26,596
		State Funds from TxDOT:	$	-
Apportionment Year:	2026	**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):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5310
MPO Project #	PHRBMPO157	**Federal (FTA) Funds:**	$	166,311
		State Funds from TxDOT:	$	-
Apportionment Year:	2026	**Other Funds:**	$	41,579
Project Phase:		**Fiscal Year Cost:**	$	207,890
Brief Project Description:	Other Capital Program Items (PM), ADA Coordinator	**Total Project Cost (YOE):**	$	207,890
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of Brownsville	**Federal Funding Category:**		5339
MPO Project #	PHRBMPO158	**Federal (FTA) Funds:**	$	303,718
		State Funds from TxDOT:	$	-
Apportionment Year:	2026	**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
5307 Total:	**$**	**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		
Local Share TIGER		
Total	**$**	**5,100,205**

Development Credits

Transit Financial Summary
Brownsville Area - RGVMPO
FY 2023 - 2026 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars — Adoption Date:

	Transit Program	FY 2023 Federal	FY 2023 State/Other	FY 2023 Total	FY 2024 Federal	FY 2024 State/Other	FY 2024 Total	FY 2025 Federal	FY 2025 State/Other	FY 2025 Total
1	Sec. 5307 - Urbanized Formula >200K	$ 11,088,905	$ 6,128,049	$ 17,216,954	$ 2,686,492	$ 1,848,508	$ 4,535,000	$ 4,417,431	$ 1,285,116	$ 5,702,547
2	Sec. 5307 - Urbanized Formula <200K									
3	Sec. 5309 - Discretionary									
4	Sec. 5310 - Elderly &Individuals w/Disabilities	$ 785,163	$ 219,996	$ 1,005,159	$ 166,311	$ 41,579	$ 207,890	$ 554,367	$ 138,728	$ 693,095
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	$ 5,821,504	$ 1,084,593	$ 6,906,097	$ 303,718	$ 53,597	$ 357,315	$ 871,748	$ 173,272	$ 1,045,020
13	Other FTA - 5311 (f)									
14	Regionally Significant or Other	$ 3,140,141	$ 1,358,997	$ 4,499,138				$ 3,140,141	$ 1,358,997	$ 4,499,138
	Total Funds	**$ 20,835,713**	**$ 8,791,635**	**$ 29,627,348**	**$ 3,156,521**	**$ 1,943,684**	**$ 5,100,205**	**$ 8,983,687**	**$ 2,956,113**	**$ 11,939,800**
Transportation Development Credits										
	Requested									
	Awarded									

All Figures in Year of Expenditure (YOE) Dollars

	Transit Program	FY 2026 Federal	FY 2026 State/Other	FY 2026 Total	Total Federal	Total State/Other	Total Total
1	Sec. 5307 - Urbanized Formula >200K	$ 2,686,492	$ 1,848,508	$ 4,535,000	$ 20,879,320	$ 11,110,181	$ 31,989,501
2	Sec. 5307 - Urbanized Formula <200K						
3	Sec. 5309 - Discretionary						
4	Sec. 5310 - Elderly &Individuals w/Disabilities	$ 166,311	$ 41,579	$ 207,890	$ 1,672,152	$ 441,882	$ 2,114,034
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	$ 303,718	$ 53,597	$ 357,315	$ 7,300,688	$ 1,365,059	$ 8,665,747
13	Other FTA - 5311 (f)						
14	Regionally Significant or Other				$ 6,280,282	$ 2,717,994	$ 8,998,276
	Total Funds	**$ 3,156,521**	**$ 1,943,684**	**$ 5,100,205**	**$ 36,132,442**	**$ 15,635,116**	**$ 51,767,558**
Transportation Development Credits							
	Requested						
	Awarded						

FY 2023 TRANSIT PROJECT LISTING

HARLINGEN-SAN BENITO AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2023-001	**Federal (FTA) Funds:**	$	2,100,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2023	**Other Funds:**	$	2,100,000
Project Phase:		**Fiscal Year Cost:**	$	4,200,000
Brief Project Description:	Operations - Harlingen Urbanized Area	**Total Project Cost (YOE):**	$	4,200,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2023-002	**Federal (FTA) Funds:**	$	407,466
		State Funds from TxDOT:	$	-
Apportionment Year:	2023	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	407,466
Brief Project Description:	Preventive Maintenance	**Total Project Cost (YOE):**	$	407,466
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	101,867
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2023-003	**Federal (FTA) Funds:**	$	27,452
		State Funds from TxDOT:	$	-
Apportionment Year:	2023	**Other Funds:**	$	-
Project Phase:		**Fiscal Year Cost:**	$	27,452
Brief Project Description:	Software/Annual Subscriptions	**Total Project Cost (YOE):**	$	27,452
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	6,863
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
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:**		
Project Phase:		**Fiscal Year Cost:**	$	300,000
Brief Project Description:	Hardware & Surveilance Equipment	**Total Project Cost (YOE):**	$	300,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	75,000
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5339
MPO Project #	HSB-2023-005	**Federal (FTA) Funds:**	$	370,164
		State Funds from TxDOT:	$	-
Apportionment Year:	2020 ($128,844) Let - 2021 (118,754) Let - 2022 (122,556)	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	444,197
Brief Project Description:	Bus Overhaul & Support Equipment	**Total Project Cost (YOE):**	$	444,197
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	74,033
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5339
MPO Project #	HSB-2023-006	**Federal (FTA) Funds:**	$	122,556
		State Funds from TxDOT:	$	-
Apportionment Year:	2023	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	122,556
Brief Project Description:	Capital Improvement	**Total Project Cost (YOE):**	$	122,556
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	30,639
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

Federal Share (5307)	$	2,834,918
Local Share (5307)	$	2,100,000
State Share		
5307 Total:	**$**	**4,934,918**
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310		
Local Share 5310		
Federal Share 5339	$	492,720
Local Share 5339		
Total	**$**	**5,427,638**

Development credits	$	288,402

FY 2024 TRANSIT PROJECT LISTING

HARLINGEN-SAN BENITO AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2024-001	**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 Description:	Operations - Harlingen Urbanized Area	**Total Project Cost (YOE):**	$	4,200,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2024-002	**Federal (FTA) Funds:**	$	407,466
		State Funds from TxDOT:	$	-
Apportionment Year:	2024	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	407,466
Brief Project Description:	Preventive Maintenance	**Total Project Cost (YOE):**	$	407,466
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	101,867
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2024-003	**Federal (FTA) Funds:**	$	27,452
		State Funds from TxDOT:	$	-
Apportionment Year:	2024	**Other Funds:**	$	-
Project Phase:		**Fiscal Year Cost:**	$	27,452
Brief Project Description:	Capital Involvement Plan	**Total Project Cost (YOE):**	$	27,452
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	6,863
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

Federal Share (5307)	$	2,534,918
Local Share (5307)	$	2,100,000
State Share		
5307 Total:	**$**	**4,634,918**
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310		
Local Share 5310		
Federal Share 5339		
Local Share 5339		
Total	**$**	**4,634,918**
Development Credits	$	108,730

FY 2025 TRANSIT PROJECT LISTING

HARLINGEN-SAN BENITO AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2025-001	**Federal (FTA) Funds:**	$	2,100,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**Other Funds:**	$	2,100,000
Project Phase:		**Fiscal Year Cost:**	$	4,200,000
Brief Project Description:	Operations - Harlingen Urbanized Area	**Total Project Cost (YOE):**	$	4,200,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2025-002	**Federal (FTA) Funds:**	$	407,466
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	407,466
Brief Project Description:	Preventive Maintenance	**Total Project Cost (YOE):**	$	407,466
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	101,867
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2025-003	**Federal (FTA) Funds:**	$	27,452
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**Other Funds:**	$	-
Project Phase:		**Fiscal Year Cost:**	$	27,452
Brief Project Description:	Software/Annual Subscriptions	**Total Project Cost (YOE):**	$	27,452
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	6,863
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2025-004	**Federal (FTA) Funds:**	$	300,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	300,000
Brief Project Description:	Hardware & Surveilance Equipment	**Total Project Cost (YOE):**	$	300,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	75,000
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5339
MPO Project #	HSB-2025-005	**Federal (FTA) Funds:**	$	370,164
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	444,197
Brief Project Description:	Bus Overhaul & Support Equipment	**Total Project Cost (YOE):**	$	444,197
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	74,033
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5339
MPO Project #	HSB-2025-006	**Federal (FTA) Funds:**	$	122,556
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	122,556
Brief Project Description:	Capital Improvement	**Total Project Cost (YOE):**	$	122,556
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	30,639
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

Federal Share (5307)	$	2,834,918
Local Share (5307)	$	2,100,000
State Share		
5307 Total:	**$**	**4,934,918**
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310		
Local Share 5310		
Federal Share 5339	$	492,720
Local Share 5339		
Total	**$**	**5,427,638**

Development credits	$	288,402

FY 2026 TRANSIT PROJECT LISTING

HARLINGEN-SAN BENITO AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2026-001	**Federal (FTA) Funds:**	$	2,100,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2026	**Other Funds:**	$	2,100,000
Project Phase:		**Fiscal Year Cost:**	$	4,200,000
Brief Project Description:	Operations - Harlingen Urbanized Area	**Total Project Cost (YOE):**	$	4,200,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2026-002	**Federal (FTA) Funds:**	$	407,466
		State Funds from TxDOT:	$	-
Apportionment Year:	2026	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	407,466
Brief Project Description:	Preventive Maintenance	**Total Project Cost (YOE):**	$	407,466
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	101,867
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2026-003	**Federal (FTA) Funds:**	$	27,452
		State Funds from TxDOT:	$	-
Apportionment Year:	2026	**Other Funds:**	$	-
Project Phase:		**Fiscal Year Cost:**	$	27,452
Brief Project Description:	Software/Annual Subscriptions	**Total Project Cost (YOE):**	$	27,452
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	6,863
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HSB-2026-004	**Federal (FTA) Funds:**	$	300,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2026	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	300,000
Brief Project Description:	Hardware & Surveilance Equipment	**Total Project Cost (YOE):**	$	300,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	75,000
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5339
MPO Project #	HSB-2026-005	**Federal (FTA) Funds:**	$	370,164
		State Funds from TxDOT:	$	-
Apportionment Year:	2026	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	444,197
Brief Project Description:	Bus Overhaul & Support Equipment	**Total Project Cost (YOE):**	$	444,197
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	74,033
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5339
MPO Project #	HSB-2026-006	**Federal (FTA) Funds:**	$	122,556
		State Funds from TxDOT:	$	-
Apportionment Year:	2026	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	122,556
Brief Project Description:	Capital Improvement	**Total Project Cost (YOE):**	$	122,556
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	30,639
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

Transit Financial Summary
Harlingen-San Benito Area - RGVMPO
FY 2023-2026 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Adoption Date:

	Transit Program	FY 2023			FY 2024			FY 2025		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K									
2	Sec. 5307 - Urbanized Formula <200K	$2,834,918	$2,100,000	$4,934,918	$2,534,918	$2,100,000	$4,634,918	$2,834,918	$2,100,000	$4,934,918
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	$492,720		$492,720				$492,720		$492,720
13	Other FTA									
14	Regionally Significant or Other									
	Total Funds	**$3,327,638**	**$2,100,000**	**$5,427,638**	**$2,534,918**	**$2,100,000**	**$4,634,918**			
	Transportation Development Credits									
	Requested			288,402			108,730			$288,402
	Awarded									

All Figures in Year of Expenditure (YOE) Dollars

	Transit Program	FY 2026			Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K						
2	Sec. 5307 - Urbanized Formula <200K	$2,834,918	$2,100,000	$4,934,918	$11,039,672	$8,400,000	$19,439,672
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	$492,720		$492,720	$1,478,160		$1,478,160
13	Other FTA - 5311 (f)						
14	Regionally Significant or Other						
	Total Funds				**$12,517,832**	**$8,400,000**	**$20,917,832**
	Transportation Development Credits						
	Requested			$288,402			**973,936**
	Awarded						

FY 2023 TRANSIT PROJECT LISTING

HIDALGO COUNTY AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5310
MPO Project #	HCVM-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:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-104	**Federal (FTA) Funds:**	$	1,000,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2023	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	1,000,000
Brief Project Description:	Fare Collection Equipment/Supplies ($500,00) & Safety Equipment ($500,000)	**Total Project Cost (YOE):**	$	1,000,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	200,000
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-105	**Federal (FTA) Funds:**	$	1,264,456
		State Funds from TxDOT:	$	-
Apportionment Year	2023	**Other Funds:**	$	-
Project Phase:		**Fiscal Year Cost:**	$	1,264,456
Brief Project Description:	Preventive Maintenance	**Total Project Cost (YOE):**	$	1,264,456
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	252,891
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)	
Project Sponsor:	LRGVDC	**Federal Funding Category:**	5307
MPO Project #	HCVM-106	**Federal (FTA) Funds:**	$2,100,000
		State Funds from TxDOT:	
Apportionment Year	2021 CRRSAA ($132,506), 2023 ($1,967,494)	**Other Funds:**	$2,100,000
Project Phase:		**Fiscal Year Cost:**	$4,200,000
Brief Project Description:	Operations - (2021: Vehicle Purchase UTRGV)		
		Total Project Cost (YOE):	$4,200,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**	

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-107	**Federal (FTA) Funds:**	$	3,500,000
		State Funds from TxDOT:	$	-
Apportionment Year	2023	**Other Funds:**	$	3,500,000
Project Phase:		**Fiscal Year Cost:**	$	7,000,000
Brief Project Description:	Operations	**Total Project Cost (YOE):**	$	7,000,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5339
MPO Project #	HCVM-108	**Federal (FTA) Funds:**	$	706,674
		State Funds from TxDOT:	$	-
Apportionment Year	2023	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	706,674
Brief Project Description:	Vehicle Overhauls	**Total Project Cost (YOE):**	$	706,674
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	141,335
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5310
MPO Project #	HCVM-109	**Federal (FTA) Funds:**	$	884,868
		State Funds from TxDOT:	$	-
Apportionment Year	2023	**Other Funds:**	$	-
Project Phase:		**Fiscal Year Cost:**	$	884,868
Brief Project Description:	Administration (88,487) Mobility Management (796,381)	**Total Project Cost (YOE):**	$	884,868
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	176,974
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
		Federal (FTA) Funds	$	1,604,111
MPO Project #	HCMM-056	**State Funds from TxDOT:**	$	-
Apportionment Year	2023	**Other Funds**	$	1,604,111
Project Phase:		**Fiscal Year Cost**	$	3,208,222
Brief Project Description:	OPERATING ASSISTANCE	**Total Project Cost (YOE)**	$	3,208,222
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
		Federal (FTA) Funds	$	500,000
MPO Project #	HCMM-057	**State Funds from TxDOT:**	$	-
Apportionment Year	2023	**Other Funds**	$	125,000
Project Phase:		**Fiscal Year Cost**	$	625,000
Brief Project Description:	PREVENTIVE MAINTENANCE	**Total Project Cost (YOE)**	$	625,000
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		
		Federal (FTA) Funds		
MPO Project #	HCMM-058	**State Funds from TxDOT:**	$	320,000
Apportionment Year	2023	**Other Funds**		
Project Phase:		**Fiscal Year Cost**	$	320,000
Brief Project Description:	ADMINISTRATION / OPERATION	**Total Project Cost (YOE)**	$	320,000
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
		Federal (FTA) Funds	$	50,000
MPO Project #	HCMM-044	**State Funds from TxDOT:**		
Apportionment Year	2021	**Other Funds**	$	10,000
Project Phase:		**Fiscal Year Cost**	$	60,000
Brief Project Description:	Training	**Total Project Cost (YOE)**	$	60,000
Sec 5309 ID Number		**Trans. Dev. Credits Requested**	$	10,000
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
		Federal (FTA) Funds	$	4,820,067
MPO Project #	HCMM-055	**State Funds from TxDOT:**		
Apportionment Year	2017 ($ 682,321)| 2019 ($ 1,734,871) | 2020 ($ 1,652,970) | 2021 (749,905)	**Other Funds**	$	964,013
Project Phase:		**Fiscal Year Cost**	$	5,784,081
Brief Project Description:	Park and Ride South	**Total Project Cost (YOE)**	$	5,784,081
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action	Project Let	**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
		Federal (FTA) Funds	$	4,150,681
MPO Project #	HCMM-067	**State Funds from TxDOT:**		
Apportionment Year	2018 ($556,978) | 2019 ($323,703) | 2021 ($3,200,000)	**Other Funds**		
Project Phase:		**Fiscal Year Cost**	$	4,150,681
Brief Project Description:	North Transfer Hub Construction	**Total Project Cost (YOE)**	$	4,150,681
Sec 5309 ID Number		**Trans. Dev. Credits Requested**	$	830,136
Amendment Date & Action	Project Let	**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
		Federal (FTA) Funds	$	692,034
MPO Project #	HCMM-068	**State Funds from TxDOT:**		
Apportionment Year	2021	**Other Funds**		
Project Phase:		**Fiscal Year Cost**	$	692,034
Brief Project Description:	Operations / Administration (American Rescue Plan)	**Total Project Cost (YOE)**	$	692,034
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action	Project Let	**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
		Federal (FTA) Funds	$	1,140,000
MPO Project #	HCMM-050	**State Funds from TxDOT:**	$	-
Apportionment Year	2019	**Other Funds**	$	1,140,000
Project Phase:		**Fiscal Year Cost**	$	2,280,000
Brief Project Description:	Operating Assistance	**Total Project Cost (YOE)**	$	2,280,000
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
		Federal (FTA) Funds	$	556,978
MPO Project #	HCMM-051	**State Funds from TxDOT:**	$	-
Apportionment Year	2018	**Other Funds**	$	139,245
Project Phase:		**Fiscal Year Cost**	$	696,223
Brief Project Description:	Preventative Maintenance	**Total Project Cost (YOE)**	$	696,223
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-118	**Federal (FTA) Funds:**	$	63,000
		State Funds from TxDOT:	$	-
Apportionment Year	2018	**Other Funds:**	$	-
Project Phase:		**Fiscal Year Cost:**	$	63,000
Brief Project Description:	Bus Stop Improvements			
		Total Project Cost (YOE):	$	63,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	15,750
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-119	**Federal (FTA) Funds:**	$	96,000
		State Funds from TxDOT:	$	-
Apportionment Year	2018	**Other Funds:**	$	-
Project Phase:		**Fiscal Year Cost:**	$	96,000
Brief Project Description:	Bus Shelter Project			
		Total Project Cost (YOE):	$	96,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	24,000
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-120	**Federal (FTA) Funds:**	$	204,000
		State Funds from TxDOT:	$	-
Apportionment Year	2019	**Other Funds:**	$	-
Project Phase:		**Fiscal Year Cost:**	$	204,000
Brief Project Description:	Bus Shelter Project			
		Total Project Cost (YOE):	$	204,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	51,000
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-121	**Federal (FTA) Funds:**	$	500,000
		State Funds from TxDOT:		
Apportionment Year:	2022	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	500,000
Brief Project Description:	Mobility Management	**Total Project Cost (YOE):**	$	500,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	125,000
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-122	**Federal (FTA) Funds:**	$	200,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	200,000
Brief Project Description:	Software/Annual Subscriptions	**Total Project Cost (YOE):**	$	200,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	50,000
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-079	**Federal (FTA) Funds:**	$	314,220
		State Funds from TxDOT:		
Apportionment Year:	2018 ($110,220) 2019 ($204,000)	**Other Funds:**	$	314,220
Project Phase:		**Fiscal Year Cost:**	$	628,440
Brief Project Description:	Operating w/ Local Match	**Total Project Cost (YOE):**	$	628,440
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
MPO Project #	HCMM-075	**Federal (FTA) Funds:**	$	105,277
		State Funds from TxDOT:	$	-
Apportionment Year:	2019 ($72,154) | 2020 ($11,626) | 2021 ($21,497)	**Other Funds:**	$	26,319
Project Phase:		**Fiscal Year Cost:**	$	131,596
Brief Project Description:	Purchased Transportation	**Total Project Cost (YOE):**	$	131,596
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
MPO Project #	HCMM-076	**Federal (FTA) Funds:**	$	60,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2019	**Other Funds:**	$	15,000
Project Phase:		**Fiscal Year Cost:**	$	75,000
Brief Project Description:	Paratransit	**Total Project Cost (YOE):**	$	75,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-065	**Federal (FTA) Funds:**	$	801,023
		State Funds from TxDOT:	$	-
Apportionment Year:	2019	**Other Funds:**	$	200,256
Project Phase:		**Fiscal Year Cost:**	$	1,001,279
Brief Project Description:	Preventive Maintenance w/ Local Match	**Total Project Cost (YOE):**	$	1,001,279
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5339
MPO Project #	HCVM-083	**Federal (FTA) Funds:**	$	754,922
		State Funds from TxDOT:		
Apportionment Year:	2020	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	754,922
Brief Project Description:	Capital Fleet Replacement-Valley Metro	**Total Project Cost (YOE):**	$	754,922
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	113,238
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5339
MPO Project #	HCVM-084	**Federal (FTA) Funds:**	$	1,391,882
		State Funds from TxDOT:	$	-
Apportionment Year:	2021 ($699,040) 2022 ($692,842)	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	1,391,882
Brief Project Description:	Capital Fleet Replacement-Valley Metro	**Total Project Cost (YOE):**	$	1,391,882
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	208,782
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	Federal Funding Category:		5307
MPO Project #	HCMM-077	Federal (FTA) Funds	$	500,000
		State Funds from TxDOT:	$	-
Apportionment Year	2022	Other Funds	$	125,000
Project Phase:		Fiscal Year Cost	$	625,000
Brief Project Description:	5307-9A - 5307- Urbanized Area Formula - Discr. Planning (ARPA)	Total Project Cost (YOE)	$	625,000
Sec 5309 ID Number		Trans. Dev. Credits Requested		
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	Federal Funding Category:		5307
MPO Project #	HCMM-078	Federal (FTA) Funds	$	4,930,000
		State Funds from TxDOT:	$	-
Apportionment Year	2022 ($3,791,140) 2023 ($1,138,860)	Other Funds		
Project Phase:		Fiscal Year Cost	$	4,930,000
Brief Project Description:	Bus Procurement	Total Project Cost (YOE)	$	4,930,000
Sec 5309 ID Number		Trans. Dev. Credits Requested	$	986,000
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	Federal Funding Category:		5307
MPO Project #	HCMM-079	Federal (FTA) Funds	$	250,000
		State Funds from TxDOT:	$	-
Apportionment Year	2023	Other Funds	$	62,500
Project Phase:		Fiscal Year Cost	$	312,500
Brief Project Description:	Paratransit	Total Project Cost (YOE)	$	312,500
Sec 5309 ID Number		Trans. Dev. Credits Requested		
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	Federal Funding Category:		5307
MPO Project #	HCMM-080	Federal (FTA) Funds	$	200,000
		State Funds from TxDOT:	$	-
Apportionment Year	2023	Other Funds	$	50,000
Project Phase:		Fiscal Year Cost	$	250,000
Brief Project Description:	Bus Terminal	Total Project Cost (YOE)	$	250,000
Sec 5309 ID Number		Trans. Dev. Credits Requested		
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	Federal Funding Category:		5307
MPO Project #	HCMM-081	Federal (FTA) Funds	$	150,000
		State Funds from TxDOT:	$	-
Apportionment Year	2023	Other Funds	$	37,500
Project Phase:		Fiscal Year Cost	$	187,500
Brief Project Description:	Equipment for Vehicles	Total Project Cost (YOE)	$	187,500
Sec 5309 ID Number		Trans. Dev. Credits Requested		
Amendment Date & Action		Trans. Deve Credits Awarded (Date & Amount)		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-116	**Federal (FTA) Funds:**	$	3,565,185
		State Funds from TxDOT:	$	-
Apportionment Year:	2020	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	3,565,185
Brief Project Description:	Land Acquisition/Valley Metro Transit Terminal Construction/A&E	**Total Project Cost (YOE):**	$	4,456,481
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	891,296
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5310
MPO Project #	HCVM-085	**Federal (FTA) Funds:**	$	620,251
		State Funds from TxDOT:	$	-
Apportionment Year:	2021	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	620,251
Brief Project Description:	Capital	**Total Project Cost (YOE):**	$	620,251
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	139,557
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-086	**Federal (FTA) Funds:**	$	1,090,823
		State Funds from TxDOT:	$	-
Apportionment Year:	2022	**Other Funds:**	$	-
Project Phase:		**Fiscal Year Cost:**	$	1,090,823
Brief Project Description:	Land Acquisition/VM Transit Terminal Const./A&E	**Total Project Cost (YOE):**	$	1,090,823
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	272,706
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-087	**Federal (FTA) Funds:**	$	2,500,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2022 - $3,600,000	**Other Funds:**	$	2,500,000
Project Phase:		**Fiscal Year Cost:**	$	5,000,000
Brief Project Description:	Operations	**Total Project Cost (YOE):**	$	5,000,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-117	**Federal (FTA) Funds:**	$	1,090,823
		State Funds from TxDOT:	$	-
Apportionment Year	2021	**Other Funds:**	$	-
Project Phase:		**Fiscal Year Cost:**	$	1,090,823
Brief Project Description:	VM Rehab-Expansion: Land Acquisition for Valley Metro Transit Terminal	**Total Project Cost (YOE):**	$	1,090,823
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	272,706
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

Federal Share (5307)	$	37,998,678
Local Share (5307)	$	10,809,151
State Share	$	320,000
5307 Total:	**$**	**49,127,829**
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310	$	1,550,014
Local Share 5310	$	8,979
Federal Share 5339	$	2,853,478
Local Share 5339	$	-
Total	**$**	**53,540,300**
Development credits	$	2,613,906

FY 2024 TRANSIT PROJECT LISTING

HIDALGO COUNTY AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT — YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-110	**Federal (FTA) Funds:**	$	4,000,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2024	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	4,000,000
Brief Project Description:	Valley Metro Transit Terminal and Maintenance Facility Construction	**Total Project Cost (YOE):**	$	4,000,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	900,000
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-111	**Federal (FTA) Funds:**	$	1,100,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2024	**Other Funds:**	$	275,000
Project Phase:		**Fiscal Year Cost:**	$	1,375,000
Brief Project Description:	Preventive Maintenance	**Total Project Cost (YOE):**	$	1,375,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-112	**Federal (FTA) Funds:**	$	664,456
		State Funds from TxDOT:	$	-
Apportionment Year:	2024	**Other Funds:**	$	664,456
Project Phase:		**Fiscal Year Cost:**	$	1,328,912
Brief Project Description:	Operations	**Total Project Cost (YOE):**	$	1,328,912
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5310
MPO Project #	HCVM-113	**Federal (FTA) Funds:**	$	-
		State Funds from TxDOT:	$	888,479
Apportionment Year:	2024	**Other Funds:**	$	-
Project Phase:		**Fiscal Year Cost:**	$	888,479
Brief Project Description:	Administration (88,848) Mobility Management (799,631)	**Total Project Cost (YOE):**	$	888,479
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	177,696
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
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:**		
Project Phase:		**Fiscal Year Cost:**	$	532,369
Brief Project Description:	Fleet Overhauls	**Total Project Cost (YOE):**	$	532,369
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	106,474
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
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:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
		Federal (FTA) Funds	$	2,000,000
MPO Project #	HCMM-059	**State Funds from TxDOT:**	$	-
Apportionment Year	2024	**Other Funds**	$	2,000,000
Project Phase:		**Fiscal Year Cost**	$	4,000,000
Brief Project Description:	OPERATING ASSISTANCE	**Total Project Cost (YOE)**	$	4,000,000
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		5307
		Federal (FTA) Funds	$	800,000
MPO Project #	HCMM-060	**State Funds from TxDOT:**	$	-
Apportionment Year	2024	**Other Funds**	$	200,000
Project Phase:		**Fiscal Year Cost**	$	1,000,000
Brief Project Description:	PREVENTIVE MAINTENANCE	**Total Project Cost (YOE)**	$	1,000,000
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	City of McAllen	**Federal Funding Category:**		
		Federal (FTA) Funds		
MPO Project #	HCMM-061	**State Funds from TxDOT:**	$	350,000
Apportionment Year	2024	**Other Funds**		
Project Phase:		**Fiscal Year Cost**	$	350,000
Brief Project Description:	ADMINISTRATION / OPERATION	**Total Project Cost (YOE)**	$	350,000
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

Federal Share (5307)	$	8,564,456
Local Share (5307)	$	3,139,456
State Share	$	1,238,479
5307 Total:	**$**	**12,942,391**
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	$	-
Total	**$**	**14,204,915**

Development credits

FY 2025 TRANSIT PROJECT LISTING

HIDALGO COUNTY AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-123	**Federal (FTA) Funds:**	$	2,000,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	2,000,000
Brief Project Description:	Valley Metro Transit Terminal and Maintenance Facility Construction	**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):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-124	**Federal (FTA) Funds:**	$	1,100,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2025	**Other Funds:**	$	275,000
Project Phase:		**Fiscal Year Cost:**	$	1,375,000
Brief Project Description:	Preventive Maintenance	**Total Project Cost (YOE):**	$	1,375,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-125	**Federal (FTA) Funds:**	$	2,500,000
		State Funds from TxDOT:	$	-
Apportionment Year	2025	**Other Funds:**	$	2,500,000
Project Phase:		**Fiscal Year Cost:**	$	5,000,000
Brief Project Description:	Operations	**Total Project Cost (YOE):**	$	5,000,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5310
MPO Project #	HCVM-126	**Federal (FTA) Funds:**	$	-
		State Funds from TxDOT:	$	888,479
Apportionment Year	2025	**Other Funds:**	$	-
Project Phase:		**Fiscal Year Cost:**	$	888,479
Brief Project Description:	Administration (88,848) Mobility Management (799,631)	**Total Project Cost (YOE):**	$	888,479
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	177,696
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5339
MPO Project #	HCVM-127	**Federal (FTA) Funds:**	$	532,369
		State Funds from TxDOT:	$	-
Apportionment Year	2025	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	532,369
Brief Project Description:	Fleet Overhauls	**Total Project Cost (YOE):**	$	532,369
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	106,474
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5310
MPO Project #	HCVM-128	**Federal (FTA) Funds:**	$	584,124
		State Funds from TxDOT:	$	-
Apportionment Year	2025	**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):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	CITY OF MCALLEN	**Federal Funding Category:**		5307
MPO Project #	HCMM-069	**Federal (FTA) Funds**	$	2,400,000
		State Funds from TxDOT:	$	-
Apportionment Year	2025	**Other Funds**	$	687,831
Project Phase:		**Fiscal Year Cost**	$	3,087,831
Brief Project Description:	OPERATING ASSISTANCE	**Total Project Cost (YOE)**	$	3,087,831
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	CITY OF MCALLEN	**Federal Funding Category:**		5307
MPO Project #	HCMM-070	**Federal (FTA) Funds**	$	1,500,000
		State Funds from TxDOT:	$	-
Apportionment Year	2025	**Other Funds**	$	443,448
Project Phase:		**Fiscal Year Cost**	$	1,943,448
Brief Project Description:	PREVENTIVE MAINTENANCE	**Total Project Cost (YOE)**	$	1,943,448
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	CITY OF MCALLEN	**Federal Funding Category:**		
MPO Project #	HCMM-071	**Federal (FTA) Funds**		
		State Funds from TxDOT:	$	350,000
Apportionment Year	2025	**Other Funds**		
Project Phase:		**Fiscal Year Cost**	$	350,000
Brief Project Description:	ADMINISTRATION / OPERATION	**Total Project Cost (YOE)**	$	350,000
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

Federal Share (5307)	$	9,500,000
Local Share (5307)	$	3,906,279
State Share	$	350,000
5307 Total:	**$**	**13,756,279**
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310	$	584,124
Local Share 5310	$	888,479
Federal Share 5339	$	532,369
Local Share 5339		
Total	**$**	**15,761,251**
Development credits	$	784,170

FY 2026 TRANSIT PROJECT LISTING

HIDALGO COUNTY AREA - RGVMPO TRANSPORTATION IMPROVEMENT PROGRAM

PHARR DISTRICT YOE = Year of Expenditure

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-129	**Federal (FTA) Funds:**	$	2,000,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2026	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	2,000,000
Brief Project Description:	Valley Metro Transit Terminal and Maintenance Facility Construction	**Total Project Cost (YOE):**	$	2,000,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	400,000
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-130	**Federal (FTA) Funds:**	$	1,100,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2026	**Other Funds:**	$	275,000
Project Phase:		**Fiscal Year Cost:**	$	1,375,000
Brief Project Description:	Preventive Maintenance	**Total Project Cost (YOE):**	$	1,375,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5307
MPO Project #	HCVM-131	**Federal (FTA) Funds:**	$	2,500,000
		State Funds from TxDOT:	$	-
Apportionment Year:	2026	**Other Funds:**	$	2,500,000
Project Phase:		**Fiscal Year Cost:**	$	5,000,000
Brief Project Description:	Operations	**Total Project Cost (YOE):**	$	5,000,000
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**		
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5310
MPO Project #	HCVM-132	**Federal (FTA) Funds:**	$	-
		State Funds from TxDOT:	$	888,479
Apportionment Year:	2026	**Other Funds:**	$	-
Project Phase:		**Fiscal Year Cost:**	$	888,479
Brief Project Description:	Administration (88,848) Mobility Management (799,631)	**Total Project Cost (YOE):**	$	888,479
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	177,696
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5339
MPO Project #	HCVM-133	**Federal (FTA) Funds:**	$	532,369
		State Funds from TxDOT:	$	-
Apportionment Year:	2026	**Other Funds:**		
Project Phase:		**Fiscal Year Cost:**	$	532,369
Brief Project Description:	Fleet Overhauls	**Total Project Cost (YOE):**	$	532,369
Sec 5309 ID Number:		**Trans. Dev. Credits Requested:**	$	106,474
Amendment Date & Action:		**Trans. Deve Credits Awarded (Date & Amount):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	LRGVDC	**Federal Funding Category:**		5310
MPO Project #	HCVM-134	**Federal (FTA) Funds:**	$	584,124
		State Funds from TxDOT:	$	-
Apportionment Year:	2026	**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):**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	CITY OF MCALLEN	**Federal Funding Category:**		5307
		Federal (FTA) Funds	$	2,600,000
MPO Project #	HCMM-072	**State Funds from TxDOT:**	$	-
Apportionment Year	2026	**Other Funds**	$	2,600,000
Project Phase:		**Fiscal Year Cost**	$	5,200,000
Brief Project Description:	OPERATING ASSISTANCE	**Total Project Cost (YOE)**	$	5,200,000
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	CITY OF MCALLEN	**Federal Funding Category:**		5307
		Federal (FTA) Funds	$	1,300,000
MPO Project #	HCMM-073	**State Funds from TxDOT:**	$	-
Apportionment Year	2026	**Other Funds**	$	325,000
Project Phase:		**Fiscal Year Cost**	$	1,625,000
Brief Project Description:	PREVENTIVE MAINTENANCE	**Total Project Cost (YOE)**	$	1,625,000
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

General Project Information		Funding Information (YOE)		
Project Sponsor:	CITY OF MCALLEN	**Federal Funding Category:**		
		Federal (FTA) Funds		
MPO Project #	HCMM-074	**State Funds from TxDOT:**	$	350,000
Apportionment Year	2026	**Other Funds**		
Project Phase:		**Fiscal Year Cost**	$	350,000
Brief Project Description:	ADMINISTRATION / OPERATION	**Total Project Cost (YOE)**	$	350,000
Sec 5309 ID Number		**Trans. Dev. Credits Requested**		
Amendment Date & Action		**Trans. Deve Credits Awarded (Date & Amount)**		

Federal Share (5307)	$	9,500,000
Local Share (5307)	$	5,846,031
State Share	$	350,000
5307 Total:	**$**	**15,696,031**
Federal JARC		
Local JARC		
Federal New Freedom		
Local New Freedom		
Federal Share 5310	$	584,124
Local Share 5310	$	888,479
Federal Share 5339	$	532,369
Local Share 5339		
Total	**$**	**17,701,003**

Development credits

Transit Financial Summary
Hidalgo County Area - RGVMPO
FY 2023-2026 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Adoption Date:

	Transit Program	FY 2023			FY 2024			FY 2025		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	37,998,678	11,129,151	49,127,829	8,564,456	4,377,935	12,942,391	9,500,000	4,256,279	13,756,279
2	Sec. 5307 - Urbanized Formula <200K									
3	Sec. 5309 - Discretionary									
4	Sec. 5310 - Elderly &Individuals w/Disabilities	1,550,014	8,979	1,558,993	584,124	146,031	730,155	584,124	888,479	1,472,603
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	2,853,478	0	2,853,478	532,369	0	532,369	532,369		532,369
13	Other FTA									
14	Regionally Significant or Other									
	Total Funds	**$42,402,170**	**$11,138,130**	**$53,540,300**	**$9,680,949**	**$4,523,966**	**$14,204,915**	**$10,616,493**	**$5,144,758**	**$15,761,251**
Transportation Development Credits										
	Requested			$2,613,906						$784,170
	Awarded									

All Figures in Year of Expenditure (YOE) Dollars

	Transit Program	FY 2026			Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	9,500,000	6,196,031	15,696,031	65,563,134	25,959,396	91,522,530
2	Sec. 5307 - Urbanized Formula <200K						
3	Sec. 5309 - Discretionary						
4	Sec. 5310 - Elderly &Individuals w/Disabilities	584,124	888,479		3,302,386	1,931,968	5,234,354
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		532,369	4,450,585	0	4,450,585
13	Other FTA - 5311 (f)						
14	Regionally Significant or Other						
	Total Funds	**$10,616,493**	**$7,084,510**	**$16,228,400**	**$73,316,105**	**$27,891,364**	**$101,207,469**
Transportation Development Credits							
	Requested						**$3,398,076**
	Awarded						

RGVMPO Texas Electric Vehicle Program (NEVI)
Project Listing

Study Area ID	Study Area	TxC Project ID	CSJ	FED Reimbursement	Awardee Contribution	5 YR O&M	MPO	TxDOT District	County	Description
8	McAllen	A00206825	5000-00-198	348,637	87,159	107,187	Rio Grande Valley	Pharr	Hidalgo	Install 5 Direct Current Fast Charge ports along the Electric Alternative Fuel Corridors (IH 2).
10	San Benito	A00206833	5000-00-204	1,397,771	349,443	407,118	Rio Grande Valley	Pharr	Cameron	Install 8 Direct Current Fast Charge ports along the Electric Alternative Fuel Corridors (IH 69E).
36	Edinburg	A00206820	5000-00-193	744,000	554,262	315,000	Rio Grande Valley	Pharr	Hidalgo	Install 6 Direct Current Fast Charge ports along the Electric Alternative Fuel Corridors (IH 69C).
49	Raymondville	A00206827	5000-00-200	331,037	82,759	107,187	Outside the MPO; TPP will add to the STIP	Pharr	Willacy	Install 5 Direct Current Fast Charge ports along the Electric Alternative Fuel Corridors (IH 69E).

https://www.texasmpos.org/wp-content/uploads/2022/07/Ryan-Granger-MPO-Presentation.pdf#:~:text=The%20goal%20of%20the%20NEVI%20Program%20is%20to,%2460.4%20million%20apportioned%20for%20FY%202022%2C%20for%20NEVI

IV. Action & Discussion Items

C. Discussion and Action on the Adoption of Safety Performance Measures and Targets (PM1)

☑ **Action** ☐ **Possible Action** ☐ **Information**

Presenter: **Miguel Arispe, RGVMPO Transportation Planner III**

Summary: RGVMPO Staff is seeking the adoption of the TXDOT Statewide Safety Targets for year 2024 as reported to FHWA. The Texas Strategic Highway Safety Plan targets are updated annually. MPO's around the state are required to either support these targets or create their own.

Background: The RGVMPO is required to establish Safety Performance Targets annually. 3 U.S.C. 148 established the HSIP per the FAST Act. The final rule was codified in 23 CFR 924. The State PM-1 Targets inform the development of the Texas Strategic Highway Safety Plan (SHSP). States must establish and report HSIP targets no later than August 31 of each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets, thus a 2/27/2024 deadline. RGVMPO staff is seeking approval to continue supporting the Statewide Targets for the year 2024 (Resolution 2024-01).

Adoption of 2024 Safety Targets

RGVMPO STAFF

MPO Requirements- Safety Performance Measures

- MAP-21 identified national goal areas (e.g. safety, system reliability, infrastructure condition, congestion reduction).
- The FAST Act continues MAP-21's overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals
- USDOT established performance measures (e.g. pavement and bridge conditions, injuries and fatalities, congestion).
- States and MPOs collaborate to set targets to established performance measures
- MPOs are required to consider annual performance targets related to roadway safety

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

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
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

Adoption of Safety Targets for year 2024 (Resolution 2024-01)

- By supporting the FY2024 Safety Targets, the MPO agrees to incorporate them into our decision-making processes as we work to develop meaningful regional transportation plans and programs.
- Safety Targets are adopted annually
- The RGVMPO along with Alliance Transportation Group (ATG), has completed the development of a Performance Management Framework. As part of the process, the Safety Performance Targets that the RGVMPO reports to TxDOT and FHWA are being thoroughly reviewed, including the process by which the RGVMPO may come to set its own targets.

Performance Measures and Target Setting – The Texas Transportation Commission (TTC) adopted Minute Order 115481 in May of 2019, directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT has modified its performance measures and target calculations accordingly.

Performance Targets:

Target: Total number of traffic fatalities

2024 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,567 fatalities in 2024. The FY 2024 Targets expressed as a 5-year average, would be as follows:

Year	Target or Actual Data
2020	3,874
2021	4,486
2022	3,272
2023	3,159
2024	3,046
2024 Target expressed as 5-year avg.	**3,567**

As noted in the table above, the calendar year target for 2024 would be 3,046 fatalities.

Target: Total number of serious injuries

2024 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,062 serious injuries in 2024. The FY 2024 Targets expressed as a 5-year average, would be as follows:

Year	Target or Actual Data
2020	14,659
2021	19,434
2022	17,539
2023	17,819
2024	18,242
2024 Target expressed as 5-year avg.	**18,096**

As noted in the table above, the calendar year target for 2024 would be 18,242 serious injuries. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 17,062.

Target: Fatalities per 100 million vehicle miles traveled

2024 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.36 fatalities per 100 MVMT in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	1.49
2021	1.70
2022	1.25
2023	1.20
2024	1.14
2024 Target expressed as 5-year avg.	**1.36**

As noted in the table above, the calendar year target for 2024 would be 1.14 fatalities per 100 MVMT.

Target: Serious Injuries per 100 million vehicle miles traveled

2024 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.39 serious injuries per 100 MVMT in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	5.63
2021	7.35
2022	6.70
2023	6.77
2024	6.77
2024 Target expressed as 5-year avg.	**6.64**

As noted in the table above, the calendar year target for 2024 would be 6.77 serious injuries per 100 MVMT. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 6.39.

Target: Total number of non-motorized fatalities and serious injuries

2024 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,357 non-motorized fatalities and serious injuries in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	2,206
2021	2,628
2022	2,321
2023	2,340
2024	2,360
2024 Target expressed as 5-year avg.	**2,371**

As noted in the table above, the calendar year target for 2023 would be 2,360 non-motorized fatalities and serious injuries. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 2,357.

IV. Action & Discussion Items

D. Safe Streets and Roads for All (SS4A) – RFP Subcommittee Score and Consultant Selection

☑ **Action** ☐ **Possible Action** ☐ **Information**

Presenter: **Fernando Cantu, RGVMPO Transportation Planner III**

Summary: On January 8th, the RPF subcommittee evaluated the three proposals submitted by consultants. The resulting scores are included within the packet.

Background: The RGVMPO selectively outsources tasks that exceed our in-house capabilities or scope. To maintain compliance with the fiscal guidelines and regulations, we adhere to the procurement process established by the LRGVDC, serving as the fiscal agents for the RGVMPO.

PROPOSAL





SAFE STREETS FOR ALL (SS4A)

RESPONDER:

ALLIANCE TRANSPORTATION GROUP, LLC
11701 Stonehollow Drive
Suite 100
Austin, TX 78758
JD Allen, AICP, WSO-CSSD, PTSCTP, TSSP-Rail/Bus
337.802.6655 | jdallen@emailatg.com

PREPARED FOR:

LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL
301 W Railroad
Weslaco, TX 78596

11701 Stonehollow Drive | Ste 100
Austin, TX 78758
Office 512.821.2081
Fax 512.821.2085
alliance-transportation.com

December 19, 2023

Assistant Director of Business Operations
LRGVDC
301 W Railroad
Weslaco, TX 78596

Re: Safe Streets For All (SS4A)

Dear LRGVDC and RGVMPO:

Alliance Transportation Group, LLC (ATG) offers the following response to the Lower Rio Grande Valley Development Council's (LRGVDC) request for proposals for the Safe Streets For All (SS4A) plan. We are very familiar with completing all tasks that SS4A plans entail, including leadership commitment and goal setting, planning structures, safety analysis, engagement and collaboration, equity considerations, policy and process change, strategy and project selections, and progress and transparency methods.

Joining with ATG will be Weslaco-based **Aldana Engineering and Traffic Design**, a certified Disadvantaged Business Enterprise and registered HUB in Texas. Aldana's team of traffic and transportation engineers stands ready to assist with the development of project cost estimates for traffic engineering projects. In addition, **Socius Amica Transportation Consulting**, a woman-owned and certified Disadvantaged Business Enterprise and registered HUB in Texas, will support of community outreach to stakeholders and the public alike.

The ATG team brings our extensive knowledge of transportation systems development across the Rio Grande Valley to this effort. Our team's recent and current history with the Rio Grande Valley includes several firsts, including the first-ever consolidated MPO MTP, the region's first ever Sustainability and Resiliency Strategy, critical to establishing priorities for hardening the regional infrastructure to withstand environmental stressors, as well as the MPO's first performance management framework to aid in ensuring that planned projects address national performance goals. In addition to these LRGVDC projects, our team has successfully completed one SS4A plan and is currently working on another SS4A plan.

Our multidisciplinary and multi-lingual team offers you experienced professionals who have worked on corridor plans across Texas and the southern US. Choosing the ATG team selects a valued partner, one who understands the need to support community vision, goals and objectives while developing a plan which complies with requirements from the FAST Act, BIL and the State. Our knowledge of local systems and needs of the RGVMPO's planning partners will ensure the SS4A plan captures the regional vision, goals and objectives for safer roadways in the Valley.

The key features that distinguish our proposal are:

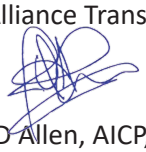
- Our use of staff intimately familiar with the new RGVMPO Area and its past planning efforts who are committed to this effort for the duration of the project.
- Our commitment to provide access to subject matter experts on our team with extensive knowledge in multimodal transportation systems development, transit, safety, active transportation, community outreach, and project prioritization/implementation.
- Our partners who know and understand the Valley, its needs and planning opportunities based upon our collaborative work across numerous successful projects in the region.
- Our knowledge of the region's support for a systems approach to mobility planning evidenced by RGVMPO's participation in the joint FHWA/ATG Complete Streets workshop conducted in the Valley.
- Our proposed use of state-of-the-art planning tools for public involvement, travel forecasting, needs analysis, project evaluation, project prioritization, and financial analysis.
- Our ability to garner community support through our commitment to actively involving all members of the public and key stakeholders across the Valley throughout the planning process.
- Our attention to detail in making sure the SS4A plan remains consistent with all state and federal requirements.

I will serve as Principal in Charge and am authorized to sign any contracts on behalf of the firm. Ellen Soll, AICP, will serve as Project Manager, with Ben Magallon, AICP, TSSP-Rail, PTSCTP, serving as Deputy Project Manager, and Ed Elam, AICP, PTP, PTSCTP, TSSP-Rail, serving as QA/QC. Together, we have almost a century of experience in both the public sector as MPO staff and leadership, as well as in the private sector at ATG, providing professional services and support to our MPO colleagues. Ellen, Ben, Ed, and I, along with the other key staff shown in this proposal, will collaborate with the RGVMPO team to complete the SS4A plan.

The proposal presented herein is valid for at least ninety (90) days after the deadline for delivery of the proposals to the LRGVDC.

Should you have any questions, or need any additional information, please contact me anytime at 337.802.6655 (cell) or jdallen@emailatg.com.

Sincerely,
Alliance Transportation Group, LLC



JD Allen, AICP, WSO-CSSD, PTSCTP, TSSP-Rail/Bus | Executive Vice President
jdallen@emailatg.com | 337.802.6655

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EXECUTIVE SUMMARY

Through this proposal, ATG presents the expertise and qualifications of our staff, our firm's reliable work history with safety planning, and our understanding of the challenges presented by the implementation of a robust planning process. We would be honored to partner with RGVMPO in the development of the Safe Streets for All (SS4A) plan, specifically tailored to the unique qualities of how stakeholders and staff interact, and the needs of your community. We strongly believe in making lives better and know that through the implementation of the SS4A Action Plan, RGVMPO will be able to help make lives better in the Valley by providing safe and convenient multimodal choices to residents.

FIRM QUALIFICATIONS

ATG is a specialized transportation planning and engineering firm, and has been in business for over 25 years. For this project, we have assembled a multidisciplinary team of accomplished, nationally recognized professionals who have successfully completed numerous transportation planning projects throughout Texas and the South, and who have extensive experience in the Rio Grande Valley.

We have assembled a team of experienced transportation planning professionals who have demonstrated their expertise in safety planning through a variety of projects and recognized forums.

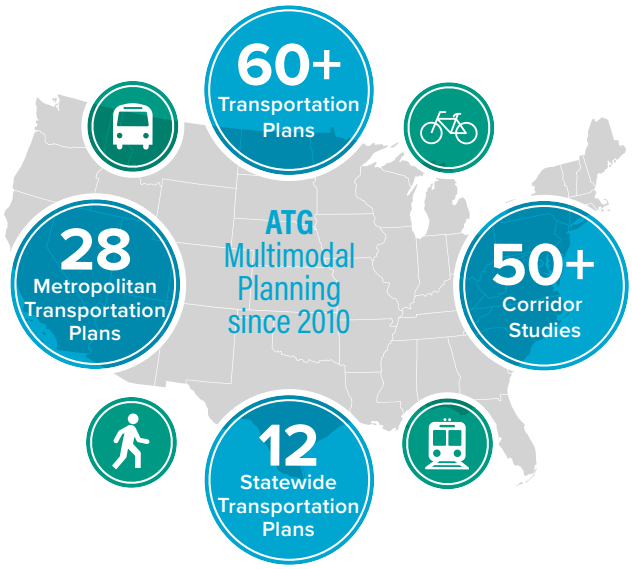


Our Project Manager, Ellen Soll, AICP, and Deputy Project Manager, Ben Magallon, AICP, TSSP-Rail, PTSCTP, are both recognized subject matter experts on comprehensive safety action plans. Moreover, our team has years of experience working throughout the Rio Grande Valley to help create

RIO GRANDE VALLEY

METROPOLITAN AREA BOUNDARY





long-lasting regional infrastructure development processes. The ATG team has completed numerous projects that incorporate many of the elements of the SS4A. In addition, we are currently working on RGVMPO's 2050 MTP, and recently completed the Performance Management Framework and Resiliency & Sustainability Study.

PROJECT UNDERSTANDING

ATG is committed to partnering with the RGVMPO team to develop an inclusive Safe Streets for All (SS4A) plan that has a clear vision, addresses multimodal needs, and prioritizes the community's safety goals.

The SS4A program is a $5 billion discretionary grant program under the Bipartisan Infrastructure Law (BIL) that aims to prevent deaths and serious injuries on the nation's roadways. ATG has currently completed one community supported, federally compliant SS4A Action Plan as a major subconsultant, and is in the process of helping to complete another regional plan.

PROJECT NEEDS

A strong community role is expected throughout the SS4A planning process. Having worked with communities in the Rio Grande Valley for over 20 years, ATG is well positioned to handle the project needs. ATG will consider safe, equitable transportation access to marginalized communities and will create a transparent process for performance monitoring.

LOCAL ISSUES

The RGVMPO area is home to both a rich cultural history and 1.8 million Texans, many of whom often travel across the Texas-Mexico border. About 92% of Hidalgo County's residents are Hispanic or Latino, with a 28% poverty rate, introducing both challenges

and opportunities for any plan or project undertaken in the Valley. A large population has limited English skills, and many residents do not own cars.

The creation of safe, multimodal transportation options is vital to the vibrancy of the RGVMPO.

WORK REQUIRED

ATG will provide a state-of-the-art plan that provides safe and accessible options for everyone walking, rolling, and driving throughout the RGVMPO area.

First, the ATG team will work with project leadership to define a specific vision, goals, and performance measures that align with overall objectives. After gathering stakeholder and community input, ATG will work with the RGVMPO to establish project priorities that will shape the SS4A process.

Finally, our planners and engineers understand the safety analyses called for under the SS4A program. Our traffic engineering team analyzes crashes to identify crash modification factors and to develop roadway designs to address specific issues and prepare a Safety Action Plan with all required elements so that the RGVMPO, or local municipalities can pursue implementation funding under the SS4A or other federal grant funding programs.

PROPOSED WORKPLAN

The ATG team proposes to develop and complete an SS4A plan based upon the following approach:

Task 1. Leadership Commitment and Goal Setting

A key component of the SS4A program is a commitment by a high ranking official or governing body to the elimination of roadway fatalities and serious injuries. The adoption of a vision zero statement lays the foundation for eligibility to fund identified projects through implementation grants under the SS4A program.

The ATG team will work with a steering committee to define goals, objectives, and performance measures that align with the RGVMPO's overall objectives and each county and municipality's unique character and safety issues. The action plan will adhere to the requirements of the SS4A Planning Grant, and, most importantly, provide real benefit to each community. The ATG team will draft a policy commitment statement that can be adopted by the political entity that will carry out implementation.

Task 2. Planning Structures

Our planning processes use a steering committee to ensure that the process is communicated to decision-makers throughout the project lifecycle. ATG'S planning team includes skilled facilitators who listen to steering committees, focus groups and the public to ensure a community driven plan unique to each community and its residents. The steering committee will be comprised of one or two people from each county in the MPO area as well as the municipalities of Brownsville, McAllen, Edinburg, Mission, Pharr and Harlingen, the TxDOT Pharr District, and other stakeholders as identified during project scoping. Membership of the steering committee will be further subdivided into two to three smaller groups by geography for the purpose of identifying crash issues, safety countermeasures, and equity and outreach at a more in-depth scale.

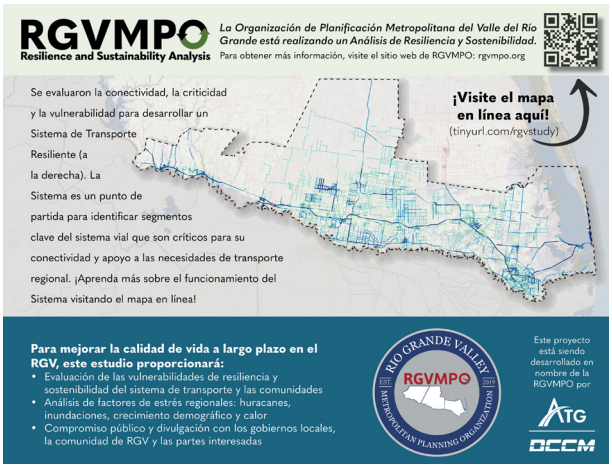
Task 3. Safety Analysis

ATG will conduct an in-depth analysis of existing conditions and historical trends related to the roadway crashes involving fatalities and serious injuries and provide a baseline assessment of the current state of the road safety within the designated area. This safety analysis will be based on crash data from TxDOT's Crash Records Information System (CRIS) data for a five-year period. The ATG team will then perform a risk-based vulnerable user network assessment.

Task 4. Engagement and Collaboration

Our team values the contributions of all members of the community, including vulnerable populations, so we develop processes intended to ensure that everyone - including Spanish speakers - can participate fully in the process. ATG will develop a Community Engagement Plan (CEP) to engage and involve the community. We will also develop outreach materials that follow a consistent project brand and achieve key objectives at various milestones throughout a project. These materials will also be available online.

After the project team has reviewed safety problems and has identified potential solutions, in-person meetings or stakeholder meetings will be conducted to provide updates, gather feedback on the proposed solutions, and collect initial input on priorities for implementation.



Our bilingual staff members regularly produce graphics and meeting flyers in Spanish.

Task 5. Equity Considerations

ATG's approach to equity analysis begins with preparing a demographic overview, identifying trends in population and economic growth and decline, and drilling down into the population characteristics including transportation, health, environmental, economic, resiliency, and equity factors. Underserved communities are identified to highlight disparate impacts, to focus engagement areas, and to align projects with intentional benefits. We use the US DOT's

Transportation Disadvantaged Dashboard Transportation Disadvantaged Census Tracts (arcgis.com) and the US Bureau of the Census American Community Survey (ACS) 5-year data at the Block Group level to show demographic dynamics of the study area according to previously identified thresholds.

Task 6. Policy and Process Change

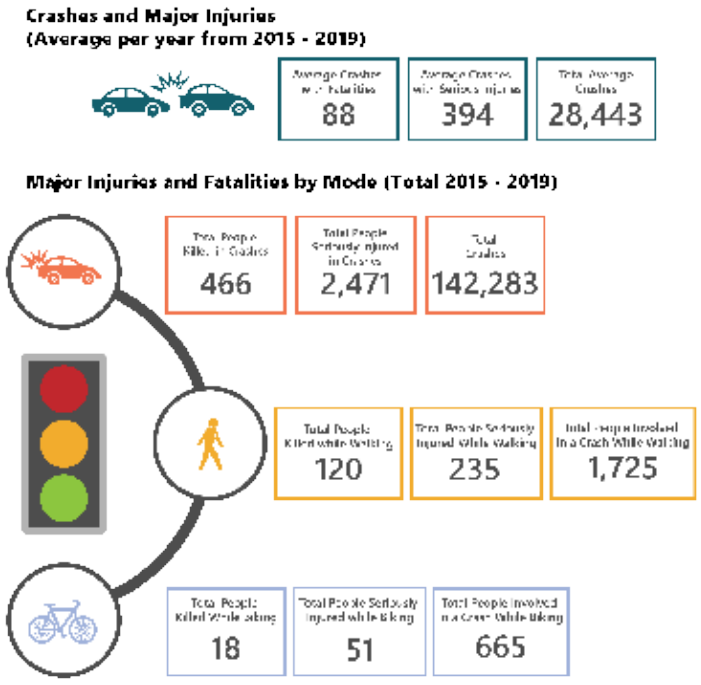
To support infrastructure recommendations, educational, encouragement and policy and programmatic changes will be necessary. ATG will review existing safety policies and processes and identify gaps or areas that require improvement. Based on the review, this task involves developing recommended changes to policies and processes to enhance safety measures as part of a holistic safe systems approach.

Task 7 – Strategy and Project Selections

The SS4A Action Plan's intent is to culminate in actionable projects and strategies to address specific targeted interventions that are prioritized according to established criteria. ATG takes a data-driven approach to select projects using regional data to identify potential high-impact infrastructure projects as well as those which will develop a more robust low stress network over time.

Task 8 – Progress and Transparency Methods

ATG understands that the intention of the action plan is to provide a roadmap for the future which will continue to be used both to guide progress forward as well as monitor that progress to ensure that the steps taken are resulting in the intended outcome – to reduce serious injuries and fatalities for all roadway users. The ATG team will work with RGV staff to help develop a tool to track progress following the adoption of the Safety Action Plan. In addition, we will establish a system for reporting progress transparently to stakeholders. ATG will complete a federally compliant Safety Action Plan that will prepare the RGVMPO or local municipalities to pursue implementation funding for identified projects under the SS4A or other federal funding programs.



A graphic from the RGVMPO 2045 Metropolitan Transportation Plan depicts local safety issues.

PROPOSED SCHEDULE

Given the anticipated award date shown in the RFQ, ATG anticipates an 11-month schedule for development of the SS4A. This allows time for reviews, briefings, and presentations to the MPO Technical Advisory and Policy Committees, key stakeholders, and the community. A graphic representation of the schedule is provided on page 9 of the full proposal.

PROPOSED SUBCONTRACTORS

Joining with ATG will be Aldana Engineering and Traffic Design, based in Weslaco. Aldana's team of traffic and transportation engineers will assist with the development of project cost estimates. In addition, Socius Amica Transportation Consulting will assist with community outreach to stakeholders and the public. Aldana and Socius Amica are both established teaming partners with ATG. This team has worked on the RGV 2050 MTP, Resilience & Sustainability, and Performance Management Framework projects.

REQUIRED CERTIFICATIONS AND SUBMITTAL

The ATG team includes Aldana Engineering and Traffic Design, a certified Disadvantaged Business Enterprise, as well as Socius Amica Transportation Consulting, a woman-owned and certified Disadvantaged Business Enterprise. DBE certifications and other required forms and certifications are provided.

TOOLS, EQUIPMENT, AND SUPPLIES

The ATG Team shall provide tools, equipment, supplies, materials, employees, management, and any other item or services as may be necessary to enable the ATG Team to provide the services required under the RFP's scope of service.

DELIVERABLES

Deliverables will include the following:

1. Final Comprehensive Safety Action Plan
2. Presentation and Workshop
3. Final Report and Documentation
4. Milestones

Understanding of Proposed Project

ATG is committed to partnering with the RGVMPO team to develop an inclusive Safe Streets for All (SS4A) plan that defines the regional vision, goals and objectives for safer roadways; meets multimodal mobility needs; and builds a future vision around the community's priorities.

Experienced, Multi-Disciplinary Team - The **ATG** Team of certified planners, demographers, traffic engineers, rpad safety professionals, accessibility specialists, bilingual public engagement specialists, and transportation analysts bring unparalleled expertise and commitment to the RGVMPO Safe Streets for All (SS4A) plan.

The Safe Streets For All (SS4A) program, a $5 billion discretionary grant program under the Bipartisan Infrastructure Law (BIL), aims to prevent deaths and serious injuries on the nation's roadways. Since our founding 25 years ago, ATG has been dedicated to safely and efficiently improving all modes of transportation. The ATG team of professional planners and engineers work closely with MPO staff to support the development of a comprehensive safety action plan (Action Plan). After identifying the major roadway safety concerns within communities, ATG assists in implementing projects and strategies to address these issues.

Action Plans are the foundation of the SS4A grant program. SS4A requires an eligible Action Plan be in place before applying to implement projects and strategies. The SS4A program provides funding for two types of grants:

Planning and Demonstration Grants provide federal funds to develop, complete, or supplement a comprehensive safety action plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, tribe, or region.

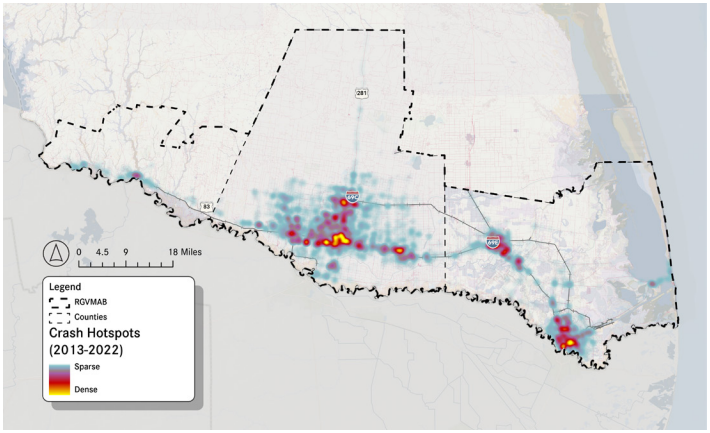
Implementation Grants provide federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem. Projects and strategies can be infrastructure, behavioral, and/or operational activities.

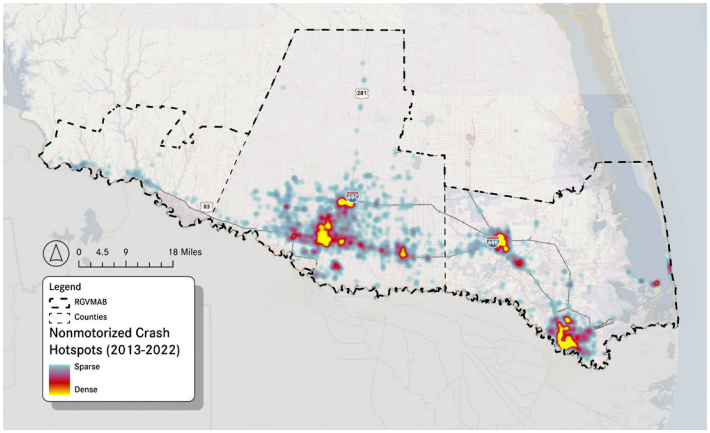
ATG has currently completed one community supported, federally compliant SS4A Action Plan as a major subconsultant, and is in the process of helping to complete another regional plan. In addition, we have completed eight active transportation plans, 28 MTPs, five mobility plans, and more than 60 transportation plans that incorporate many of the elements of the SS4A.

PROJECT NEEDS

The SS4A action plan requires a strong community role woven throughout the planning process. Having worked with communities in the Rio Grande Valley for over 20 years, ATG is well positioned to handle the project needs, which include the following: facilitate the adoption of a Vision Zero goal, coordinate Steering Committee meetings, analyze crash data, develop and implement a robust public engagement plan, and review projects, strategies, policies and processes. Throughout the development of the plan, ATG will consider equitable transportation access to marginalized communities and will create a transparent process for performance monitoring.

ATG will work hard to synchronize our efforts with ongoing studies in the region. ATG is aware that the Governmental Land Office (GLO) is coordinating a Pedestrian Egress Study looking at low-income residents' ability to get to areas of safety during flooding events and how active transportation networks are available to support those movements.





Crash hotspots and nonmotorized hotspots are depicted in the Rio Grande Valley from ATG's April 2023 Safety Analysis as part of the RGVMPO Resilience and Sustainability Analysis project

ATG is also aware of US Army Corps of Engineers regional drainage study looking at all drainage outfalls across a portion of the study area. As we coordinate our work on the SS4A Action Plan with these ongoing studies, we will identify projects with multiple benefits that will be strong candidates for implementation a variety of federal funding sources.



LOCAL ISSUES

Home to 1.8 million Texans, the RGVMPO boasts a rich cultural history with nine international bridges that cross into Mexico. The efficient, safe movement of people and goods across the Texas-Mexico border, and across counties, is necessary to the functions of the community. This need is expected to only grow deeper. Future transportation policies and programs are expected to enhance the connection of Texas and Mexico, promote economic development, and support the overall prosperity of the region.

In addition, the RGVMPO area has experienced rapid growth that has facilitated a need for a realistic network of practical and affordable improvements. With this growth has come unfortunate consequences - the RGVMPO region had more than 28,000 crashes in 2022, 125 of them fatal.

About 92% of RGVMPO residents are Hispanic or Latino, with a 31% poverty rate, introducing both challenges and opportunities for any plan or project undertaken in the Valley. A large population has limited English skills, and many people do not own cars.

WORK REQUIRED

ATG will provide a state-of-the-art plan that provides safe and accessible options for everyone walking, rolling, and driving throughout the RGVMPO area.

First, the ATG team will work with project leadership to define a specific vision, goals, and performance measures that align with overall objectives. After identifying members of a steering committee, focus groups, and the public, our work plan includes the development of a robust, bilingual program of communication tools to provide information and gather input from the community.

ATG values contributions from all members of the community. We welcome the opportunity to meet residents where they live, work, and gather to share our analyses, incorporate their experiences, and needs to make sure the region's mobility network provides for a multitude of mobility options that promote safety of choice and access. Establishing project priorities informed with stakeholder and community input is a vital component of the SS4A process.

ATG's equity analyses focused on underserved communities will inform the public engagement process and project recommendations.

In addition, our planners and engineers understand the safety analyses called for under the SS4A program. Our traffic engineering team analyzes crashes to identify crash modification factors and to develop roadway designs to address specific issues. Our traffic engineering team has extensive experience analyzing crashes using a variety of methods, including historic crash analyses, predictive crash analyses, corridor and intersection level analyses, and bicycle and pedestrian crash analyses.



Some of RGVMPO's planning challenges are unique to the area. ATG has helped RGVMPO develop plans that address these challenges.

Proposed Workplan

PROJECT MANAGEMENT / INITIATION

ATG has crafted, based on experience gained and lessons learned in our long-standing practice, a project management style tailored specifically to the Rio Grande Valley MPO's unique needs for this particular project. Our approach is designed to meet the objectives identified in the scope below, and also will be adaptable for any unknown challenges and needs that may arise. We incorporate a standard that results in the complete and thorough execution of all outlined tasks. ATG's effective project management methods will serve as the foundation of our project approach and execution.

PROJECT OVERSIGHT

Our Project Manager, Ellen Soll, AICP, will be responsible for day-to-day operations of the project team for the plan, and she serves as the main point of contact. Ms. Soll is an experienced project manager and active transportation planning lead. She will oversee the development of a full Project Management Plan (PMP), schedule, and all project management materials.

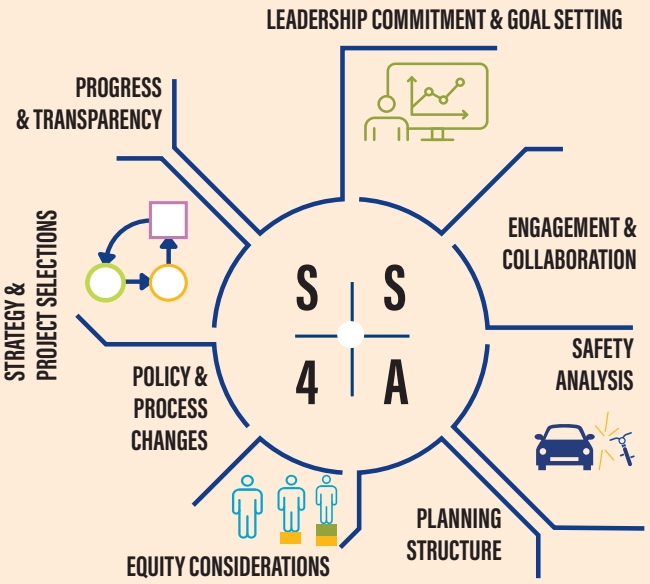
PROJECT ADMINISTRATION AND PROGRESS REPORTS

The ATG Team will organize monthly project management meetings, provide agendas prior to each meeting, and follow up with meeting notes. ATG will submit monthly invoices and progress reports detailing work performed since the previous progress report and identify tasks to be performed within the next reporting period.

QUALITY ASSURANCE/QUALITY CONTROL (QA/QC) PLAN

ATG provides a detailed approach to QA/QC that will be implemented by all members of the ATG team. The QA/QC Plan will outline review processes and periods for all work to ensure that the work is conducted and completed in accordance with MPO, federal, state, city and local requirements and applicable standards. The ATG quality management process provides tools and information to assess ongoing project performance and to ensure on-time delivery of quality products that meet the client's needs and expectations.

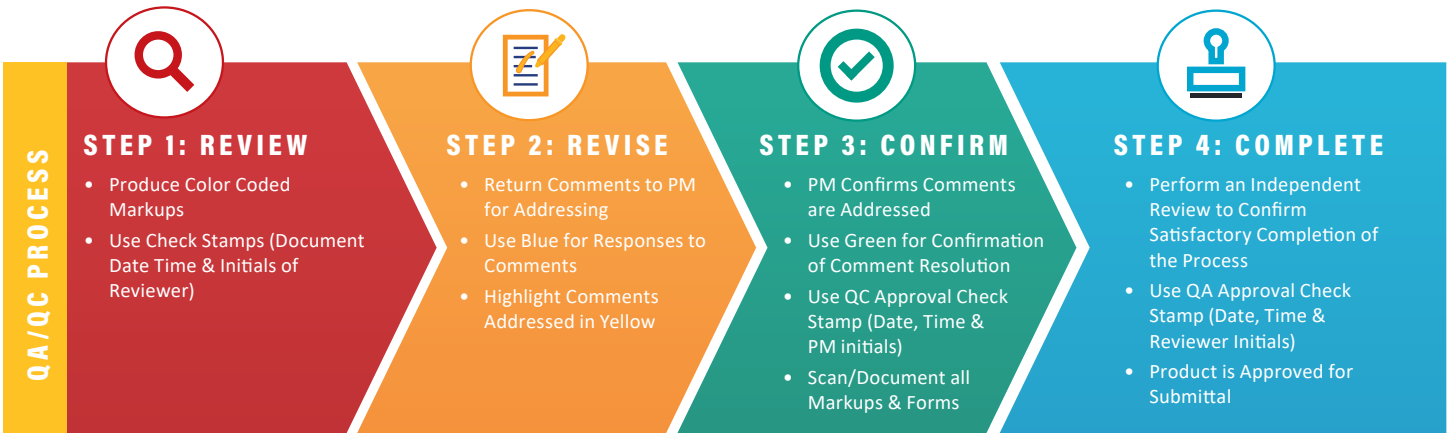
SS4A ACTION PLAN COMPONENTS



TASK 1: LEADERSHIP COMMITMENT AND GOAL SETTING

Define a clear timeline for the elimination of roadway fatalities and serious injuries

A key component of the SS4A program is a commitment by a high ranking official or governing body to the elimination of roadway fatalities and serious injuries within a defined timeframe. The adoption of a vision zero statement lays the foundation for eligibility to fund identified projects through implementation grants under the SS4A program.



TASK 1.1: DEVELOP GOALS, OBJECTIVES, AND PERFORMANCE MEASURES:

The ATG team will work with a steering committee to define specific goals, objectives, and performance measures that align with the RGVMPO's overall objectives and each County and Municipalities' unique character and the safety issues that may vary based on their built environment, demographics, capacity, and identity. It is important to ensure that the action plan adheres to the requirements of the SS4A Planning Grant, however it must first and foremost provide real benefit to each community. Goals, objectives and performance measures will be derived from those transportation principals set forth in the Bipartisan Infrastructure Law and those previously set forth in the FAST Act; from community input, and from the review of existing conditions and crash data.

TASK 1.2: DEVELOP COMMITMENT DOCUMENTATION AND PRESENT TO LEADERSHIP

Using their policy development expertise, the ATG team will draft the policy commitment statement that can be adopted by the instrument and political entity that will carry out implementation. If cities or counties engaged in the process anticipate pursing implementation funding for the eventual implementation of projects and strategies identified through the Safety Action Plan development process, then their leadership should be engaged early and often, with the ultimate goal of all entities participating in the process adopting the commitment statement to eliminate roadway fatalities and severe injuries.

TASK 2: PLANNING STRUCTURES

Establish a committee, taskforce, implementation group or similar oversight body responsible for the development, implementation, and monitoring of the Action Plan

Our planning processes use a steering committee to ensure that the process is communicated to decision-makers throughout the project's lifecycle and to track progress towards the elimination of fatal and severe crashes after plan adoption. ATG'S planning team includes skilled facilitators who listen to steering committees, focus groups and the public to ensure a community driven plan unique to each community and its residents.

TASK 2.1: PROJECT STEERING COMMITTEE (PSC)

This task involves establishing a single committee comprising relevant stakeholders who will contribute to the planning and decision-making processes of the overarching project. It will be comprised of one or two individuals from each County in the MPO area as well as the municipalities of Brownsville, McAllen, Edinburg, Mission, Pharr and Harlingen, the TxDOT Pharr District, and other stakeholders as identified during project scoping. Quarterly meetings with this group will create a framework aligning the vision, goals and actions with projects and strategies to achieve the eventual elimination of severe injury and roadway fatalities. ATG will assist with the coordination of quarterly meetings with the project steering committee, as well as prepare meeting agendas, presentation materials and handouts, and provide meeting notes.

TASK 2.2. COUNTY/SMALL AREA TECHNICAL ADVISORY COMMITTEES (TACS)

Membership of the Steering Committee will be further subdivided into two to three smaller groups by geography for the purpose of identifying crash issues, safety countermeasures, and equity and outreach at a more fine-grained scale. This task includes preparing and conducting two to three committee meetings or interactive working sessions, such as walking audits or site visits, enabling collaboration and discussion among the committee members about specific geographic issues. ATG will prepare an agenda, notification materials, presentation and handout materials, as well as notes following the meetings.

TASK 3: SAFETY ANALYSIS

Conduct an in-depth analysis of existing conditions and historical trends related to the roadway crashes involving fatalities and serious injuries

Provide a baseline assessment of the current state of the road safety within the designated area

ATG has developed expertise in the safety analyses called for under the SS4A program, using TxDOT Crash Records Information System (CRIS) data, Roadway Inventory Data, and geospatial analysis tools to identify specifically address the precise implementation solution needed in a specific location.

SS4A PLANS AIM TO MAKE STREETS SAFER FOR ALL TRANSPORTATION MODES



TASK 3.1: EXISTING 5-YEAR HISTORIC CRASH ANALYSIS

The ATG team will conduct a safety analysis, using crash data from TxDOT's Crash Records Information System (CRIS) data for a five-year period. Crashes will be funneled into a two-prong analysis based on mode – vehicular only and vulnerable users (people walking and biking). This effort will involve identifying the high injury network where the highest concentrations of fatal or severe injury (F&SI) crashes are occurring within the study area.

The top locations for vehicular crashes are analyzed according to crash type, severity level, and other contributing factors. Once hot spots and the high injury network are identified, roadway characteristic data is analyzed to understand underlying commonalities between these locations. Proven safety countermeasures are identified that respond to the exact conditions identified to program projects that will statistically result in greater safety benefits.

The ATG team will then perform a risk-based vulnerable user network assessment. Crash data is supplemented with additional connectivity analyses to understand walking and biking patterns in order to identify projects that are specifically geared to the vulnerable road users.

TASK 4: ENGAGEMENT AND COLLABORATION

Foster meaningful partnerships with local communities, transportation stakeholders, and relevant organizations to ensure collective input and commitment toward road safety improvements

ATG designs and executes effective public engagement processes. Our team values the contributions of all members of the community, including vulnerable populations, so we develop processes intended to ensure that everyone can participate fully in the process. To do this, our team employs a process by which we establish a public involvement plan with performance goals for participation, and track progress throughout the engagement process to adjust efforts to achieve desired goals.

We know from experience working with historically disadvantaged communities, and low- and moderate-income families, that access to safe and convenient transportation facilities is a high priority, yet these communities often have the least time to participate and advocate for their safety needs. We set benchmarks for at-risk populations where extra effort may be needed and build this into the plan for public engagement.

INVOLVEMENT TOOLS

TRADITIONAL
From postcards to signage to press releases, traditional forms of communication are still essential to engagement of multiple population segments.

ONLINE
The project hub will be an interactive, informative, and engaging website that will be complemented with active and branded social media (YouTube project channel, Twitter, LinkedIn, Facebook), strategic surveys (MetroQuest, Survey Monkey, Google Doc) and other evaluation tools.

IN-PERSON
The relationships we build throughout the process are our No. 1 priority. This will include our traveling roadshow, charettes, focus group meetings and public meetings.

TASK 4.1: COMMUNITY ENGAGEMENT PLAN:

ATG will develop a Community Engagement Plan (CEP) to engage and involve the community in the project, ensuring their input and feedback are considered throughout the process. The Community Engagement Plan will be informed by the Equity Analysis and take into consideration various factors that we are familiar with based on our decades of experience working in the Rio Grande Valley. These challenges include a high percentage of carless population and language barriers with non-English speaking community members.

TASK 4.2: MEETINGS MATERIALS, WEBSITE, AND COORDINATION:

The ATG team engages our internal team of planners, web designers, and graphic designers to develop online





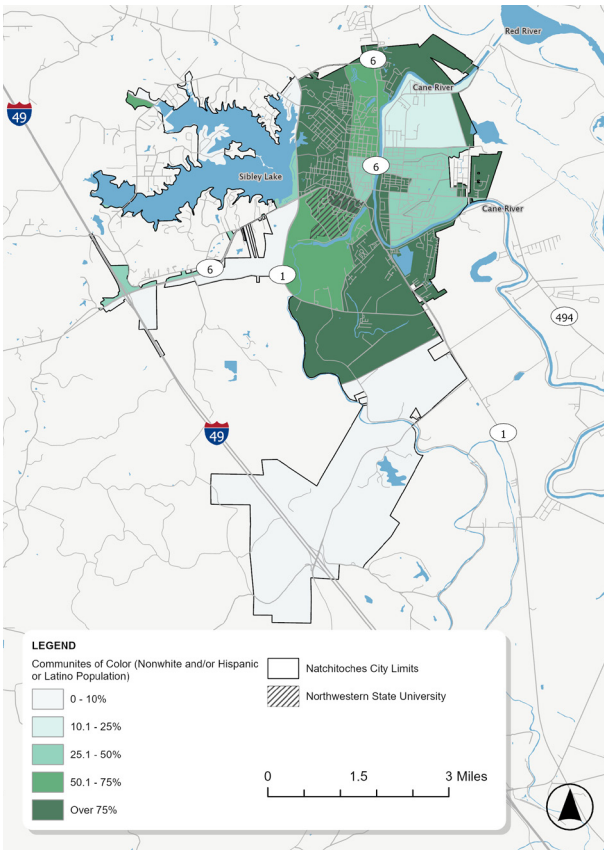

Project Engagement Activities

and outreach materials that follow a consistent project brand and achieve key objectives at various milestones throughout a project. This includes hosting a freestanding micro-website with online engagement tools, social media graphic posts, meeting posters, handouts and presentation materials.

TASK 4.3: POP-UP MEETINGS AND IN-PERSON MEETINGS

During the initial project stage, while the project team is gathering and analyzing demographics and safety data, public outreach will involve informing the public of the effort, steering them toward the website / project brand for recognition, and asking them for input about transportation behaviors and problems they are experiencing when traveling throughout the region. This will occur primarily through the website and use the "pop-up" or intercept method to "meet the public where they are." We will work with the PSC to identify appropriate venues; we can also train local ambassadors to assist. This will build capacity and extend the effort beyond that which can be accomplished by the consultant team alone.

After the project team has reviewed safety problems and has identified potential solutions, in-person meetings or stakeholder meetings will be conducted to provide updates, gather feedback on the proposed solutions, and collect initial input on priorities for implementation. At this stage, we find an open house style format tends to strike the right balance between an informality that lends itself to a dialogue between community members and project team members, but also allows for enough formality to ensure that the proposed solutions are aligned with a community vision. If stakeholder meetings are preferred, we would work with the Technical Advisory Committee to identify invitees. One meeting per county or major city is recommended.



Natchitoches SS4A equity analysis

TASK 5: EQUITY CONSIDERATIONS

Integrate a robust equity framework into all project activities, addressing disparities in road safety outcomes and ensuring fair access to the benefits of the SS4A Action Plan across diverse communities

The ATG team understands that developing a transportation equity plan goes beyond ensuring that vulnerable populations are included in the planning process, but also includes best practices performance measures that will lead to more equitable outcomes in the future.

TASK 5.1: EQUITY ANALYSIS

ATG's approach to equity analysis begins with preparing a demographic overview, identifying trends in population and economic growth, decline, and drill down into the population characteristics including transportation, health, environmental, economic, resiliency, and equity factors. Underserved communities are identified to identify disparate impacts, focused engagement areas, and to align projects with intentional benefits.

To ensure alignment with the SS4A Self Certification Checklist for communities wishing to seek additional implementation funds under the same program, we use the US DOT's Transportation Disadvantaged Dashboard Transportation Disadvantaged Census Tracts (arcgis.com) to show demographic dynamics of the study area according to previously identified thresholds. This is supplemented with US Bureau of the Census American Community Survey (ACS) 5-year data at the Census Tract level to drill down to understand individual neighborhoods and corridors.

This analysis is used during the planning process to encourage participation from groups that may not traditionally engage in community planning events and activities, and then again during the project selection and prioritization process to produce equitable outcomes in terms of safety improvements.

TASK 6: POLICY AND PROCESS CHANGE

Evaluate existing policies, plans, guidelines and standards to identify opportunities for enhancing transportation safety prioritizations.

The ATG Team understands that one of the areas where the SS4A program goes above and beyond the traditional model by pulling in the policy change through the adoption of the core commitment by a high-ranking official, which then links to the need for an update to the "inward facing" processes, plans, procedures, guidelines, legal instruments to identify necessary institutional changes that will follow in order to change the course of business as usual.

TASK 6.1: REVIEW CURRENT POLICIES AND PROCESSES TO ADDRESS SAFETY AND DEVELOP RECOMMENDED CHANGES

At ATG, we believe that to achieve safer people, safer roads, and safer speeds requires a holistic safe systems approach. To support infrastructure recommendations, educational, encouragement and policy and programmatic changes will be necessary. ATG will review existing safety policies and processes and identify gaps or areas that require improvement. Based on the review, this task involves developing recommended changes to policies and processes to enhance safety measures as part of a holistic safe systems approach.

TASK 7: STRATEGY AND PROJECT SELECTIONS

Identify a comprehensive set of evidence-based projects and strategies informed by data, best practices, stakeholder input, and equity considerations.

Address the safety issues identified in the Action Plan

The SS4A Action Plan's intent is to culminate in actionable projects and strategies to address specific targeted interventions that are prioritized according to established criteria. ATG takes a data-driven approach to select projects using regional data to identify potential high-impact infrastructure projects as well as those which will develop a more robust low stress network over time.

TASK 7.1: PROJECT PRIORITIZATION CRITERIA

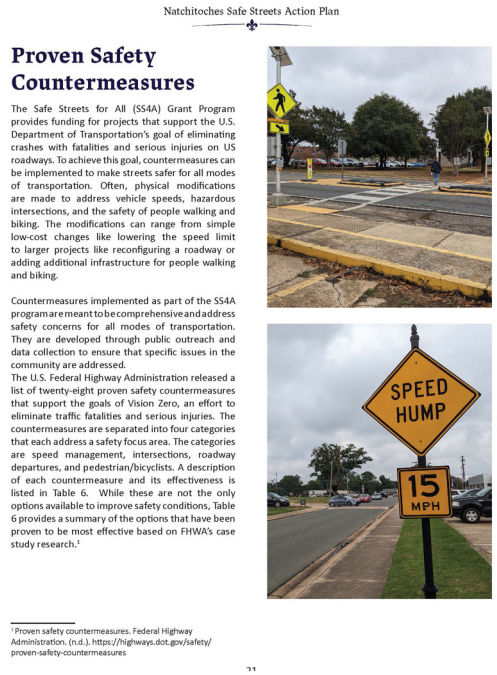
Methods and countermeasures to address crashes on the high injury network will be derived from the crash analysis. The reduction in potential predicted crashes will enable an analysis of the benefits which can be used to prioritize and phase projects.

TASK 7.2: PROJECTS TO IMPROVE SAFETY AT HOT SPOTS

A series of recommended projects and interventions to address the specific safety issues present at the identified high crash locations will be developed. Projects will be mapped in ESRI Online GIS for future use in project dashboards. Order of Magnitude Cost Estimates will be prepared for the top 25 projects identified. ATG has prepared dozens of projects that include identifying projects, estimating their cost, and aligning them with potential funding sources so that our clients can realize their transportation goals and make real change in their communities.

TASK 7.3: DEVELOP AREAWIDE STRATEGIES TO ADDRESS IDENTIFIED SAFETY ISSUES

Pedestrians and bicyclists are far more likely to be killed or seriously injured than people driving or riding as a passenger in a vehicle. ATG takes a network-based approach to identifying the places where people want to walk or bike, where it is difficult to do so, and what barriers they must navigate. Then we develop an active transportation conceptual network in which additional time or space may be necessary to improve safety and comfort for people walking and biking. This is part of our equity-based planning, as we know that people with lower incomes, and communities of color, are more likely to rely on transit, have lower levels of car ownership, and are overrepresented in fatal and severe injury (F&SI) crashes for people walking or biking.


Natchitoches Safe Streets Action Plan

Proven Safety Countermeasures

The Safe Streets for All (SS4A) Grant Program provides funding for projects that support the U.S. Department of Transportation's goal of eliminating crashes with fatalities and serious injuries on US roadways. To achieve this goal, countermeasures can be implemented to make streets safer for all modes of transportation. Often, physical modifications are made to address vehicle speeds, hazardous intersections, and the safety of people walking and biking. The modifications can range from simple low-cost changes like lowering the speed limit to larger projects like reconfiguring a roadway or adding additional infrastructure for people walking and biking.

Countermeasures implemented as part of the SS4A program are meant to be comprehensive and address safety concerns for all modes of transportation. They are developed through public outreach and data collection to ensure that specific issues in the community are addressed.

The U.S. Federal Highway Administration released a list of twenty-eight proven safety countermeasures that support the goals of Vision Zero, an effort to eliminate traffic fatalities and serious injuries. The countermeasures are separated into four categories that each address a safety focus area. The categories are speed management, intersections, roadway departures, and pedestrian/bicyclists. A description of each countermeasure and its effectiveness is listed in Table 6. While these are not the only options available to improve safety conditions, Table 6 provides a summary of the options that have been proven to be most effective based on FHWA's case study research.[1]

[1] Proven safety countermeasures. Federal Highway Administration. (n.d.). https://highways.dot.gov/safety/proven-safety-countermeasures

Natchitoches SS4A countermeasures example

TASK 7.4 COUNTERMEASURE TOOLBOX

A safety analysis toolbox will be developed that will help provide key insight into the effectiveness of deploying a particular countermeasure in a given circumstance. High level order of magnitude cost estimate (per mile or per unit costs) will be provided for up to 20 selected countermeasures.

TASK 8: PROGRESS AND TRANSPARENCY

Develop methods to measure progress and outcomes over time after the Action Plan's development or updates

Establish a system for reporting progress transparently to stakeholders

ATG understands that the intention of the action plan is to provide a roadmap for the future which will continue to be used both to guide progress forward as well as monitor that progress to ensure that the steps taken are resulting in the intended outcome – to reduce serious injuries and fatalities for all roadway users.

TASK 8.1: DEVELOP A SCORECARD TO TRACK STATUS AND IMPLEMENTATION PLAN FOR ONGOING MONITORING AND DATA CONTINUITY

ATG will work with RGV staff to develop a tool to track progress following the adoption of the Safety Action Plan. To arrive at a decision, ATG will provide sufficient support and background information on the range of options for performance tracking systems, from simple scorecards to more sophisticated data dashboards to monitor and report the progress of the project in achieving its safety goals and objectives.

ATG has a proven track record of success in the multi-disciplinary approach required to successfully develop a Safety Action Plan that is consistent with the US Department of Transportation's Safe Streets and Roads for All (SS4A) Program and contains all of the required elements. Furthermore, ATG has design professionals on hand to produce high quality, visually rich documents that are user friendly.

ATG will prepare an initial draft of the Action Plan Report that includes relevant components, findings, analysis, strategies, and projects discussed and developed throughout the project. The draft report will be comprehensive, well-structured and graphically rich including charts, graphs, and infographics as needed to convey information to the public. Once the draft report has been reviewed and any necessary revisions or adjustments have been made, ATG will develop the final version of the Action Plan Report. The final report will incorporate any feedback provided during the review process, and be polished, accurate and reflective of the planning process and provide clear performance-based planning guidance to occur upon adoption. An executive summary document will be prepared highlighting the most essential project information including the vision, strategies and expected outcomes of the Action Plan.

DELIVERABLES

Final Comprehensive Safety Action Plan

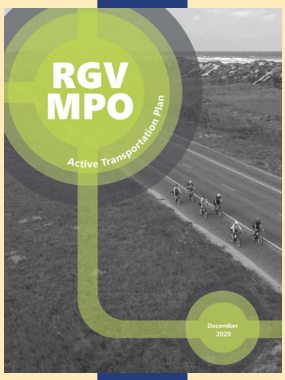
- Compilation of all findings, analyses, plans, and strategies into a final, cohesive Comprehensive Safety Action Plan
- An Executive Summary summarizing the main objectives, strategies, and expected impact of the Action Plan

PRESENTATION AND WORKSHOP

- Delivery of a comprehensive presentation summarizing the Action Plan to stakeholders, highlighting key findings, strategies, and implementation steps.
- Facilitation of workshops to gather feedback and refine the Action Plan based on stakeholders' input
- ATG will prepare several meeting presentations for use throughout the Action Plan development process, including a comprehensive summary presentation to be used after the plan's completion to highlight key findings, strategies and implementation steps.

FINAL REPORT

- A comprehensive final report detailing the entire project lifecycle, including methodologies, analyses, engagement activities, and project outcomes
- All relevant documentations, data sources, and materials used during the project
- In addition to the public facing Action Plan document, ATG will a comprehensive final report appendix that includes all technical analyses, including methodologies and results, all public engagement materials and results, and provide an ESRI ArcGIS Map Package containing all geospatial information.





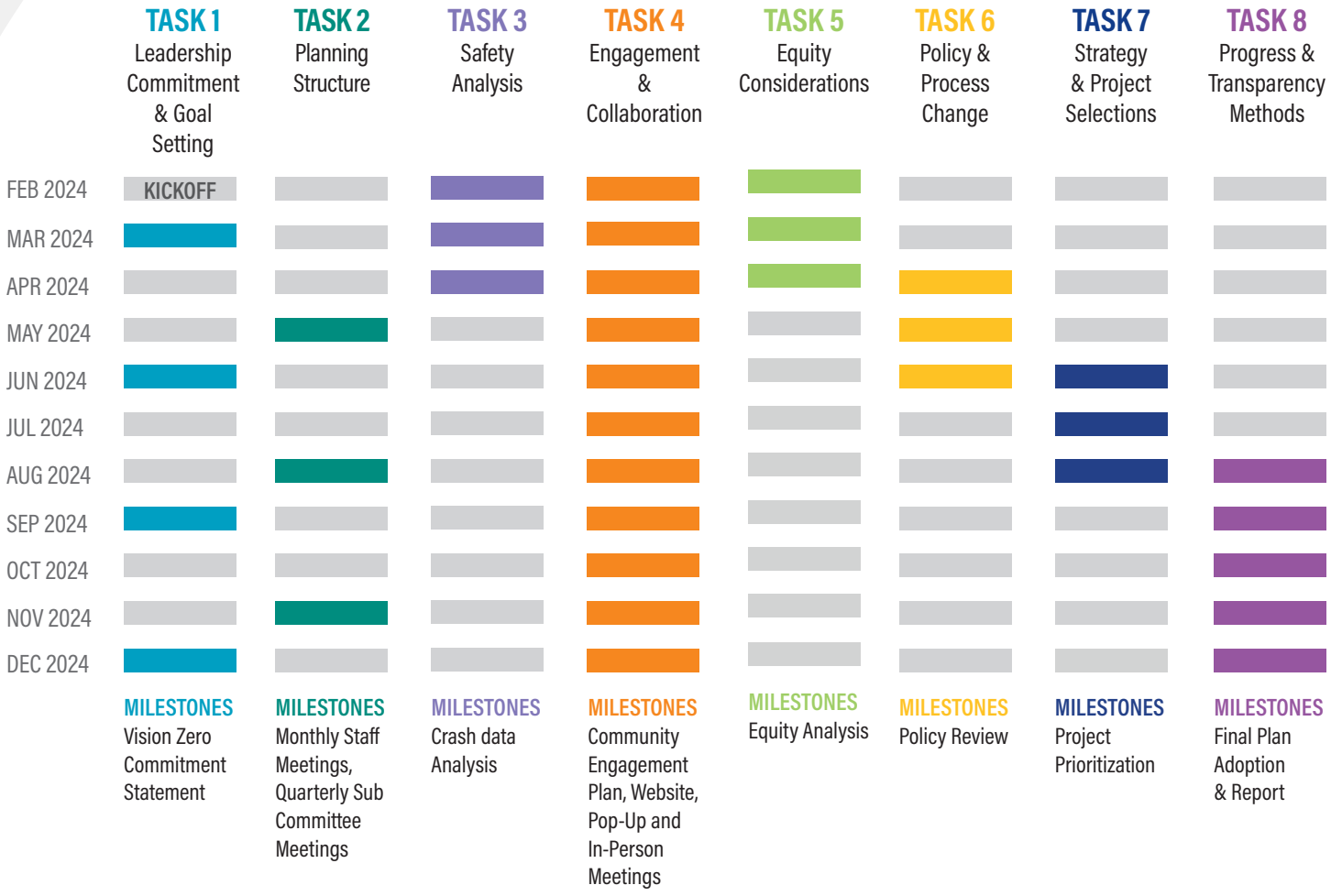
Report Cover Samples





Project Schedule

ATG plans to complete this SS4A plan on an 11-month schedule, allowing time after each task for RGVMPO to review our analysis and findings.



City of Natchitcohes | Comprehensive Safety Action Plan | Natchitoches, LA



ATG was part of a team selected by the City of Natchitoches to prepare a Comprehensive Safety Action Plan.

The plan will achieve a Leadership Commitment to the elimination of fatal and severe injury (F&SI) roadway crashes by aligning the goals and visions of the community with actionable projects to achieve that end, working with community leaders including the Mayor and City Council. ATG coordinated a steering committee comprised of technical experts and community members to provide Planning Structure over the process. Safety Analyses assessed five years of crash data and determined locations and key contributing factors, characteristics and causes of historic crashes for motor vehicles and people walking and biking. Community engagement and collaboration occurred through online and neighborhood listening meetings to gather input and feedback from the public. ATG performed equity analyses to ensure that minorities and other vulnerable populations were fully included in the process and project recommendations were evaluated to ensure that projects are distributed in a manner that benefits all members of the community.

Strategies to reduce crashes were developed and paired with locations to identify projects that, when implemented, will reduce the types of conflicts that are resulting in an over representation of crashes at these locations. To set the City of Natchitoches up for continued success, ATG is assisting them with the development of a dashboard that can be used to track progress and transparently report progress to community members. An action plan summarized the process and guide future improvements to eliminate fatal and severe roadway crashes in the future.

KEY STAFF

JD Allen, AICP, WSO-CSSD, TSSP-Rail/Bus, PTSCTP

Ellen Soll, AICP

Ed Elam, AICP, PTP, TSSP-Rail, PTSCTP

Ben Magallon, AICP, PTSCTP, TSSP-Rail

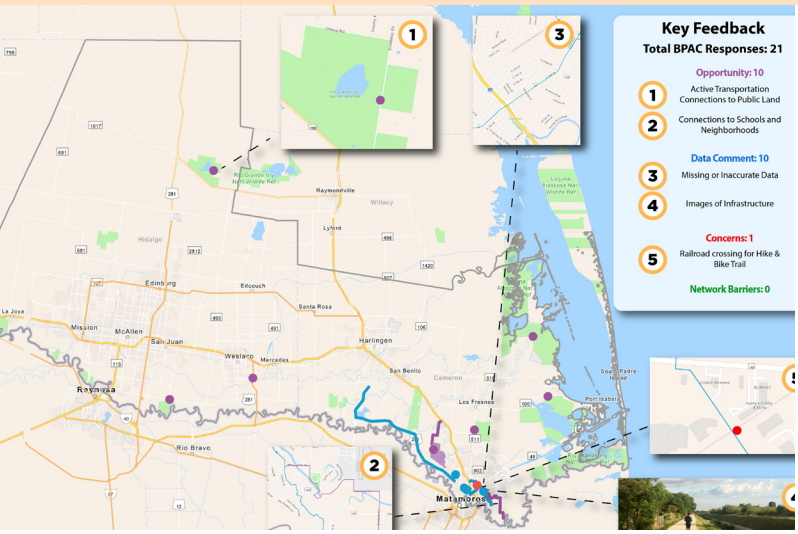
Colin Ash, AICP

REFERENCE

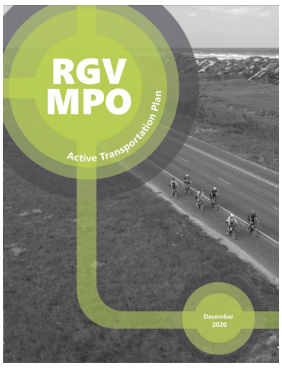
Nick Verret, PE | City Engineer

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RGVMPO | 2045 Metropolitan Transportation Plan (MTP) | Rio Grande Valley, TX



The Rio Grande Valley MPO engaged ATG to develop and deliver a comprehensive 2045 MTP that forges a new regional vision for transportation in the Rio Grande Valley while respecting what makes each of its component communities in the former Brownsville, Harlingen San Benito and Hidalgo County MPOs unique. In addition to ATG's successful history delivering MTPs that are compliant with applicable regulations, our firm offers a deep understanding of the relationship between the planning process and the federal rules and how to apply that understanding toward achieving a plan that meets or exceeds our client's needs.



Our local knowledge allowed us to tailor the 2045 MTP to the preferences and requirements specific to the RGVMPO and the newly joined community at large. Having assisted the regional planning organizations with previous planning efforts, ATG was uniquely qualified to help the RGVMPO's planning partners and decision makers visualize the connection between local goals and the 2045 MTP, solidifying buy-in to the plan and supporting better outcomes for the community.

ATG's performed a data-driven social, economic, environmental impact analysis that considered the resilience of the multimodal transportation system infrastructure, and reviewed how planning and policy driven mechanisms might affect the sustainability and resilience of the Lower Rio Grande Valley community. This process stet the groundwork to help inform regional policy makers on how overall regional sustainability and resilience are impacted by transportation infrastructure investments.

ATG conducted additional data gathering, analysis, stakeholder engagement, and consensus building to develop two robust subcomponent work products as planning tools for a more focused implementation of active transportation and transit recommendations through a Ten Year Transit Development Plan and a Regional Active Transportation Plan. ATG also helped the RGVMPO implement innovative methods for public involvement and stakeholder engagement in response to COVID-19, developing interactive virtual open house tools and platforms.

KEY STAFF

JD Allen, AICP, WSO-CSSD, TSSP-Rail/Bus, PTSCTP

Ed Elam, AICP, PTP, TSSP-Rail, PTSCTP

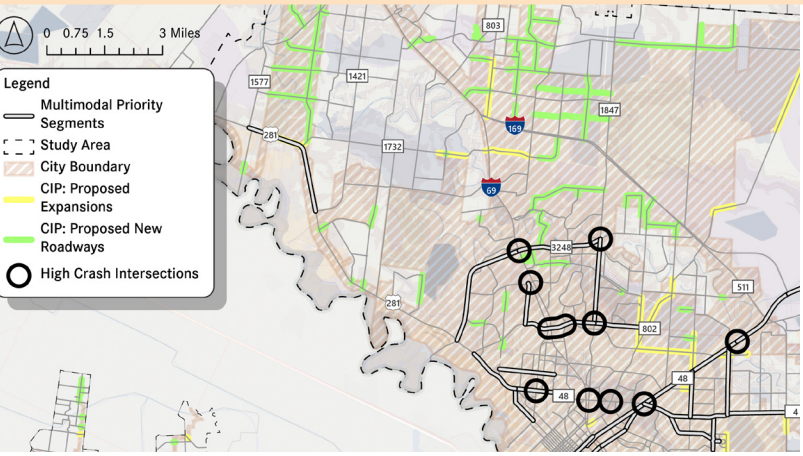
Ben Magallon, AICP, PTSCTP, TSSP-Rail

REFERENCE

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City of Brownsville | Brownsville Mobility Plan | Brownsville, TX



ATG is working with the City of Brownsville to develop a strategic mobility plan that uses innovative transportation planning tools and resources to launch a road map for comprehensive transportation investment.

The plan will help guide multimodal transportation infrastructure investment decisions that meet safety, mobility, equity and economic development goals. This project includes an analysis of the transportation network; travel demand modeling to identify future issues and analyze solutions; roadway and intersection analysis to optimize system performance; and engagement with innovation companies to ensure the network considers emerging trends in urban air mobility and smart city program development.

KEY STAFF

JD Allen, AICP, WSO-CSSD, TSSP-Rail/Bus, PTSCTP

Ed Elam, AICP, PTP, TSSP-Rail, PTSCTP

Ben Magallon, AICP, PTSCTP, TSSP-Rail

REFERENCE

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City of Temple | Mobility Master Plan | Temple, TX



ATG led a multidisciplinary team of consulting firms to develop and deliver of a Mobility Master Plan (MMP). To achieve the City's goals, ATG designed the MMP to be a unifying document that transcends the confines of standard transportation system planning to achieve a vision for the City's future with four primary themes:

Livability – ATG designed the MMP to deliver a transportation system that fits into context with the community and pulls together the threads of the City's vision for transportation, quality of life, equity, and sustainability.

Vitality – ATG designed an MMP development process that provides a return on investment in terms of transportation system performance, economic vitality, and job creation.

Community – ATG designed a public involvement process that connected key stakeholders and the public using a variety of tools to empower community participation.

Mobility and Safety – ATG delivered technical analysis and recommendations to support multimodal solutions that address transportation system safety, operations, infrastructure and safety.

KEY STAFF

JD Allen, AICP, WSO-CSSD, TSSP-Rail/Bus, PTSCTP

Ed Elam, AICP, PTP, TSSP-Rail, PTSCTP

Ellen Soll, AICP

Ben Magallon, AICP, PTSCTP, TSSP-Rail

REFERENCE

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NORPC | Safe Streets for All (SS4A) | Southeast Louisiana

ATG was part of a team selected by the New Orleans Regional Planning Commission to prepare a Vision Zero Plan for St. John the Baptist, Tangipahoa, and St. Tammany Parishes. The New Orleans RPC was awarded a federal planning grant under the Safe Streets and Roads for All program. In order to fulfill the grant requirements and ensure that recommended projects are eligible for implementation funding under the same program, the plan will address all of the required planning grant components.

For this planning effort, ATG is a major subconsultant, leading several of the essential components. ATG is leading a robust public engagement effort to reach people throughout the three parish study area using a variety of online and in-person mechanisms. This includes developing and maintaining a micro-website that includes a variety of engagement features including an interactive map, visual preference survey and comment collection. The website also serves as a public receptacle where people can go and learn more about the project and view archived materials. In-person events include formal presentations, open house meetings, and intercept activities.

ATG is also leading the effort to develop an ongoing monitoring and evaluation tool to track progress to achieve Vision Zero after the plan development period ends. Working with NORPC, we are identifying the appropriate monitoring dashboard and selection of performance metrics.

ATG is leading the effort to work to gain a leadership commitment to the elimination of fatal and severe injury (F&SI) roadway crashes by developing a framework that aligns the goals, principles, actions, and metrics with the visions of the community leadership.

ATG is also supporting the existing conditions, safety analysis and development of policy recommendations, as well as assisting with the development of a graphic rick plan that meets all grant requirements and prepares projects for implementation funding.

KEY STAFF

JD Allen, AICP, WSO-CSSD, TSSP-Rail/Bus, PTSCTP

Ed Elam, AICP, PTP, TSSP-Rail, PTSCTP

Ellen Soll, AICP

Colin Ash, AICP

REFERENCE

Jeff Roesel | Executive Director

p 504.483.8528 | **e** jroesel@norpc.org

RGVMPO | Resilience and Sustainability Framework | Lower Rio Grande Valley, TX



The Rio Grande Valley MPO has selected ATG to assist in the development of a comprehensive resilience and sustainability framework for regional transportation investment decision making. The final framework will include a methodology to implement a scalable framework within the MTP program update process at the project, corridor, and system scale. The report will begin with a complete analysis of regional stressors, both acute and chronic, such as floods, hurricanes, soil conditions, heat, border security and connectivity, and their impacts on the community. Following extensive outreach with local government stakeholders and the public, the project team will develop a suite of policies, programs, and projects that mitigate the lasting effects of chronic stressors while ensuring resilience in the face of unanticipated risks. Finally, the team will provide the MPO with a specialized method for prioritizing investment decisions for incorporation into the organization's overall planning framework.

KEY STAFF

JD Allen, AICP, WSO-CSSD, TSSP-Rail/Bus, PTSCTP

Ed Elam, AICP, PTP, TSSP-Rail, PTSCTP

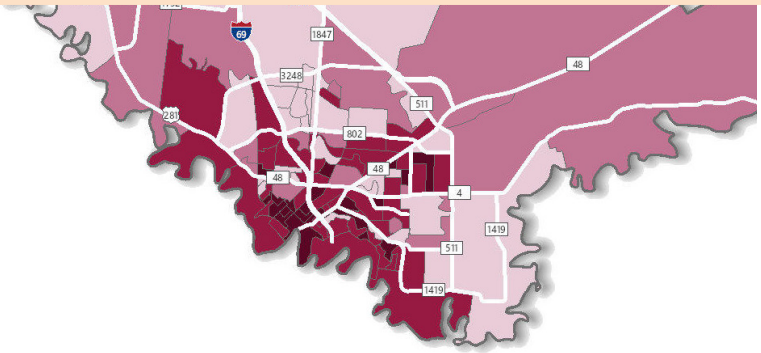
Ben Magallon, AICP, PTSCTP, TSSP-Rail

REFERENCE

Luis Diaz | Interim Executive Director

c 956.279.7909 | **e** ldiaz@rgvmpo.org

RGVMPO | Performance Management Framework | Lower Rio Grande Valley, TX



The Rio Grande Valley MPO has selected Alliance Transportation Group, LLC to assist in the development of a Performance Management Framework using MAP-21/FAST Act-compliant performance measures, prioritization criteria, and performance targets and set the MPO up for success by looking ahead at new requirements set under the BIL. The framework will be linked to the public involvement process and will be designed to be easily applied by the RGVMPO to identify priorities for project development. Likewise, the performance management framework will represent a transparent process easily communicated to staff, decision makers and the public so that confidence exists in its application and use. This framework will ultimately provide the RGVMPO with the tools needed to report regularly on performance measures while retaining the ability to review and adapt priorities, data, and reporting measures if/and when new performance measure requirements are put forward by the State, or Federal Department of Transportation.

KEY STAFF

JD Allen, AICP, WSO-CSSD, TSSP-Rail/Bus, PTSCTP

Ed Elam, AICP, PTP, TSSP-Rail, PTSCTP

Ben Magallon, AICP, PTSCTP, TSSP-Rail

REFERENCE

Luis Diaz | Interim Executive Director

c 956.279.7909 | **e** ldiaz@rgvmpo.org

Personnel and Staffing

ORGANIZATIONAL CHART

The organization chart below shows our proposed key staff and respective roles in this RFQ. Our proposed team has experience working with the RGVMPO, delivering high quality products on time and on budget. Together, our key personnel bring decades of experience successfully working with MPOs to support regional multimodal priorities. Our plans incorporate resiliency and sustainability principals, provide opportunities for community education and stakeholder engagement as well as excel at documenting compliance with all applicable federal and state requirements. We look forward to continuing our successful working relationship with Rio Grande Valley MPO. The following pages include full resumes of each team member including a summary of their qualifications and experience.

Rio Grande Valley Metropolitan Planning Organization

Principal in Charge

JD Allen, AICP, WSO-CSSD, PTSCTP, TSSP-Rail/Bus

Quality Manager

Ed Elam, AICP, PTP, PTSCTP, TSSP-Rail

Project Manager

Ellen Soll, AICP

Deputy Project Manager

Ben Magallon, AICP, PTSCTP, TSSP-Rail

Transportation Planning

Colin Ash, AICP

Meredith Greene, AICP
Socius Amica

Crash Analysis and Project Identification

Jack Shick, P.E., PTOE

Sydnie Fiocca, P.E. RSP 1

Sebastian Sampayo, EIT

Albert J Aldana, P.E.
Aldana Engineering

Albert J Aldana, Jr.
Aldana Engineering

STAFF COMMITMENT

ATG is committing our most qualified personnel to serve in the development of this project. We use a long-term workload planning tool and MS Project to balance our resources on a rolling six-month basis. This allows us to plan for peaks by individual staff. We will maintain and have always maintained enough “surge capacity” to meet new or fast-track project demands.

ATG maintains the capacity to meet the challenges of any changes in work. We meet clients' needs with the professional staff and resources to get the job done by:

- Responding to unforeseen changes quickly
- Mobilizing qualified personnel
- Producing quality results

In addition to having more than adequate numbers of staff to meet this contract’s project development requirements, ATG team members were selected to ensure that we have enough depth and breadth of technical and management expertise to accomplish the work in the required time. We can reallocate resources as necessary to respond to project needs.

The ATG team prides itself on maintaining good client relationships resulting in new project assignments. Major factors in keeping good client relationships include compliance with clients’ needs and maintaining client schedules and deadlines.

PROJECT LEADERSHIP

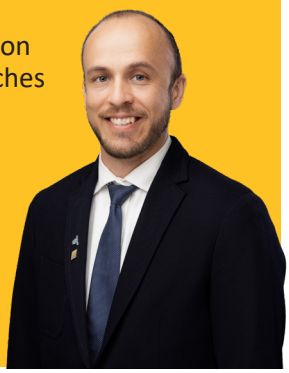
ELLEN SOLL, AICP| PROJECT MANAGER

Ellen Soll, AICP, is a renowned active transportation expert with 19 years of experience in Complete Streets, transportation system plans, corridor plans, and National Environmental Policy Act (NEPA) processes. Ellen teaches Complete Streets Policy Development Training Workshops throughout Louisiana and Texas, and has authored many Complete Streets policies. In addition, she has prepared numerous active transportation plans at the state, regional and local level. Ellen was the Project Manager for a recently completed Safety Action Plan for the City of Natchitoches, LA, leading a team preparing equity analyses that will inform the public engagement process and project recommendations.



BEN MAGALLON, AICP, TSSP-RAIL, PTSCTP | DEPUTY PROJECT MANAGER

Ben has been involved in managing and performing technical analysis for a wide array of transportation planning efforts. Bilingual in Spanish and English, Ben contributes to building community resilience through his thoughtful social, economic and equity analysis. This includes assessing the potential impacts of projects on historically marginalized population and exploring innovative approaches to address any adverse effects. Ben is very familiar with the Rio Grande Valley, serving as Project Manager or Deputy Project Manager on three recent RGVMPO projects.



PRINCIPAL IN CHARGE



JD Allen, AICP, WSO-CSSD, TSSP-Rail/Bus, PTSCTP

Duties/Expertise: SS4A plans; MPO best practices; IIJA requirements; federally funded projects; vision, goals, and objectives development; federal policy priorities; performance measures; interagency coordination; Title VI and Environmental Justice; NEPA considerations; and public participation

Ellen Soll, AICP
Project Manager



Ellen is a transportation planner and senior project manager, who has worked to create efficient, safe, and sustainable communities throughout the Gulf South for over 19 years. A seasoned planner and manager, Ellen was the Project Manager for one SS4A, and currently serves as Project Manager for a second SS4A plan and other similar projects. Ellen's expertise lies in active transportation planning, Complete Streets, transportation system plans, corridor plans, and National Environmental Policy Act (NEPA) processes. Ellen has led major Complete Streets implementation efforts, teaches policy development workshops, and has led major safety public engagement efforts. In addition to her work in active transportation, Ellen has prepared numerous Feasibility Studies, Categorical Exclusion documents and Environmental Assessment studies for roads, bridges, and rail projects and participated on dozens of transit and transportation system plans and studies for cities, parishes, transit agencies, MPOs, Ports and private clients.

Project Experience

- **Project Manager | City of Natchitcohes | Comprehensive Safety Action Plan | Natchitoches, LA**
- **Project Manager | New Orleans Regional Planning Commission | Path to Zero: Safe Streets for All (SS4A) Plan | St. John the Baptist, Tangipahoa, and St. Tammany Parishes**
- **Project Manager | South Central Planning & Development Commission | Active Transportation Plan | Houma, LA**
- **Senior Transportation Planner | City of Brownsville | Brownsville Mobility Plan | Brownsville, TX**
- **Project Planner | City of Temple | Temple Mobility Master Plan | Temple, TX**
- **Project Manager | City of Victoria | Victoria Active Transportation Master Plan | Victoria, TX**
- **Senior Transportation Planner | TxDOT | FM 60 University Feasibility Study | College Station, TX**
- **Project Manager | TxDOT Federal Affairs Division | Grant Support and Development, WA 2 & 3| Statewide TX**
- **Transportation Planner | City of Benicia | Sustainable Transportation Planning Grant | Benicia, CA**
- **Project Manager | Capital Region Planning Commission | Capital Region Bicycle & Pedestrian Plan | Baton Rouge, LA ***
- **Outreach Coordinator | New Orleans Regional Planning Commission | Safe Streets for Everyone – A Transportation Safety Campaign for Orleans Parish | Orleans Parish, LA ***
- **Planner | LADOTD | Louisiana Statewide Long Range Bicycle Map | Statewide LA ***
- **Instructor | New Orleans Regional Planning Commission | Complete Streets Workshop Series New Orleans Regional Bike/Pedestrian Safety and Community Education Program | St. John the Baptist and St. Bernard Parishes, LA ***
- **Principal Planner | LADOTD | Complete Streets Implementation| Statewide, LA ***

* Performed prior to joining ATG

Experience
19 Years

Education
MS, Community & Regional Planning, UT Austin, 2004

BA, Anthropology, UMASS Amherst, 1998

Registrations
American Institute of Certified Planners: 22382, 2008

ATG DCCM

Ben Magallon, AICP, PTSCTP, TSSP-Rail

Deputy Project Manager



Ben has nine years of experience as a transportation and transit planner. Ben started his planning career as a sustainability and resilience planner at the University of Louisiana at Lafayette working for the University's Office of Sustainability. He continued his career as a transportation planner at the Lake Charles MPO and focused on federal compliance review as well as on active transportation and transit planning. He developed several complete streets projects and worked closely with local agencies on implementation and funding strategies. Ben joined ATG in early 2018 and worked extensively on similar projects including helping to write to write eight MTPs in the last three years and complete analysis and plan development for the Wichita Falls MPO Freight Mobility Plan as the Deputy Project Manager. In addition, Ben has worked on various components of the current SSO assistance projects for the States of Arkansas and Louisiana. Ben also worked to develop the Louisiana Statewide Transit Asset Management Plan and several other capacity building efforts for LADOTD and transit providers across the state.

Project Experience

- **Deputy Project Manager | Rio Grande 2045 Metropolitan Transportation Plan | Rio Grande Valley Metropolitan Planning Organization | Rio Grande Valley, TX**
- **Project Manager | Rio Grande Valley MPO | Resilience and Sustainability Framework | Rio Grande Valley, TX**
- **Deputy Project Manager | Rio Grande Valley MPO | Performance Management Framework | Rio Grande Valley, TX**
- **Project Manager | CapMetro | McKalla Station Final Design | Austin, TX**
- **Project Manager | City of Brownsville | Brownsville Mobility Plan | Brownsville, TX**
- **Assistant Deputy Project Manager | City of Temple | Temple Mobility Master Plan | Temple, TX**
- **Project Planner | City of Waco | Bus Rapid Transit (BRT)/Rapid Transit Corridor (RTC) Feasibility Study | Waco, TX**
- **Deputy Project Manager | Victoria MPO | 2045 Metropolitan Transportation Plan (MTP) | Victoria County, TX**
- **Project Planner | El Paso Metropolitan Planning Organization (MPO) | Destino 2045 Metropolitan Transportation Plan (MTP) | El Paso, TX**
- **Deputy Project Manager | Tyler Area Metropolitan Planning Organization (MPO) | Tyler 2045 Metropolitan Transportation Plan (MTP) | Tyler, TX**
- **Project Planner | Texarkana Metropolitan Planning Organization (MPO) | Texarkana 2045 Metropolitan Transportation Plan (MTP) Update | Texarkana, TX/AR**
- **Deputy Project Manager | North Louisiana Council of Governments (NLCOG) | 2045 Metropolitan Transportation Plan (MTP) | Shreveport, LA**
- **Market Analysis Task Lead | Hidalgo County Metropolitan Planning Organization (MPO) | Market Analysis, McAllen Short Range Transit Plan | McAllen, TX**
- **Project Planner | TxDOT | Public Transportation Agency Safety Plan Development | Statewide TX**

Experience

9 Years

Education

M.Arch., Architecture, University of Louisiana at Lafayette, 2015

BS, History & Anthropology, Carnegie Mellon University, 2005

Registrations

American Institute of Certified Planners: #32211, 2020

Transit Safety and Security Program-Rail, TSSP-Rail

ATG DCCM

JD Allen, AICP, WSO-CSSD, PTSCTP, TSSP-Rail/Bus
Principal in Charge



JD is a professional transportation planner with more than 33 years of experience and expertise in all aspects of urban mobility planning; performance based prioritization; human services transportation coordination; transit safety and security oversight; public and stakeholder outreach; land use impact analysis; sustainability and resiliency planning; and federal compliance for States, MPOs, and transit agencies. He began his career as a Metropolitan Planning Organization (MPO) planner and later became the MPO Director for the Lake Charles Urbanized Area and Executive Director of the Regional Planning Commission.

As early as 1997, JD developed the first performance-based project selection process for the Lake Charles MPO. JD is a proven project manager with extensive experience in both the public and private sectors and has led teams aiding MPOs, states, cities, counties/parishes, and transit providers throughout the US. Additionally, he has worked on and managed 25 MTP projects in the past 10 years. He has also managed and personally provided substantive technical contributions to projects that encompass transit analysis and plan development, large scale data collection efforts, and demographic updates.

JD is an accomplished facilitator with a demonstrated ability to communicate, motivate, and build consensus among diverse groups. He always works to build alliances, analyze possibilities, and create innovative solutions in an effort to make lives better.

Project Experience

- **Project Manager | RGVMPO | 2045 Metropolitan Transportation Plan | Rio Grande Valley, TX**
- **Principal-in-Charge | Rio Grande Valley MPO | Resilience and Sustainability Framework | Rio Grande Valley, TX**
- **Project Manager | Rio Grande Valley MPO | Performance Management Framework | Rio Grande Valley, TX**
- **Principal in Charge | City of Natchitcohes | Comprehensive Safety Action Plan | Natchitoches, LA**
- **Principal in Charge | New Orleans Regional Planning Commission | Path to Zero: Safe Streets for All (SS4A) Plan | St. John the Baptist, Tangipahoa, and St. Tammany Parishes**
- **Principal in Charge | City of Brownsville | Brownsville Mobility Plan | Brownsville, TX**
- **Project Principal | City of Temple | Temple Mobility Master Plan | Temple, TX**
- **Project Manager | Metro McAllen | Short Range Transit Plan (SRTP) | McAllen, TX**
- **Project Manager | Victoria MPO | 2045 Metropolitan Transportation Plan (MTP) | Victoria County, TX**
- **Project Manager | El Paso Metropolitan Planning Organization (MPO) | 2045 Metropolitan Transportation Plan (MTP) Update | El Paso, TX**
- **Project Manager | Tyler Area MPO | Tyler 2040 MTP Update | Tyler, TX**
- **Project Principal | Amarillo MPO | Regional Multimodal Transportation Plan | Amarillo, TX**
- **Project Principal | Texarkana MPO | Bicycle and Pedestrian Master Plan | Texarkana, TX**

Experience
33 Years

Education
MS, Community and Regional Planning, University of Texas, 1991

BS, Economics, McNeese State University, 1988

Registrations
American Institute of Certified Planners: #10501, 1994

Transit Safety & Security Professional – Bus/Rail (TSI)

World Safety Organization - Certified Safety & Security Director (Bus & Rail)

ATG
DCCM

Ed Elam, AICP, PTP, PTSCTP, TSSP-Rail
Quality Manager



Ed is a professional transportation planner with more than 33 years of experience and expertise in all aspects of urban mobility planning; performance-based prioritization; human services transportation coordination; transit safety and security oversight; public and stakeholder outreach; service planning and environmental analysis; Title VI and federal compliance for States, MPOs, and transit agencies. He began his career as a Metropolitan Planning Organization (MPO) planner and later became the MPO manager for the Lafayette Areawide Planning Commission. Ed is a respected transportation planner with a demonstrated ability to build consensus among diverse groups, motivate project teams, and identify practical solutions to complex problems. He works hard to bring value to all projects, empower grass-roots decision making and create opportunity for innovation and creativity in all projects in an effort to make lives better.

Project Experience

- **Project Planner | RGVMPO | 2045 Metropolitan Transportation Plan | Rio Grande Valley, TX**
- **Quality Manager | Rio Grande Valley MPO | Resilience and Sustainability Framework | Rio Grande Valley, TX**
- **Quality Manager | Rio Grande Valley MPO | Performance Management Framework | Rio Grande Valley, TX**
- **Quality Manager | New Orleans Regional Planning Commission | Path to Zero: Safe Streets for All (SS4A) Plan | St. John the Baptist, Tangipahoa, and St. Tammany Parishes**
- **Project Planner | Northwest Arkansas Regional Planning Commission (NWARPC) | Connect NWA: 10-Year Transit Development Plan (TDP) | Northwest AR**
- **Project Planner | City of Victoria | Thoroughfare Master Plan | Victoria, TX**
- **Project Manager| City of Temple | Temple Mobility Master Plan | Temple, TX**
- **Project Planner | City of Amarillo | Amarillo Multimodal Plan | Amarillo, TX**
- **Senior Project Planner | City of Brownsville | Brownsville Mobility Plan | Brownsville, TX**
- **Project Planner | City of Bentonville | Bentonville Master Transportation Plan | Bentonville, AR**
- **Project Manager | Sherman-Denison MPO, TAPS | Long Range Transit Plan | Cooke, Fannin and Grayson Counties, TX**
- **Project Planner | NLCOG MPO | 2045 MTP Update | Shreveport, LA**
- **Senior Project Planner | Williamson County | Analysis of MoKan Corridor | Williamson County, TX**
- **Project Planner | TxDOT | Public Transportation Agency Safety Plan Development Statewide, TX**
- **Project Manager | Project Amistad | 5-Year Coordinated Transportation Plan Update | El Paso, TX**

Experience
33 Years

Education
Master of Urban and Regional Planning (MURP), University of New Orleans, 1990

BA, Political Science/ Public Administration, USC-Spartanburg, 1988

Registrations
American Institute of Certified Planners #10672, 1994

Professional Transportation Planner #446, 2013

Transit Safety and Security Program-Rail, TSSP-Rail

ATG
DCCM

Jack Shick, P.E., PTOE
Transportation Safety Engineer



Jack has over 24 years of experience in traffic and transportation engineering, the last 14 of which have been in Houston. He has served as PM for multiple large freeway corridor studies both in Houston and throughout Texas. In addition, Jack has served as project manager on numerous projects including traffic studies to develop proposed improvements to reduce congestion and increase safety, and the design of transportation improvements such as traffic signals, ITS systems, signing and pavement markings, roadway illumination, and roadway widening projects.

Project Experience

- **Project Manager | Harris County Toll Road Authority (HCTRA) | Hardy Toll Road Analysis | Harris County, TX**
- **Project Manager | Houston METRO | METRONext University Line Traffic Modeling | Houston, TX**
- **Project Manager | TxDOT Dallas District | I-635 Traffic Modeling | Dallas, TX**
- **Project Manager | Houston Metro | PMC University Line | Houston, TX**
- **Project Manager | City of Houston | Reed Road and S Park View Road Traffic Signal and Intersection Improvements | Houston, TX**
- **Project Manager | Houston Metro | W. Bellfort Park and Ride | Houston, TX**
- **Project Manager | City of Pasadena | Davis Street Closure Circulation Study | Pasadena, TX**
- **Project Manager | City of Sugar Land | FY23 Speed Studies | Sugar Land, TX**
- **Project Manager | TxDOT Houston District | IH-10 TCP VISSIM Modeling | Houston, TX**
- **Project Manager | City of Pearland | Traffic Engineering On-Call | Pearland, TX**
- **Project Manager | Houston METRO | Gulfton BRT Traffic Analysis | Houston, TX**
- **Project Manager | City of Baytown | Cedar Bayou Crossing | Baytown, TX**
- **Project Manager | TxDOT Bryan District | SH 6 & SH 40 Traffic Analysis | College Station, TX**

Experience
24 Years

Education
BS, Civil Engineering, Old Dominion University, 2000

BS, Physics, Longwood College, 1999

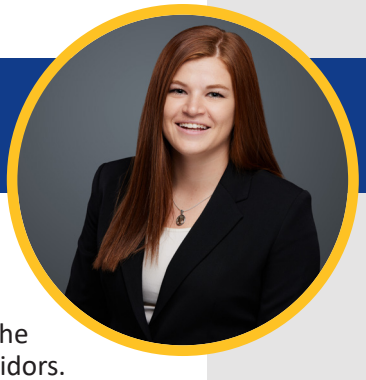
Registrations
Professional Engineer, Texas #105254, 2009

Professional Traffic Operations Engineer #2860, 2010

Local Government Project Procedures Qualification #74501

ATG
DCCM

Sydnie Fiocca, P.E., RSP1
Transportation Safety Engineer



Sydnie provides professional engineering services for the development of traffic impact analyses, corridor analyses, feasibility studies, traffic engineering studies, intersection and transportation system operation analyses, and safety analyses. She is proficient in traffic forecasting and traffic operational analysis on complex corridors. Her project involvement spans major highway corridors to minor thoroughfares including, but not limited to, I-45 (Houston), I-35E (Dallas), and Mobility35 (Austin). Sydnie has developed traffic projections for complex networks and has used a variety of tools such as HCS, Synchro, Vissim, and SIDRA to perform traffic operational analysis. She has also used IHSDM and HSS to perform predictive safety analysis.

Project Experience

- **Traffic Team Engineer | TxDOT Austin | Mobility35 Study | Austin, TX**
- **Traffic Team Engineer | TxDOT | IH 45 North Houston Highway Improvement Program (NHHIP) | Houston, TX**
- **Traffic Team Lead | Project Connect - Orange Line | Austin, TX**
- **Transportation Development Services Code Compliance Reviewer | City of Austin Staff Augmentation | Austin, TX**
- **Deputy Project Manager | TxDOT San Antonio | I-410/US 281 and San Pedro Operational Improvements | San Antonio, TX**
- **Project Engineer | TxDOT | El Paso Project Prioritization | El Paso, TX**
- **Project Engineer | City of Cedar Park | TIA Review | Cedar Park, TX**
- **Project Engineer | Lake Travis ISD | Vail Divide School Zone Study | Lake Travis, TX**
- **Project Engineer | Regents School of Austin | Master Plan | Austin, TX**
- **Project Engineer | Chandler Road Extension (Corridor B3) | Williamson County, TX**
- **Traffic Team Lead | SH 35 Feasibility Study | Houston, Pearland, Alvin, TX**
- **Project Engineer | Various Traffic Impact Analyses | Texas/Louisiana**
- **Transportation Analyst | Williamson County | MoKan Corridor Alternatives Evaluation | Williamson County, TX**

Experience
6 Years

Education
MS, Civil Engineering, University of Alabama in Huntsville, 2018

BS, Civil Engineering, University of Alabama in Huntsville, 2017

Registrations
TX P.E.#140017, 2021

Road Safety Professional Level 1 (#918, 2022)

ATG
DCCM

Colin Ash, AICP
Transportation Planner

Colin is a multimodal Transportation Planner with experience in active transportation and land use plans, corridor evaluations, environmental studies, and community engagement in collaboration with multidisciplinary teams of planners, engineers and other design professionals. Colin currently serves as ATG's Deputy Project Manager for an SS4A plan encompassing three parishes in Louisiana.

Project Experience

- **Deputy Project Manager | City of Natchitcohes | Comprehensive Safety Action Plan | Natchitoches, LA**
- **Deputy Project Manager | New Orleans Regional Planning Commission | Path to Zero: Safe Streets for All (SS4A) Plan | St. John the Baptist, Tangipahoa, and St. Tammany Parishes**
- **Transportation Planner | Licking County Area Transportation Study | Licking County Transit Development and Coordinated Plan Update | Licking County, OH**
- **Transportation Planner | ARDOT | State Management Plan | Statewide, AR**
- **Project Planner | City of Brownsville | Brownsville Mobility Plan | Brownsville, TX**
- **Project Planner | Victoria MPO | Active Transportation Master Plan | Victoria, TX**
- **Project Planner | CARTS | SMS Implementation Plan | Little Rock, AR**

Experience
5 Years

Education
MS, Transportation, University of New Orleans, 2017

MURP, University of New Orleans, 2016

BS, Marketing, Louisiana State University, 2011

Registration
American Institute of Certified Planners AICP #33927, 2022

ATG DCCM

Sebastian Sampayo, EIT
Transportation Analyst

Sebastian, who speaks fluent Spanish, has 1.5 years of experience and provides professional engineering services for the development of traffic forecasting, corridor analyses, and traffic impact analyses. Sebastian is proficient at utilizing various transportation tools and software including Synchro, Bentley Microstation, PowerBI, ESRI ArcGIS Pro, and HCS and HSS Software.

Project Experience

- **Transportation Analyst | City of Brownsville | Brownsville Mobility Plan | Brownsville, TX**
- **Transportation Analyst | City of Temple | Temple Mobility Master Plan | Temple, TX**
- **Traffic Support | City of Sugar Land | Sugar Land Speed Zone Studies | Sugar Land, TX**
- **Traffic Support | TxDOT | Transportation Systems Management and Operations (TSMO) SOP | Texas**
- **Transportation Analyst | Kaufman County | US 175 Grade Separation | Kaufman County, TX**
- **Transportation Analyst | Harris County Toll Road Authority | Hardy Toll Rd Traffic Modeling | Houston, TX**

Experience
1.5 Years

Education
Bachelor of Science, Civil Engineering, Texas A&M University, 2021

Registrations
Engineer-in-Training: Texas (#75041, 2022)

ATG DCCM

Meredith Greene, AICP
Sr. Transportation Planner



Meredith recently worked as project manager for the Oklahoma Statewide Transit Plan & Policy, where, through HB 1365, her team assembled a comprehensive plan and policy guide to help usher the state of Oklahoma forward to follow Governor Stitt's "Top 10" initiative for transit provision.

Meredith has two decades of experience in the transportation industry with a primary focus on public transportation, policy development, coordination, and mobility management. She currently operates her independent consulting practice, Socius Amica, as Principal and CEO, specializing in transit development planning, statewide policy development, funding for transit, coordinated planning, and a variety of trainings for transit providers and mobility management practitioners.

Prior to running Socius Amica, Meredith was the sector leader of Nelson\Nygaard's Mobility Management, Access, and Policy Sector; working on projects in both the fixed route & paratransit planning realms. At Nelson\Nygaard, she served as Project Manager for multiple projects in several states, including Idaho, Arizona, Alaska, Colorado, South Dakota, Oklahoma, Hawaii, Nevada, Texas, and North Carolina. Additionally, her many projects include statewide mobility management planning, statewide transit and policy projects, coordinated public transit-human service transportation plans, paratransit planning and budgeting, and work promoting transit at the state legislature.

Prior to joining Nelson\Nygaard, she ran the Texas Transit Association as their Executive Director. In that role, she provided support for transit agencies throughout the state, ranging from Metropolitan Transit Authorities to rural agencies, and helped to lead legislative policy initiatives.

Project Experience

- **Project Manager | ODOT | Oklahoma Statewide Transportation Plan & Policy | Statewide**
- **Project Manager | SBCAG | Coordinated Public Transit-Human Services Transportation Plan Update | Santa Barbara County, CA**
- **Project Manager | CDOT | Colorado DOT On-Call Bench | Denver, CO**
- **Project Manager | Health by Design | Statewide Mobility Management Network Plan | Indianapolis, IN**
- **Project Manager | Mat-Su Borough | Coordinated Public Transit-Human Services Transportation Plan Update | Palmer, AK**
- **Project Manager | Mat-Su Health Foundation | Centralized Dispatch Pilot Project | Wasilla, AK**
- **Project Manager | NDOT | Statewide Mobility Management Program | Carson City, NV**
- **Project Manager | Atlanta Regional Commission | Atlanta Human Services Transportation Demand Response Study | Atlanta, GA**
- **Project Manager | RTC of Southern Nevada| Southern Nevada Coordinated Plan | Las Vegas, NV**
- **Project Manager | Trinity Metro | Agency Master Transit Plan | Fort Worth, TX**
- **Project Manager | NCTCOG | DART Red/Blue Line TOD Station Studies | Dallas, TX**

Experience
20 Years

Education
M.A. Applied Geography—Land Use Planning, Texas State University, San Marcos, TX, 2003

B.A. Geography, Texas Tech University, Lubbock, TX, 2001

Registrations
American Planning Association #025290, 2011

SociusAmica

Albert Aldana, P.E.
Transportation Engineer



Albert J. Aldana, P.E. of AETD, is pre-certified to perform TxDOT work, will serve as Traffic Engineer for this project. He offers over 34 years of traffic and transportation experience, much of which includes traffic engineering work order contracts for TxDOT and municipalities, but also includes work for the Hidalgo County MPO and the Harlingen-San Benito MPO.

Mr. Aldana has worked on traffic engineering contracts with the TxDOT Pharr District, City of Brownsville, City of Pharr, City of Harlingen, City of Weslaco, City of Edinburg, and other local entities. Mr. Aldana's background is comprised of well-rounded traffic operations and design experience. His traffic operations experience includes transportation planning studies, traffic signal warrant studies, traffic impact studies, capacity analysis, traffic modeling of existing and projected traffic conditions, traffic signal systems analysis, access management studies, congestion management studies, safety analysis and ITS concept of operations studies. Mr. Aldana possesses requisite knowledge, skill, and ability in the specialized application of traffic operations engineering. Mr. Aldana will apply a comprehensive knowledge of technology and scientific principles to the operation of traffic systems. He offers experience in the analysis of those operations, detection of problems and deficiencies, setting of priorities, and development of improvements in operations through geometric design, and traffic control.

Experience
Total: 34 years

Education
B.S., Civil Engineering, University of Texas at Austin, 1987

Registrations
Professional Engineer, Texas, 1994 (79962)

Project Experience

- **Project Manager | Congestion Management Study | Harlingen-San Benito MPO | Harlingen, Texas**
- **Traffic Engineer | Traffic Signal Study for Rio Hondo &13th St | Harlingen, Texas**
- **Traffic Engineer | Traffic Light Synchronization Study | Harlingen-San Benito MPO | Harlingen, Texas**
- **Project Manager | Harlingen Thoroughfare Plan Update | City of Harlingen | Harlingen, Texas**
- **Project Manager | Harlingen CISD Safe Routes to School Study | City of Harlingen | Harlingen, Texas**
- **Traffic Engineer | Harlingen CISD 9th Grade Academy TIA | Harlingen CISD | Harlingen, Texas**
- **Traffic Engineer | Stenger & Freddy Fender | Traffic Signal Design Project | City of Harlingen | Harlingen, Texas**
- **Traffic Engineer | Moore Rd Traffic Study | City of Pharr | Pharr Texas**
- **Traffic Engineer | 7 Brownsville Traffic Signals | City of Brownsville | Brownsville Texas**
- **Project Manager | Congestion Management Study for County of Hidalgo | Hidalgo County MPO | Weslaco, Texas**

Albert J. Aldana, Jr.
Traffic Engineering Support



Albert J. Aldana, Jr., Engineering Designer for AETD offers over 10-years of experience in traffic engineering and is proficient in CADD (MicroStation & AutoCAD), SYNCHRO, and GIS. He has worked on numerous traffic engineering studies and design projects. Mr. Aldana will assist with all traffic engineering studies and traffic design work. He has performed a wide variety of traffic studies and safety analysis. He is well versed in the preparation of plans, specifications and estimates for a wide range of design projects.

Project Experience

- **Engineer Designer | Congestion Management Study | Harlingen-San Benito MPO | Harlingen, Texas**
- **CADD Technician | Traffic Signal Study for Rio Hondo &13th St | Harlingen, Texas**
- **Engineering Designer | Traffic Light Synchronization Study | Harlingen-San Benito MPO | Harlingen, Texas**
- **Engineering Designer | Harlingen Thoroughfare Plan Update | City of Harlingen | Harlingen, Texas**
- **Engineering Designer | Harlingen CISD Safe Routes to School Study | City of Harlingen | Harlingen, Texas**
- **CADD Tech | Harlingen CISD 9th Grade Academy TIA | Harlingen CISD | Harlingen, Texas**
- **CADD Tech | Stenger & Freddy Fender | Traffic Signal Design Project | City of Harlingen, | Harlingen, Texas**
- **Engineering Designer | Moore Rd Traffic Study | City of Pharr | Pharr Texas**
- **Engineering Designer | 7 Brownsville Traffic Signals | City of Brownsville | Brownsville Texas**
- **Engineering Designer | Congestion Management Study for County of Hidalgo | Hidalgo County MPO | Weslaco, Texas**

Experience
Total: 10 years

Education
University of Texas at Rio Grande Valley, Civil Engineering, in progress

REQUIRED FORMS

Part IX **LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL CONTRACT FORM**

Contact for Contract Administration

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

AUTHORIZED ADMINISTRATOR:

NAME: JD Allen, AICP, WSO-CSSD, PTSCTP, TSSP-Rail/Bus TITLE: Executive Vice President

ADDRESS: 11701 Stonehollow Drive, Suite 100

Austin, TX 78758

TELEPHONE NO.: 512.821.2081 FAX: 512.821.2085

INTERNET EMAIL ADDRESS: jdallen@emailatg.com

Contact for Authorized Negotiator

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

AUTHORIZED NEGOTIATOR:

This person is authorized to contractually commit your firm.

NAME: JD Allen, AICP, WSO-CSSD, PTSCTP, TSSP-Rail/Bus TITLE: Executive Vice President

ADDRESS: 11701 Stonehollow Drive, Suite 100

Austin, TX 78758

TELEPHONE NO.: 512.821.2081 FAX: 512.821.2085

INTERNET EMAIL ADDRESS: jdallen@emailatg.com

LRGVDC FORM (A)

DBE FORM 1

Safe Street for All

DBE SCHEDULE OF DBE PARTICIPATION

Name of Proposer: Alliance Transportation Group, LLC

Project: Safe Streets For All (SS4A)

Project No.: N/A

Proposal No: N/A

Total Proposal Amount: $198,000.22

NAMEOF DBE SUBCONTRACTOR	ADDRESS	TYPE OF WORK SUBCONTRACTE	DBE	SUBCONTRACT VALUE
Aldana Engineering	720 S Texas Blvd Weslaco, TX 78596	Engineering services	YES	$ 14,850
Socius Amica	114 Edgemont Highlands Pass Durango, CO 81301	Outreach	YES	$ 14,850
				$
				$
				$

DBE PARTICIPATION TOTAL VALUE $ 29,700 (approx. 16% of project)

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

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

LRGVDC

FORM (A) DBE FORM 2

Safe Street for All

DBE SUBCONTRACTOR IDENTIFICATION

(Reproduce as necessary)

I HEREBY DECLARE AND AFFIRM THAT I AM THE President and duly authorized representative of Aldana Engineering and I hereby declare and affirm that I am a certified DBE.

Albert J. Aldana

(Signed)

Albert J. Aldana

(Printed)

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

Texas Unified Certification Program

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

Disadvantaged Business Enterprise Program

This certifies that the following listed firm is certified as a **DBE**
in accordance with 49 Code of Federal Regulations Part 26

Aldana Engineering & Traffic Design, LLC (VN: 20518)

This Certificate is subject to suspension or revocation, and DBE information verification annually, upon the anniversary month. Current certification information will be listed in the Texas Unified Certification Program (TUCP) Directory located at
https://txdot.txdotcms.com

November 7, 2016
Date Issued

Michael D. Bryant
Director
Civil Rights Division

LRGVDC

FORM (A) DBE FORM 3

Safe Street for All

LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

To: Alliance Transportation Group, LLC (Name of General Contractor Proposing)

PROJECT: RGVMPO Safe Streets for All (SS4A) Plan

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

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

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

Traffic Engineering Services

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

Cost estimates

at the following price: $ 14,850.

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

12/15/2023	(956) 272-1496	Aldana Engineering & Traffic Design, LLC
Date	Telephone No.	Name of DBE Subcontractor

By: 922 W Mile 11N (Firm Address)

Albert J. Aldana (Signature)

Name: Weslaco, TX 78599 (City and State)

Albert J. Aldana (Typed)

Title: President

LRGVDC

FORM (A) DBE FORM 2

Safe Street for All

DBE SUBCONTRACTOR IDENTIFICATION

(Reproduce as necessary)

I HEREBY DECLARE AND AFFIRM THAT I AM THE CEO and duly authorized representative of Socius Amica and I hereby declare and affirm that I am a certified DBE.



(Signed)

Meredith Greene

(Printed)

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

Colorado (CDOT) and Texas (TxDOT); pending certification in Oklahoma

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

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.416.4700 | WWW.TXDOT.GOV

November 22, 2023

Meredith Madrigal, CEO & Principal
Socius Amica, LLC
114 Edgemont Highlands Pass
Durango, CO 81301

Re: Disadvantaged Business Enterprise (DBE) Certification
Approved Application

Dear Meredith Madrigal,

Congratulations! Your application for DBE certification has been approved. Your firm can now be considered toward statewide DBE goal credit when performing a commercially useful function on federally funded contracts and will be listed in the Texas Unified Certification Program directory with the following work categories.

Texas Work Category: Other Services including legal services
NAICS 485111- Local transit systems, mixed mode (e.g., bus, commuter rail, subway combinations)
NAICS 485119- Light rail systems (except mixed mode), commuter
NAICS 541320- City planning services
NAICS 541320- Ski area planning services
NAICS 541320- Town planning services

To ensure that your certification remains valid, please visit the Diversity Management System (DMS) at https://txdot.txdotcms.com/ to periodically review your account information and complete the Annual Update Affidavit. Failure to maintain accurate records related to ownership, management control, and contact information could result in decertification. If you experience technical difficulties with DMS please click on the "Contact Us and Support" link on the DMS homepage.

All firms must be registered with the Secretary of State to do business with TxDOT.

If you have any questions, you may contact Monique Pettaway at Monique.pettaway@txdot.gov.

Sincerely,

Michael D. Bryant
Director
Civil Rights Division

LRGVDC

FORM (A) DBE FORM 3

Safe Street for All

LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

To: Alliance Transportation Group, LLC (Name of General Contractor Proposing)

PROJECT: RGVMPO Safe Streets for All (SS4A) Plan

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

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

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

Planning - Outreach

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

Outreach

at the following price: $ 14,850.

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

19 Dec 23	512.632.2523	Socius Amica, LLC
Date	Telephone No.	Name of DBE Subcontractor

By: 114 Edgemont Highlands Pass (Firm Address)

(Signature)

Name: Durango, Colorado (City and State)

Meredith Greene (Typed)

Title: Principal & CEO

LRGVDC FORM (__) - ADDENDA ACKNOWLDEGEMENT

In the space provided below, acknowledge receipt of addenda: *(if applicable)*

	Date Received:
#1	Nov. 8, 2023
#2	Nov. 13, 2023
#3	Nov. 15, 2023
#4	Nov. 20, 2023
#5	Nov. 22, 2023
#6	
#7	
#8	



TOOLS, EQUIPMENT AND SUPPLIES

The ATG Team shall provide tools, equipment, supplies, materials, employees, management, and any other item or services as may be necessary to enable the ATG Team to provide the services required under the RFP's scope of service.

STATEMENT
OF QUALIFICATIONS

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION (RGVMPO)
LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL (LRGVDC)

Safe Streets for All (SS4A)

December 28, 2023

LJA

9830 Colonnade Boulevard, Suite 300, San Antonio, TX 78230
t 713.953.5200 • LJA.com • TBPELS F-1386

TRANSMITTAL LETTER

December 28, 2023

Mr. Armando Perez, Jr.
Asst. Director of Bus. Operations
LRGVDC
301 W Railroad
Weslaco, Texas 78596

Re: Request for Proposals (RFP) - Safe Streets for All - Transmittal Letter

Dear Mr. Perez and members of the Technical Proposal Review Committee:

LJA Engineering, Inc. (LJA) is pleased to respond to your Request for Proposals for the development of a comprehensive Safety Action Plan that aims to eliminate roadway fatalities and serious injuries within the Rio Grande Valley. LJA is a full service, comprehensive multi-disciplinary consulting firm with offices across the country and in Texas including San Antonio, Laredo, and El Paso. LJA has been focused on expanding our breadth of services available in South Texas and along the border.

Our team in south and west Texas has knowledge and experience working with communities along the Border and understand the physical presence, in terms of mobility and development, of the economic relationship that border regions such at the Rio Grande Valley share with sister communities in Mexico. We are experienced working with government funded grant activities in the context of developing studies for improved safety transportation and mobility. In addition to this knowledge and understanding, LJA is the best fit for the Rio Grande Valley MPO for the following reasons:

Expert Service Delivery – LJA has a more than 50-year history of successfully delivering a multitude of services that would deliver an actionable Safety Action Plan driven by comprehensive data analysis, strategies and implementation steps.

Experience in Border Communities – Members of the proposed team are actively working on **Safety Action Plans in Laredo and Webb County, and McAllen.** The team possesses the necessary skill set to effectively develop a comprehensive Safety Action Plan

Efficient and Effective Team – The proposed team is lean and experienced working in both public and private sectors. The proposed staff has the technical proficiency and people-savvy to integrate with your team and to deliver the Safety Action Plan on your schedule and budget.

This proposal is valid for 90 days after the deadline for delivery of the proposals to the LRGVDC. Our proposed Project Manager is **Jason Rodriguez, AICP,** and I will be available for any questions you may have about our proposal. LJA would like to be the trusted safety and mobility planning team for the RGVMPO and we very much look forward to working with you.

Sincerely,

Melisa Montemayor, LGPP
Principal-in-Charge
Senior Vice-President
Southwest Region Practice Leader

EXECUTIVE SUMMARY

LJA was established to be the premier engineering firm across the southeastern US and beyond by providing high-quality, innovative, and cost-effective services to our clients. From the beginning, the firm stood out by recognizing the importance of quality engineering solutions amid a culture of visionary leadership and collaborative delivery. Our reputation is built upon a 51-year legacy of mutual trust – among our staff and our clients – driving our commitment to deliver the best solutions for complex building and business challenges.

With over 1,700 employees in 52 offices across Texas, Tennessee, Oklahoma, Florida, Georgia, Alabama, South Carolina, Arizona, and Colorado, we are organized around eight comprehensive sectors:

- Transportation
- Public Works
- Public Infrastructure
- Land Development
- Energy
- Environmental
- Surveying
- Rail

Regarding our Transportation sector portfolio, the LJA Team has been retained by Departments of Transportation, Municipalities, Counties, and Regional Mobility Authorities to provide Safety Action Plans, Traffic Safety Assessments, School Zone Reviews, Complete Streets Guidelines, and delivering various studies, plans, and cost estimates.

LJA's team understands and cares deeply about the communities we serve. We have seen the positive impact that simple pilot projects aimed at improving traffic safety can have on a community. We are committed to working with the RGVMPO team to supplement the technical analyses with important feedback from community stakeholders to create an implementable Safety Action Plan.

51

YEARS IN BUSINESS

1,700

EMPLOYEE OWNERS

8

SECTORS

52

OFFICES

PROFESSIONAL STANDARDS

The LJA Team will ensure that all work to be completed under this contract will follow federal, state, and local laws, ordinances, and regulations. LJA is proposing a team of experienced licensed transportation planners and engineers licensed to work in Texas. LJA staff proposed for this project is also pre-certified by Texas Department of Transportation (TxDOT) in Transportation Systems Planning, Roadway Design, Traffic Engineering, Traffic Operations, Bicycle and Pedestrian Facilities, and are Local Government Project Procedures (LGPP) certified.

OUR PROPOSAL

This proposal has been arranged to meet the "General Organization of Proposal Contents" outlined in Section 6.2 of the RFP with the Transmittal Letter included previous to this section and this Executive Summary. Reference to Section 6.2.3 of the RFP can be found at the end of the following Section 5.1.5 of the Technical Proposal.

Office Providing Services:



UNDERSTANDING OF THE PROPOSED PROJECT

Developing a Safety Action Plan is one of the most effective ways for officials to identify deficiencies in the transportation network that contribute to more frequent and more severe crashes, and develop solutions for improving infrastructure, organizational approaches to prioritizing safety, and begin a dialogue with their respective community about the topic. An effective Safety Action Plan offers a clear approach to prioritize the most urgent safety concerns first while offering an implementable, feasible list of projects to assist in achieving zero fatalities and serious injuries. The RGVMPO Safety Action Plan is funded in partnership with local communities and the Federal Highway Administration (FHWA) Safe Streets and Roads for All (SS4A) program, that is funding 80% of the cost of this project. Safety Action Plans are the foundation of the SS4A grant program and are necessary to access implementation grant funds to pay for safety improvements throughout the region.

The Active Transportation Plan completed by the RGVMPO in 2020 began the regional Vision Zero discussion as a holistic strategy to end traffic-related fatalities and serious injuries. Following this effort, a Safety Action Plan was completed by Cameron County in 2022 with priority projects identified for arterials and collectors throughout unincorporated Cameron County, and another is about to get underway by City of McAllen in Hidalgo County. The RGVMPO Safety Action Plan will offer some unity around safety-related priorities across the Rio Grande Valley Metropolitan Area Boundary (RGVMAB) and identify needs in each community including infrastructural investment priorities and delineating partnerships around improving overall safety for the traveling public across the region.

An effective Safety Action Plan must contain accurate and current data. The LJA Team has extensive experience working with Texas-based datasets, including the TxDOT Roadway Inventory data, the Crash Records Information System (CRIS) data, U.S. Census data, transit line and stop data, land-use and parcel data, and several other geographical boundaries and locations. A proactive preview of the CRIS dataset for the RGVMAB was conducted by the team and is discussed in more detail in the Technical Proposal.

The LJA Team understands that a key component to actually implementing a Safety Action Plan is to have buy-in and ownership from the staff that will be living and working with the final Safety Action Plan on a daily basis, executing its strategies and delivering the recommended projects. The role of the RGVMPO Technical Advisory Committee (TAC) to deliberate on and forward recommendations to the Transportation Policy Board (TPB) for consideration and adoption is understood to be how the Safety Action Plan will be adopted. It is also understood that an IIJA Sub-Committee has been formed consisting of planning partners charged with helping with the development of the Safety Action Plan. With this plan being a key component to the pursuit of SS4A implementation funds, it is understood that the partners engaged in this sub-committee will be considering the needs in their respective jurisdictions.

PROPOSED WORK PLAN

The LJA Team takes a systematic and inclusive approach to projects such as the RGVMPO Safety Action Plan, first mobilizing the team and gathering all available information collaborating with RGVMPO staff. Then, existing plans, safety conditions, and equity impacts are studied to understand the context and conditions that will ultimately inform the plan. The scope and severity of roadway safety challenges across the region are shared and feedback is solicited from community stakeholders. From this feedback, goals are established, solutions recommended, and priorities defined to form the basis for the Safety Action Plan. Further feedback on the recommendations will inform the final implementation plan that will ultimately be adopted by the RGVMPO Transportation Policy Board. A summary of our proposed work plan can be found on the following page.

COMMUNITY ENGAGEMENT

Incorporating feedback from community representatives and stakeholders is important for helping to understand and interpret any data analysis about a community. **Jason Rodriguez** will be the primary presenter for the anticipated workshop. He is available to lead or support RGVMPO staff in presenting progress to committees, and **Mike Kublanov** will work with **Blasita Lopez** and **Paola Fernandez** to develop the surveys and incorporate information collected from each into the analysis.

SUMMARY OF PROPOSED WORK PLAN



February 2024

The LJA Team will immediately get to know the RGVMPO staff that will be collaborating on this project and gain an understanding of how the SS4A Action Plan fits into the regional context. Data and information gathering will occur to begin review and discussion.

Gather all available information.

March-April 2024

An in-depth descriptive crash analysis will be conducted for the entire Metropolitan Area Boundary to gain an understanding of the scope and severity of safety challenges. This will be supported by an equity impact analysis and a review of existing plans and policies.

Understand our context and conditions.

May-June 2024

Once the scope and severity have been defined, the LJA Team will offer opportunities for the public, stakeholders, and community leadership to offer feedback, helping the LJA Team and RGVMPO staff define goals for addressing safety challenges in the community.

Solicit feedback to interpret findings.

July-August 2024

Based on community feedback and the analysis, a Safe System Approach will be applied to recommendations including proven safety countermeasures to improve roadway safety and post crash care. Potential prioritization of solutions for implementation will be defined.

Define priorities and offer solutions.

September-November 2024

Upon receiving further feedback from the community on priorities and solutions for addressing roadway safety challenges, a final implementation plan will be developed along with a formal Safety Action Plan and full report of findings, input, and recommendations.

Incorporate feedback and plan to implement.

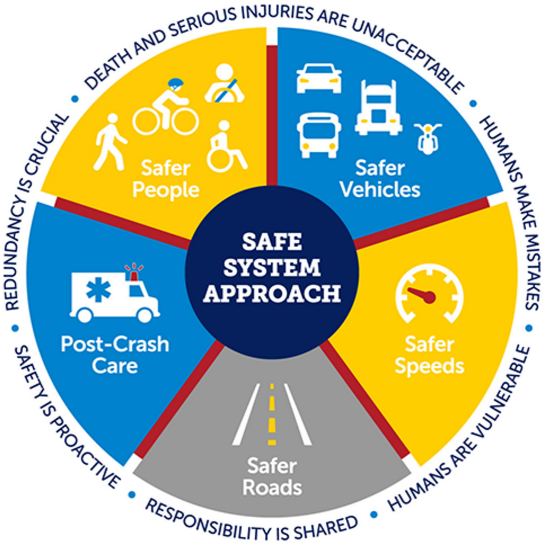
December 2024

Once the SS4A Safety Action Plan has been completed and finalized, it will be put before the Technical Advisory Committee for Recommendation, and Transportation Policy Board for formal adoption by the RGVMPO.

Formally adopt an Implementation Plan.

PLAN RECOMMENDATIONS

Safety Action Plan priorities and recommendations can be defined based on the analysis, goals, and initial stakeholder feedback. A methodology consistent with the Safe System Approach will be developed and agreed upon to screen and prioritize project locations so that the region can focus its limited resources on those specific locations. A list of the top 10 priority locations will be developed with recommended countermeasures and estimated planning-level opinions of probable cost. High-level concepts for will be developed for each location to inform costs. While the infrastructural improvements often come across as the primary focus of a Safety Action Plan due to their associated costs and changes to the built environment, it is important to acknowledge that potential organizational and policy changes will also be part of the final recommendations outlined in the implementation plan.



PERSONNEL AND STAFFING

LJA Engineering is proposing a lean and experienced team qualified to deliver the RGVMPO Safety Action Plan that brings the technical proficiency and people-savvy to integrate with the RGVMPO team. Jason, Melisa, Blasita, Stephanie, and Carlos all have experience working in various management roles directly at public agencies and fully understand the dynamics involved with responding to the public and working with Councils, Boards, and Commissions on their schedule.

The team consists of seven professionals that can also be supported by a deep bench of resources should the need arise to bring additional perspectives or expertise to the discussion.

Jason Rodriguez, AICP will serve as Project Manager and primary point of contact with the RGVMPO staff. He will be able to support staff with facilitation and presentation of findings. **Stephanie Taylor, PE, PTOE, LGPP** will serve as the Safety Planning Lead overseeing the safety analysis and determining applicable safety countermeasures to address challenges in the region. **Blasita Lopez** will serve as the Public Engagement Lead for this project overseeing development of the surveys and external correspondence in support of the project.

Melisa Montemayor, LGPP will support the team in Stakeholder Coordination with Policy Board members and other key stakeholders on the Sub-Committee and TAC as needed. **Mike Kublanov, AICP** will conduct the Crash and Equity analyses, and support the team with building the surveys and processing data. **Carlos Gallinar, AICP, CNU-A** will serve as a project advisor and provide support in the development of policy recommendations to consider as part of the plan. **Paola Fernandez, CNU-A, NCI** will provide logistical support for Public Involvement activities including setup and documentation of the Safety Action Plan Workshop.



TECHNICAL PROPOSAL

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LJA

TAB A
UNDERSTANDING OF THE PROPOSED PROJECT

5.1.1 UNDERSTANDING OF THE PROPOSED PROJECT

With years of combined experience working to improve transportation networks throughout Texas and beyond, the LJA Team has a deep understanding of planning for safer streets for all users. Developing a Safety Action Plan is one of the most effective ways for officials to identify deficiencies in the transportation network that contribute to more frequent and more severe crashes, and develop solutions for improving infrastructure, organizational approaches to prioritizing safety, and begin a dialogue with their respective community about the topic. As an extension of the Vision Zero framework, Safety Action Plans are created with the goal of reducing and ultimately eliminating severe injury and fatal crashes. Most critically, an effective Safety Action Plan offers officials a clear approach to prioritize the most urgent safety concerns first while offering an implementable, feasible list of projects to assist in achieving zero fatalities and serious injuries.

SAFE STREETS AND ROADS FOR ALL (SS4A)

Beginning in Fiscal Year 2022, the Infrastructure Investment and Jobs Act (IIJA) passed at the federal level established the Safe Streets and Roads for All (SS4A) discretionary grant program worth $5 billion to be appropriated over a five-year period between 2022 and 2026. The SS4A program funds regional, local, and Tribal initiatives through grants toward work that supports preventing roadway deaths and serious injuries. Safety Action Plans are the foundation of the SS4A grant program and are necessary to be eligible for implementation grants available to address safety concerns. RGVMPO has been awarded an SS4A planning grant for this effort and the LJA Team will develop a plan that can be effectively leveraged for implementation grants in the future. Due to our team's immersion within U.S. Department of Transportation (USDOT) grant programs, we ascribe to the highest public involvement and stakeholder engagement standards. The team is well versed will and follows the departments' Promising Practices for Meaningful Public Involvement in Transportation Decision-making resource guide. This is a key component of a delivering a valid and sustainable transportation safety policy document for the RGVMPO.

A REGIONAL APPROACH

The Active Transportation Plan completed by the RGVMPO in 2020 activated a discussion about bicycle and pedestrian infrastructure, its regional connectivity, and overall safety. The plan identified Vision Zero as a holistic strategy to end traffic-related fatalities and serious injuries and included a Safety Analysis for the entire Rio Grande Valley Metropolitan Area Boundary (RGVMAB) for bicycle and pedestrian modes. Following this effort, a Safety Action Plan was completed by Cameron County in 2022 with priority projects identified for arterials and collectors throughout unincorporated Cameron County, and another is about to get underway by City of McAllen in Hidalgo County, working with Able City, who is part of the LJA Team. These Safety Action Plans are a necessity to both guiding local officials on improving public safety in an organized fashion and accessing SS4A implementation grant funds.

The RGVMPO Safety Action Plan will offer some unity around safety-related priorities across the RGVMAB and identify needs in each community including infrastructural investment priorities and delineating partnerships around improving overall safety for the traveling public across the region.

TxDOT recently completed a statewide Pedestrian Safety Action Plan, including a detailed analysis of Pharr District, which focuses on pedestrian network safety improvements. TxDOT is also in the process of completing the Pharr District Bicycle Plan, and a draft is expected to be available early in 2024. It will include technical studies and stakeholder feedback that will be beneficial to the development of the Safety Action Plan. The RGVMPO Safety Action will identify traffic safety concerns echoed by existing TxDOT, County and Municipal plans within a clearer regional context, allowing the RGVMPO to better prioritize candidate projects throughout the region without the constraint of county or municipal administrative boundaries. The LJA Team recognizes that the RGVMAB includes both urban and rural communities and will analyze current and historical information with an understanding that contributing factors are somewhat distinct to a particular location.

DATA DRIVEN

An effective Safety Action Plan must contain accurate and current data. The LJA Team has extensive experience working with Texas-based datasets, including the TxDOT Roadway Inventory data, the Crash Records Information System (CRIS) data, U.S. Census data, transit line and stop data, land-use and parcel data, and several other related geographical boundaries and locations. The LJA Team has taken a proactive look at some of this data to get a better understanding of the safety challenges that can be found across the RGVMAB. As shown in *Figure 1*, the highest concentration of crashes of any type according to the CRIS data are found in the highest density urban areas as expected such as McAllen, Harlingen, and Brownsville, with smaller concentrations in Edinburg, Weslaco, Rio Grande City, and South Padre Island. This is also consistent with findings in the RGVMPO Active Transportation Plan and Cameron County Safety Action Plan. The Crash Hotspots are one way to look at this dataset that provide an overview of where most of this type of activity is occurring.

The CRIS data can also be broken down by crash type and severity, and when done so, it becomes evident where certain types of severe and fatal crashes are occurring whether they are in urban or rural areas. When there are concentrations of these types of crashes in proximity to one another, this provides insight into where there may be specific safety issues in the network for a certain mode in a specified location.

The CRIS dataset when combined with other geographical data mentioned previously, can work to complement each other when identifying key areas of concern. When the CRIS data is joined with roadway data, segments that exceed a pre-determined crash severity threshold can be identified to isolate specific roadway attributes that may correlate to certain crash types. To demonstrate this, the LJA Team looked more closely at suspected severe and fatal crashes over the most recent five-year period (2018-2022) that involved pedestrians specifically.

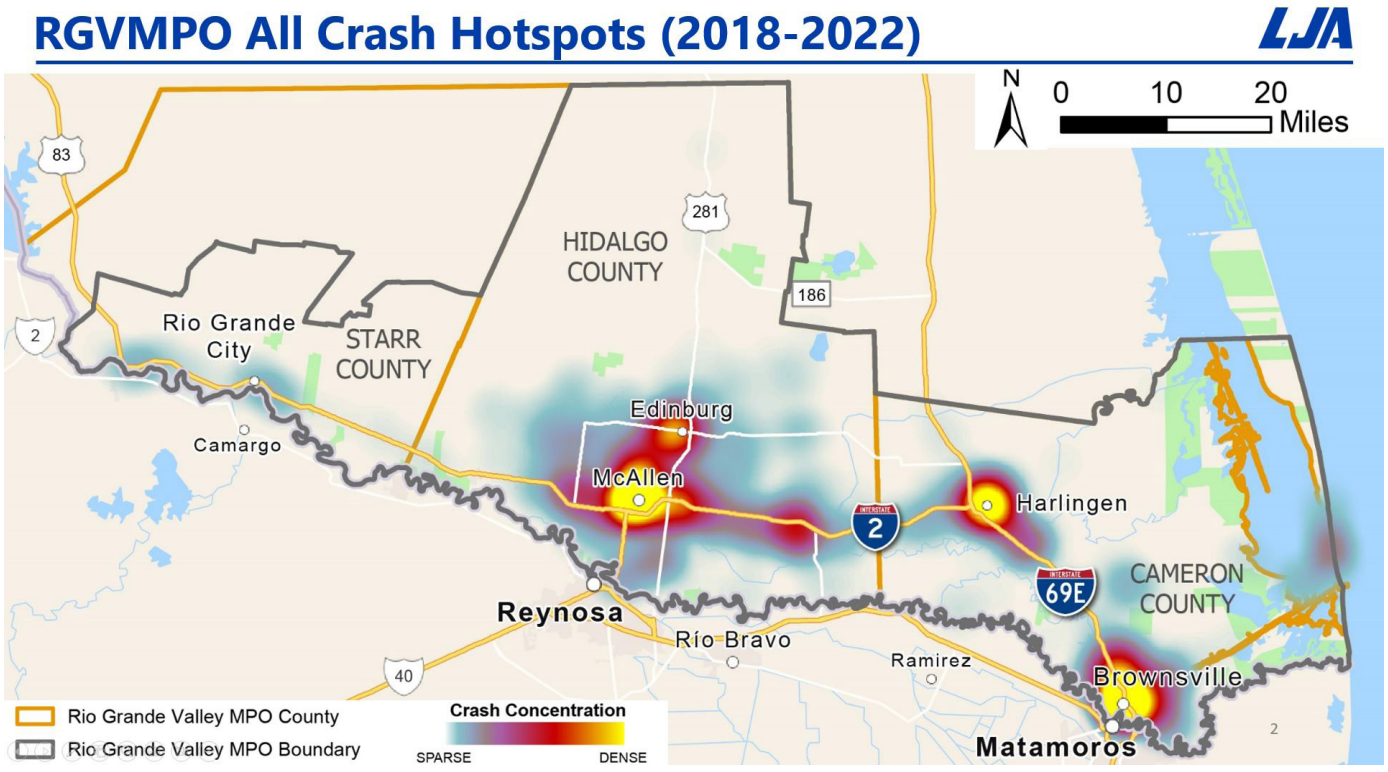


Figure 1

The data was subsequently isolated and flagged if these severe crashes were located within a ½ mile of another severe or fatal pedestrian crash. The underlying roadway segments were then identified, joined to the crash data, and formed into a single dataset called the Pedestrian High Injury Network. *Figure 2* identifies all the roadway links with at least two severe pedestrian crashes within a ½ mile of each other. As might be expected, the pedestrian high injury network is primarily found in denser urban areas where there is a much higher propensity for pedestrians to be interacting with greater numbers of personal and commercial vehicles, resulting in a concentration of severe and fatal crashes involving pedestrians. As this work is refined through the RGVMPO Safety Action Plan, the LJA Team will use high injury networks for Bicycles, Personal Vehicles, Commercial Vehicles, and Motorcycles in addition to Pedestrians to identify where to the greatest needs are located throughout the RGVMAB with regard to safety countermeasures to address the most urgent safety challenges in the region.

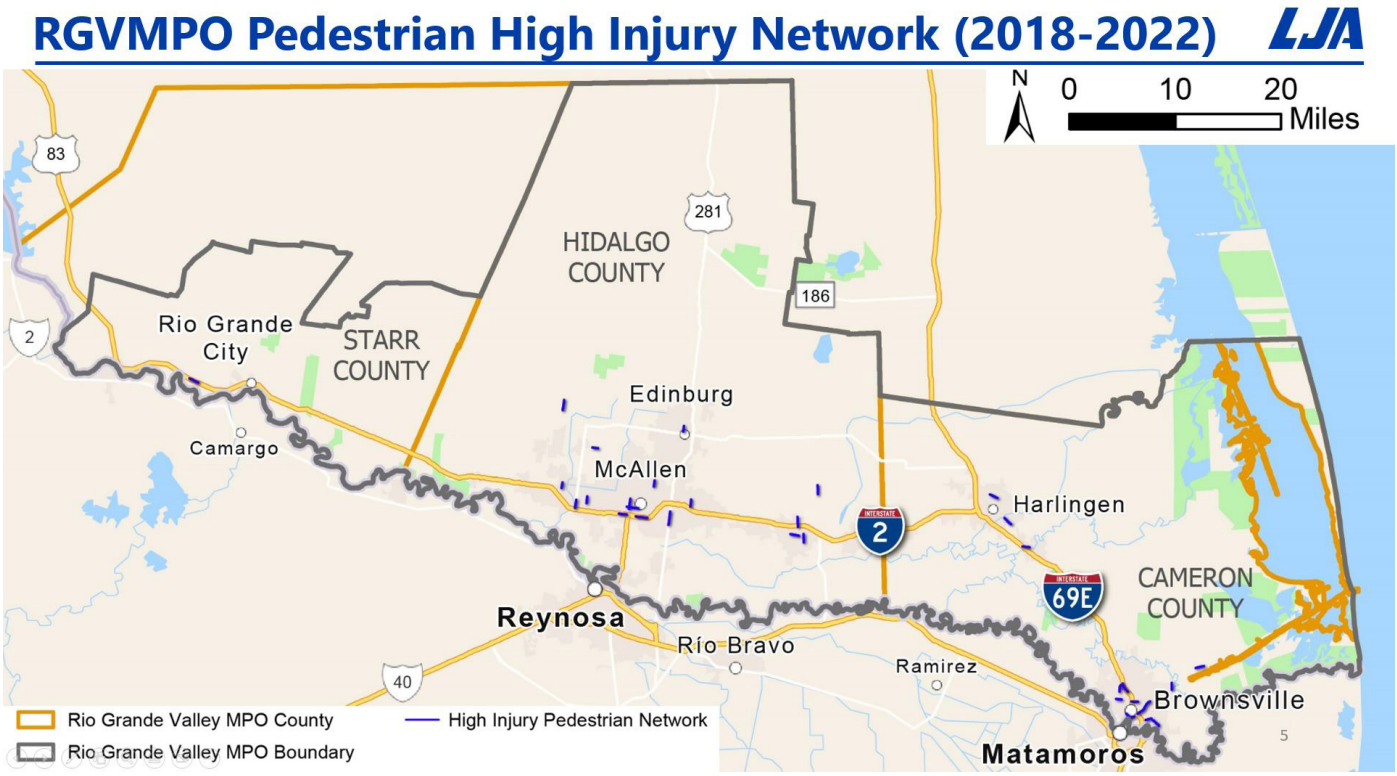


Figure 2

STAKEHOLDER COORDINATION

The LJA Team understands that a key component to implementing a Safety Action Plan is to have buy-in and ownership from staff that will be living and working with the final Safety Action Plan on a daily basis, executing strategies and delivering recommended projects. The role of the RGVMPO TAC to deliberate on and forward recommendations to the TPB for consideration and adoption is understood to be how the Safety Action Plan will be adopted. It is also understood that an IIJA Sub-Committee has been formed consisting of planning partners charged with helping with the development of the plan. With this plan being a key component to the pursuit of SS4A implementation funds, it is understood that the partners engaged in this sub-committee will be considering needs in their respective jurisdictions. The LJA Team will offer a method for soliciting comments from the public about the scope of the problem and the recommended solutions to address them with 2 surveys. Each jurisdiction represented on the sub-committee will want to know the feedback received from their respective constituents, and they can also help to distribute information and surveys on behalf of the project team to help in obtain that feedback. While the data analysis is important and central to discovering the key safety issues, the input from project partners and their constituents helps the project team better understand and interpret the outcomes, leading to better quality priorities and solutions.

TAB B
PROPOSED WOK PLAN

5.1.2 PROPOSED WORK PLAN

LJA has assembled a team of experts in the areas of transportation and safety planning, public involvement, interagency collaboration, and funding. Several proposed members of the team are former public employees themselves and are very familiar with processes related to local budgeting, regional coordination, and public funding, including working with and through MPO's, TxDOT, and Federal government programs. This experience is a distinct strength in assisting the RGVMPO with coordinating the multitude of jurisdictions when rolling out the idea of area-wide adoption of the Safety Action Plan and its recommendations.

KNOWLEDGE OF THE RIO GRANDE VALLEY

The LJA Team has experience working, all in border communities in South Texas, including the Rio Grande Valley. LJA has worked on TxDOT projects in the Pharr District where the RGVMPO is located, and has teamed with Able City, an architecture and planning firm that has an office located in McAllen, Texas. Able City has engaged the community in this area in the past and have recently contracted with City of McAllen to conduct their Vision Zero Plan. They have also established a Summer Discovery Program, which includes local high school students shadowing Able City staff in McAllen to learn about the careers in architecture and planning. Able City's position developing the Vision Zero Plan for City of McAllen offers the ability to have some synergy between this plan and theirs. We have the opportunity to define roles for partners in the region such as McAllen and the MPO regarding safety planning and development, and make sure messaging is coordinated and consistent. At the same time, LJA and Able City are currently developing the Vision Zero Webb Laredo Safety Action Plan, which will offer perspectives from another Border community working through this type of exercise concurrently.

Communication among local public officials, elected leaders, strategic key stakeholders, and the public is critical when advancing constructive discussion on a topic as sensitive as traffic violence, and the safety countermeasures that are needed to make our travel environment as safe as possible for people of all ages and abilities. All the while identifying the key stakeholders that can participate in the **Planning Structures** by taking an active role in an implementation group. Able City will be participating in each of our meetings with RGVMPO staff and tuned in to committee and board meetings over the course of the project. They will also assist LJA with coordinating and facilitating a Safety Action Plan Workshop with key individuals that will respond to findings from the analyses and offer feedback on goals of the plan that will help to guide prioritization of investment in projects and initiatives using the Safe System Approach. This informs the **Engagement and Collaboration** activities to further the partnerships with participating communities and all other jurisdictions critical to consensus within the RGVMAB. In preparation for this important project, LJA conducted a screening of the RGVMAB for Equity Considerations, including areas of persistent poverty, historically disadvantaged communities, areas linguistic isolation, air quality, and zero-vehicle households. As shown in *Figure 3* on the following page, many of the census tracts in the RGVMAB are classified as a historically disadvantaged community, an area of persistent poverty, or both. These are defined as communities that have been marginalized by underinvestment and overburdened by pollution, or communities that have had 20% or more of the population living in poverty over the last 30 years, respectively. Under IIJA, Federal discretionary funding for infrastructure development and planning activities includes this as a strong consideration, and have certain percentages of various grant opportunities allocated specifically to projects in these types of census tracts. This positions the RGVMAB as a competitive geography for these discretionary grant opportunities that can bring Federal dollars back to the RGV community. When considering ways to fund projects and recommendations, Federal discretionary grants will be one of the tools in the toolbox included in the implementation plan for projects best suited for a particular grant such as SS4A implementation grants or Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants.

As the equity analysis begins as part of this Safety Action Plan, additional screening using the Climate & Economic Justice Screening Tool (CEJST), the most recent U.S. Census data, and spatial analysis will inform **Equity Considerations** throughout all project activities and play a role in the development of recommended priorities.

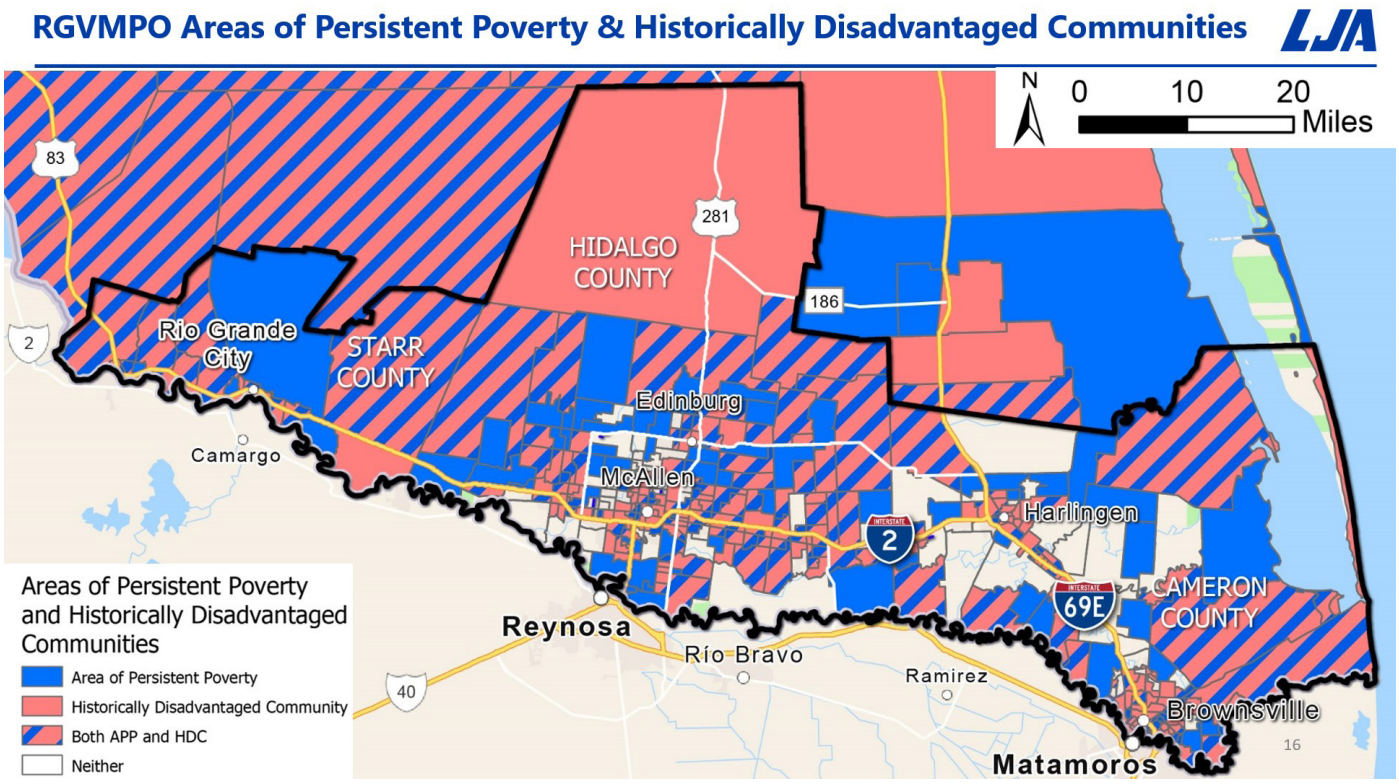


Figure 3

It will identify locations where additional outreach may be needed and contribute to prioritization of projects in disadvantaged communities where applications for Federal dollars will be most competitive. As a vital component of the Safe Streets for All project, LJA will integrate a robust equity framework into all project activities, addressing disparities in road safety outcomes and ensuring fair access to the benefits of the Safety Action Plan across diverse communities.

SCOPE OF SERVICES

The LJA Team takes a systematic and inclusive approach to projects such as the SS4A Safety Action Plan, first mobilizing the team and gathering all available information collaborating with RGVMPO staff. Then, existing plans, safety conditions, and equity impacts are studied to understand the context and conditions that will ultimately inform the plan. The scope and severity of roadway safety challenges across the region are shared and feedback is solicited from community stakeholders. From this feedback, goals are established, solutions recommended, and priorities defined to form the basis for the Safety Action Plan. Further feedback on the recommendations will inform the final implementation plan that will ultimately be adopted by RGVMPO TBP. An overview of this sequence can be found on the following page. Further information in this section describes how the LJA Team will approach specific components of the primary objectives outlined in Section 2.1 Scope of Services as well as some examples of how the analysis will progress.

Technical Analysis

The technical analysis begins with data collection. The LJA Team will work with RGVMPO staff to understand the context of this Safety Action Plan in relationship the previously completed Cameron County Safety Action Plan and upcoming McAllen Vision Zero Plan. A data request will be made, and existing plans and policies will be reviewed. The RGVMPO Active Transportation Plan along with the Cameron County Safety Action Plan provide an excellent starting point for this plan and will be reviewed thoroughly to understand how they will most appropriately serve, in part or in whole, as the foundation for this Safety Action Plan.

SUMMARY OF PROPOSED WORK PLAN



February 2024

The LJA Team will immediately get to know the RGVMPO staff that will be collaborating on this project and gain an understanding of how the SS4A Action Plan fits into the regional context. Data and information gathering will occur to begin review and discussion.

Gather all available information.

March-April 2024

An in-depth descriptive crash analysis will be conducted for the entire Metropolitan Area Boundary to gain an understanding of the scope and severity of safety challenges. This will be supported by an equity impact analysis and a review of existing plans and policies.

Understand our context and conditions.

May-June 2024

Once the scope and severity have been defined, the LJA Team will offer opportunities for the public, stakeholders, and community leadership to offer feedback, helping the LJA Team and RGVMPO staff define goals for addressing safety challenges in the community.

Solicit feedback to interpret findings.

July-August 2024

Based on community feedback and the analysis, a Safe System Approach will be applied to recommendations including proven safety countermeasures to improve roadway safety and post crash care. Potential prioritization of solutions for implementation will be defined.

Define priorities and offer solutions.

September-November 2024

Upon receiving further feedback from the community on priorities and solutions for addressing roadway safety challenges, a final implementation plan will be developed along with a formal Safety Action Plan and full report of findings, input, and recommendations.

Incorporate feedback and plan to implement.

December 2024

Once the SS4A Safety Action Plan has been completed and finalized, it will be put before the Technical Advisory Committee for Recommendation, and Transportation Policy Board for formal adoption by the RGVMPO.

Formally adopt an Implementation Plan.

Consistent with Scope Objective 3 in Section 2.1 Scope of Services, the primary analysis conducted as part of the Safety Action Plan is the safety analysis itself, which is informed by the TxDOT CRIS dataset discussed previously wfrom the most recent five years available at the time of notice to proceed. CRIS data will be analyzed in conjunction with other data from the U.S. Census and the RGVMPO to perform the safety analysis. The LJA Team is prepared to coordinate with RGVMPO, local Counties and Municipalities, and TxDOT to assist with additional datasets that can support the analysis as necessary and available. If additional data is not available from these sources, LJA will use publicly available data sources such as TxDOT's Open Data Portal or OpenStreetMap to supplement missing data. The team will perform data checking, cleaning, and consolidation to create a relational database for this project. This includes contextualizing crash data by joining them spatially with built environment data through geospatial conflation procedures. The developed database will contain processed data tables that are ready for performing data analysis in the following tasks.

Using this database, a descriptive crash analysis will be performed, which will help to illustrate the existing safety conditions and historical trends within the RGVMAB. This analysis will be informed according to the agreed-upon outline specifying crash characteristics that should be analyzed further. The analysis will focus on fatal and serious injury (KSI) crashes. Results of the descriptive crash analysis will be summarized and include a an inventory of data sources, analysis methodology, assumptions, key findings, tables, and graphs to provide an overview of factors and contexts that contribute to reported crashes on all roads in the RGVMAB during the analysis period. Maps illustrating the location of crashes by mode and severity will also be developed, including crash hot spot maps.

Once the crash analysis is complete, High Injury Networks (HINs) *(figure 2)* will be developed for Bicycle, Pedestrian, Personal Vehicle, Commerical Vehicle, and Motorcycle modes. A modal HIN is a key element of the Safety Action Plan that illustrates where historic crashes have occurred at the greatest density and severity, which helps to prioritize where further study should be focused. The HIN can help agencies prioritize where safety improvements should be made first. The establishment of the HIN involves developing crash density estimates along roadway corridors throughout the region, weighing them by crash severity, and then identifying the highest crash risk sections for each mode individually.

Proper thresholds for crash density and severity will be established to identify segments to be included in the HIN for each mode, which will include key corridors where safety risk is highest. The USDOT funded Safer Streets Priority Finder Tool will be used to perform the sliding window analysis for each mode to validate findings. Maps illustrating the HIN for all modes combined and each mode separately will be developed. The technical analysis will be conducted primarily by **Mike Kublanov** and supported by **Stephanie Taylor** and **Jason Rodriguez.**

Community Engagement

Incorporating feedback from community representatives and stakeholders is important for helping to understand and interpret any data analysis about a community. For this SS4A Safety Action Plan, community engagement will be facilitated through working with RGVMPO committees consistent with ***Scope Objective 2 in Section 2.1 Scope of Services,*** including the IIJA Sub-Committee, TAC, and TPB. Additionally, two separate online surveys will be produced to be shared for public and stakeholder feedback about the analysis results and proposed recommendations respectively. The assumption is that the LJA Team would provide any content and develop the surveys that RGVMPO staff can host on the agency website and distribute accordingly. Surveys will be distributed by RGVMPO and Sub-Committee represented organizations, and their results will be collected on the back end to be incorporated into the overall analysis.

Jason Rodriguez will be the primary presenter available to lead or support RGVMPO staff in presenting progress to committees, and **Mike Kublanov** will work with **Blasita Lopez** and **Paola Fernandez** to develop the surveys and incorporate information collected from each into the analysis.

In addition to regular committee updates and the surveys, the LJA Team will work with RGVMPO staff to identify an appropriate group of stakeholders to invite in addition to Sub-Committee members to a Stakeholder Planning Workshop just ahead of the "midway" point of the study, ***consistent with Deliverable 2 in Section 4.1 Project Deliverables and Scope Objective 2 in Section 2.1 Scope of Services***. Correspondence will be developed for

RGVMPO staff to use to schedule the Workshop and the LJA Team will be prepared to facilitate an in-person workshop, highlighting key findings from the safety, equity and existing plan analyses and begin discussing strategies that will inform implementation steps. ***Consistent with Scope Objective 1 in Section 2.1 Scope of Services,*** draft goals and a **Leadership Commitment Statement** committing to zero fatalities and serious injuries on RGVMAB roadways by a certain year will be shared, discussed, and updated. **Blasita Lopez** and **Paola Fernandez** will develop the overall workshop and provide logistical support, while **Jason Rodriguez** will facilitate the Workshop.

Following the Workshop, the intent is for the final Leadership Commitment Statement to be vetted by RGVMPO staff and TAC, then adopted by TPB at the "midway" point. The commitment statement will include both a brief statement that is focused on achieving zero fatalities and serious injuries by a certain year, as well as a more robust statement from the appropriate RGVMPO leadership representative that will provide more detail about what the statement fully entails. This public commitment from community leadership sets the course for the Safety Action Plan to achieve zero by a given date.

Supportive of Scope Objective 8 in Section 2.1 Scope of Services, a tool that the LJA Team will include that is not specified in the RFP, is a publicly accessible data Dashboard that provides everyone access to crash data and associated factors in the region. This will allow for the RGVMPO Crash Data Dashboard to be updated with findings from this analysis along with other relevant information. The updated dashboard will allow stakeholders and the public to explore crash data and trends for themselves, including key crash data statistics and maps such as the HIN and an ability to filter data that meet certain criteria, and in specific locations. Once recommendations have been developed, corresponding data can be added as a layer to the dashboard allowing easy tracking of progress.

Plan Recommendations

Safety Action Plan priorities and recommendations can be defined based on the analysis, goals, and initial stakeholder feedback. A methodology will be developed and agreed upon to screen and prioritize project locations so that the region can focus its limited resources on those specific locations. Metrics and their weights that will be used in the data-driven project prioritization process will be developed through a collaborative process with RGVMPO staff. ***Consistent with Scope Objective 7 in Section 2.1 Scope of Services***, a list of projects will be developed for recommendations. From conducting an existing conditions evaluation of critical segments in the HIN that has identified potential mitigation strategies and proven safety countermeasures, which will be identified by **Stephanie Taylor.**

Based on the review of existing plans, specific policy strategies will be identified and recommended by **Carlos Gallinar.** Additionally, problem statements will be developed based on results from the equity analysis to articulate existing disparities between populations in terms of transportation safety. These statements will reflect the investment strategies and policy priorities to be targeted for resolution.

While a complete project and policy list will be developed consistent with the Safe System Approach *(Figure 4)* a more focused list of corridors along the HIN will be prioritized. Projects on this priority list will include information related to the project location such as project limits, priority tier, overall score, and subcategory scores. A list of the top 10 priority locations will be developed with recommended countermeasures and estimated planning-level opinions of probable cost. High-level concepts will be developed for each location to inform costs.



Figure 4

The Safe System Approach is considered an effective way and best practice for addressing and mitigating the risks inherent in our complex transportation system. It builds and reinforces multiple layers of protection to prevent crashes from happening in

the first place and minimizes harm caused to those involved when they occur. It focuses on human mistakes and vulnerabilities, aiming to design a system with redundancies in place to protect everyone. Implementing this approach helps communities stay focused on infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response.

While the infrastructural improvements often come across as the primary focus of a Safety Action Plan due to their associated costs and changes to the built environment, it is important to acknowledge that potential organizational and policy changes will also be part of the final recommendations outlined in the implementation plan. This includes identifying roles and responsibilities, partnerships, and standards. A draft of the Safety Action Plan will be developed by September 2024 along with a survey highlighting its key recommendations for public comment and feedback. Once feedback has been received, the plan, final report, and all supporting materials and data will be finalized and prepared for adoption by TPB by the end of 2024.

Communication

The primary point of contact for the LJA Team will be the proposed Project Manager **Jason Rodriguez, AICP.** Jason will work with the RGVMPO Project Manager and supporting staff to make sure the LJA Team is delivering quality work, meeting the RGVMPO's expectations and delivering on time, and on budget. Jason will be in regular communication with individuals internal to the LJA Team and hold monthly coordination meetings with the full team. Similarly, key members of the LJA Team will hold monthly coordination meetings with RGVMPO staff to report progress, troubleshoot as needed, and plan for upcoming activities anticipated over the following 30-60 days.

The LJA Team proposes to use SharePoint for file sharing internally and with RGVMPO staff, hosted on LJA's servers. This will allow facilitation of easy file sharing and collaborative reviews. The LJA Team is also willing to utilize another file sharing platform should the RGVMPO have a different preference. Similarly, the LJA Team proposes to use ArcGIS Online (AGOL) to share GIS data and develop the Dashboard. It is recommended that RGVMPO provide temporary guest access to LJA to their AGOL so everything already exists on the MPO's server. LJA Engineering can also keep everything on the LJA AGOL server should that be preferred, and will continue to host everything through the end of 2025.

Quality Control

Jason will be responsible for making sure the LJA Team is following a Quality Management Plan (QMP) that will combine effective review processes, checklists, regularly scheduled formal reviews (Peer, Milestone, Safety, Cross-Discipline, Issue Workshops, and Over-The-Shoulder), and auditable comment resolution documentation. A key component of the quality process is providing QC training to every member of the team, including subconsultants. In addition, all subconsultants will be required to submit their own project quality control procedures for approval prior to subcontract execution or adopt our team's plan.

We will develop QC guidelines specific to RGVMPO's preferred project delivery approaches, including both planning studies and day-to-day deliverables. LJA's 5-step quality management process *(Figure 5)* ensures the project development and administration processes minimize costly errors and schedule delays, allow for continuous improvement, and honor the RGVMPO's time in administering the contract.

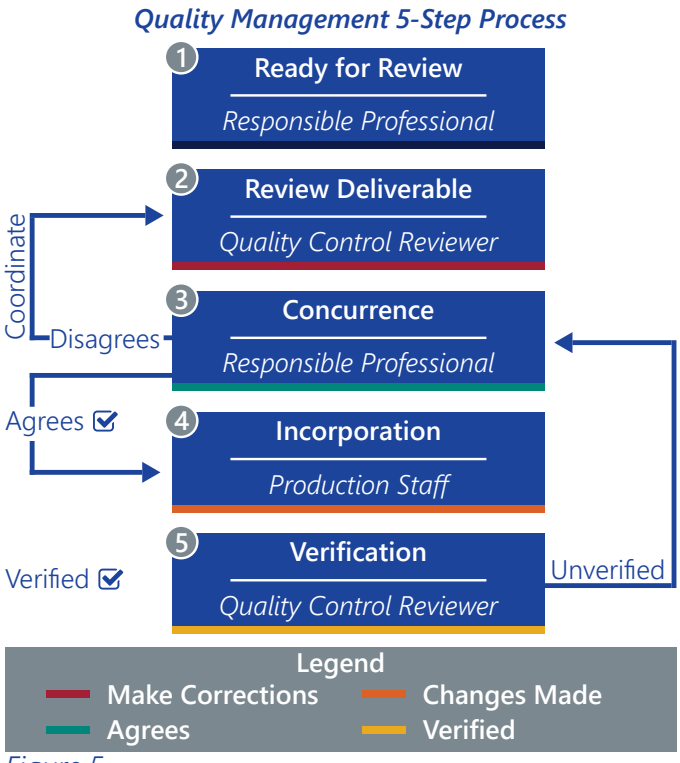


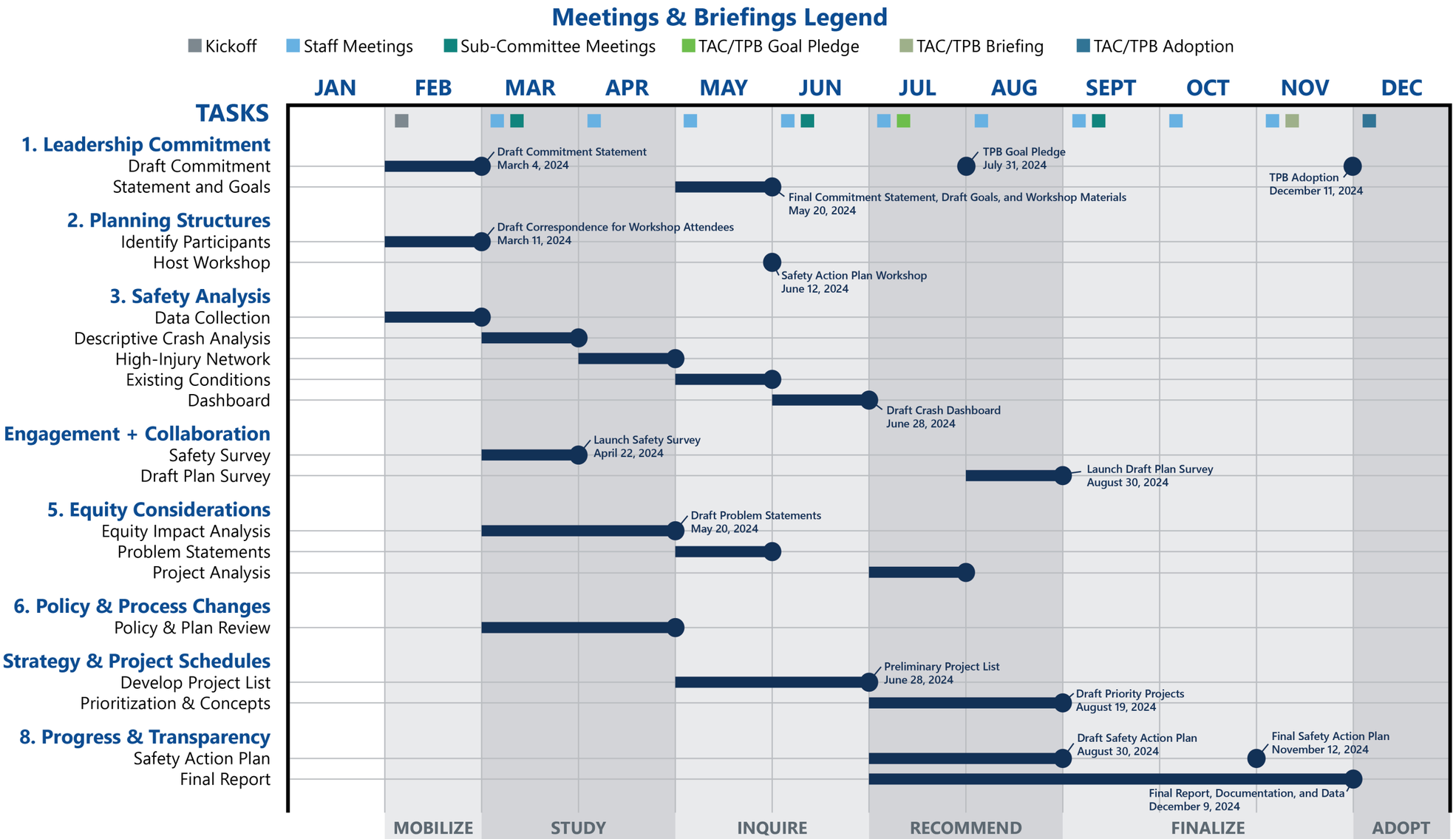
Figure 5

TAB C
SCHEDULE

5.1.3 SCHEDULE

This is a graphic schedule that outlines various tasks related to Scope Objectives 1 through 8 identified in Section 2.1 Scope of Services. The schedule also reflects the Milestones identified in Section 4.1 Project Deliverables. The LJA Team assumes a 1-week (5 business days) review period for deliverables to maintain the proposed schedule. Deliverables and corresponding dates are shown on the schedule. It should be noted that specific dates on the proposed schedule assume Notice to Proceed (NTP) is issued no later than February 9, 2024. Specific dates are subject to change should NTP be given after that date, or if dates are found to be in conflict with RGVMPO priorities for a specific date.

PROPOSED PROJECT **SCHEDULE**



TAB D
FIRM QUALIFICATIONS

5.1.4 FIRM QUALIFICATIONS

The proposed LJA Team has relevant, proven project history providing top notch services and retaining satisfied clients throughout the state. Our work in south Texas gives our team a distinctive skill set gained from numerous projects and collective 100-plus years of experience in the transportation planning and active transportation fields most relevant to the scope required by the RGVMPO and LRGVDC through the following endeavors:

1. Vision Zero Webb Laredo Safety Action Plan is the first of its kind in Webb County. The Webb County-City of Laredo Regional Mobility Authority (WC-CL RMA) applied for and was awarded a $2 Million Safe Streets and Roads for All (SS4A) planning grant from the U.S. Department of Transportation. Members of the proposed LJA Team composed and submitted the successful grant and are currently in the process of administering the grant and delivering a similar set of services as those being requested in the RGVMPO RFP The specialized mobility planning services include project management, public and stakeholder engagement facilitation, data collection and analysis, and policy and equity analyses resulting in a comprehensive Safety Action Plan for all of Webb County. Specific factors being considered in the study include various existing plans and studies, plus the roadway network, bicycle and pedestrian counts, bus stop ridership and facilities, land uses, crash trends (behaviors, severity and mode), high injury and fatal crash statistics, racial equity impact and socioeconomic information. The data will point towards specific safety improvements and countermeasures that will then be listed and prioritized. The plan will include a financial component to facilitate implementation. In addition to all the research and data that will inform the recommendations in the resulting document, the Vision Zero Webb Laredo Safety Action Plan will be published in English and Spanish. Outreach includes in-person and digital strategies in both languages including the development of two stakeholder steering committees. The initial purpose is to inform various aspects of the plan by including feedback from the committee members on current conditions and needs. Other public engagement includes three public events to occur during major milestones in the progress of the analysis and plan development. These are intentionally timed to share information and gain insight in response to the findings. A Vision Zero Webb Laredo website, and interactive dashboard, and robust social media outreach are also a part of the public engagement strategy. The project will close out with the delivery of the plan and eventual adoption is anticipated by the City of Laredo, LWCAMPO and the WC-CL RMA.

CLIENT & CONTACT	PROJECT TEAM
Webb County - City of Laredo RMA **Jed A. Brown** **Board Chairman** 972.286.7200	Jason Rodriguez (PM) Blasita J. Lopez Mike Kublanov Melisa Montemayor Carlos Gallinar Paola Fernandez

2. McAllen Vision Zero Plan is about to be underway with Able City. In December 2023, the City of McAllen finalized the contract for a Vision Zero Plan covering the municipality. The goal of the plan focuses on eliminating fatal and severe injury crashes, improving pedestrian safety, and addressing equity considerations in mobility. The project includes tasks similar to the RGVMPO RFP including extensive data analysis, risk factor assessments, existing conditions needs assessment, and developing a vision and goals informed by the data and findings of the earlier phases of the planning process. Together with the City staff, the project team will host a series of stakeholder meetings. The public engagement outcome is to establish an advocacy network for the plan and assemble a Bike Network Task Force that will continue to champion the recommendations from the plan. Because McAllen is one of the cities within the RGVMPO service area, there could be positive synergy with overlap on stakeholder involvement mutually beneficial to the project needs and outcomes of each respective Safety Action Plan.

CLIENT & CONTACT	PROJECT TEAM
City of McAllen **Marlen Garza, PE** **Assistant City Engineer/Director of Traffic Operations** 956.681.2715 marlen.garza@mcallen.net	Paola Fernandez Carlos Gallinar

3. El Paso Multimodal Network Evaluation is a study published in 2020 that involved collaboration between the El Paso MPO and the TxDOT El Paso District. An evaluation was conducted that identified safety and connectivity gaps in the regional multimodal network. Planners analyzed which projects proposed by TxDOT and local governments in the region could be identified as "Multimodal Supportive." This helped to inform the prioritization of projects that would be included in the El Paso MPO's fiscally constrained 2050 Metropolitan Transportation Plan (MTP). The resulting analysis was informed by objective data and assisted the MPO in articulating priorities and identifying disparities, primarily focusing on pedestrian and bicycle safety, connectivity to the busiest bus stops in the region and corridors with the highest multimodal demand. This ensured that the region was directly addressing multimodal variances through the many primarily roadway projects included for consideration in the MTP which covers an area with 12 governmental jurisdictions including 3 counties and 9 cities in both Texas and New Mexico.

CLIENT & CONTACT
TxDOT ELP District
Marty Boyd, CNU-A
Director of Advanced Transportation Planning
915.790.4326
marty.boyd@txdot.gov

PROJECT TEAM
Jason Rodriguez (PM)
Melisa Montemayor

4. North Laredo-Webb County Transportation Planning Study was a comprehensive planning study that provided a clear assessment of mobility conditions in an area northwest of the IH-35/IH-69W interchange (North Laredo), particularly on FM 1472, and offered a roadmap for growing the transportation network to meet existing congestion and increasing mobility demands into the future. The study was developed with regular interagency coordination, direct stakeholder involvement and public outreach to seek input and help guide the process. The study included traffic analysis, project definition and planning-level cost estimating to help with prioritization of alternative and supportive routes to FM 1472. This study defined and prioritized 48 individual roadway improvements ranging from adding sidewalks to road widening and introduction of new location roadways. A challenge the community is facing is that while drayage operations are the economic engine for international trade in the community, there are high volumes of trucks on local roadways in some places outnumbering daily non-commercial traffic. Some lessons learned included the value of direct stakeholder involvement and by implementing new alternative routes, traffic congestion can be alleviated on existing primary roadways such as FM 1472. A key accomplishment of the study process was bringing the community together to identify and prioritize several capital improvements that can help FM 1472 to function more efficiently.

CLIENT & CONTACT
Webb County - City of Laredo RMA
Jed A. Brown
Board Chairman
972.286.7200

PROJECT TEAM
Jason Rodriguez (PM)
Melisa Montemayor

5. School Zone Reviews for Prince George's and Montgomery Counties, Maryland was an effort meant to enhance safety and identify alternative transportation options in support of the State's Safe Routes to School (SRTS) program. The project team conducted a review of 48 school zones in Prince George's and Montgomery Counties for compliance with the Maryland Manual on Uniform Traffic Control Devices (MUTCD). Any deficiencies in signage, marking, sight distance, or accessibility were documented followed by the submittal of a work order for items to be corrected. According to the Maryland State Highway Administration, the SRTS enables and encourages children, including those with disabilities to walk, roll and bicycle to school. The program aims to make bicycling, walking and rolling to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age. The RGVMPO shares the same SRTS commitment for its own communities. The LJA team will reflect on SRTS work completed in other jurisdictions and apply best practices for the RGVMPO region.

CLIENT & CONTACT
Maryland State Highway Administration
Cedric Ward, PE
Director of Traffic & Safety
410.787.5815
cward@sha.state.md.us

PROJECT TEAM
Stephanie Taylor (PM)

The team has extensive experience providing studies, planning, and design services to Texas communities for the past 40 years. This includes work within Mission, Laredo, El Paso, Sharyland, McAllen, Zapata, Eagle Pass, San Antonio, and Del Rio. This is underscored with the presence of an office in McAllen, which Able City recently inaugurated in 2020 following a successful region-wide public design charrette. The outreach event invited community members and civic leaders to participate in crafting a vision for private sector client Killam Development's El Milagro Mixed Use Neighborhood located in Mission. Able City was honored to be the 2022 American Institute of Architects Lower Rio Grande Valley Architecture Firm of the Year. The proposed LJA Team knows the area and is invested in the region.

The LJA Team understands the Safe Streets and Roads for All grant program and that the Safety Action Plan is the first step toward attaining future implementation grant money from the Federal Highway Administration. While federal grants are one of the many funding tools available to the Rio Grande Valley, key members of our team have implemented innovative solutions in attaining money for key transportation infrastructure and safety enhancements on South Texas roadways. From the grants to leveraging local resource funds through public private partnerships, we want to provide the RGVMPO with the tools to successfully see the safety recommendations make it through to implementation and beyond, making a positive impact in the lives of people who live, work and commute through this diverse region of South Texas.

Our goal is to assist and support RGVMPO efforts in every way, be a partner and even an extension of the staff. Creating safer streets and routes for all users is a worthy endeavor. We are committed to Zero. It can be be achieved.

The proposed LJA Team's combined capabilities have been attained over diverse opportunities to work with the following public agencies and private entities

- Webb County-City of Laredo Regional Mobility Authority
- Laredo & Webb County Area Metropolitan Planning Organization
- El Paso Metropolitan Planning Organization
- Alamo Area Metropolitan Planning Organization
- Laredo TxDOT District
- El Paso TxDOT District
- Pharr TxDOT District
- City of Laredo
- City of Del Rio
- City of Eagle Pass
- Zapata
- South Texas College Pecan Campus
- South Texas College Starr County
- Mission Housing Authority
- Killam Development Company
- UETA

TAB E
PERSONNEL AND STAFFING

5.1.5 PERSONNEL AND STAFFING

LJA Engineering is proposing a team with dynamic experience and value that will deliver a Safety Action Plan that takes into account existing plans and studies and contains actionable recommendations, placing the people of the Rio Grande Valley first and making them the principal beneficiaries of the safe transportation outcomes of the plan. We are qualified, experienced professionals with significant connections to Texas border communities. Numerous project staff have lived and worked near the border and several members of our proposed project team are proficiently bi-lingual in both English and Spanish. We understand the unique linguistic, cultural, and traffic-related diversity that is found along the US/ Mexico border. The flow of people and commerce between border cities is a fascinating and ever-evolving condition of South Texas. We naturally work within this context and possess the skill set to execute the requested scope of work. LJA Engineering together with Able City offers seven high-caliber transportation and planning professionals for your consideration, beginning with:

LJA Engineering is proposing a lean and experienced team qualified to deliver the RGVMPO Safety Action Plan that brings the technical proficiency and people-savvy to integrate with the RGVMPO team. Jason, Melisa, Blasita, Stephanie, and Carlos all have experience working in various management roles directly at public agencies and fully understand the dynamics involved with responding to the public and working with Councils, Boards, and Commissions on their schedule.

The Team consists of seven professionals that can also be supported by a deep bench of resources should the need arise to bring additional perspectives or expertise to the discussion. Jason Rodriguez, AICP will serve as Project Manager and the primary point of contact with the RGVMPO staff and will be able to support staff with facilitation and presentation of findings. Stephanie Taylor, PE, PTOE, LGPP will serve as the Safety Planning Lead overseeing the safety analysis and determining applicable safety countermeasures to address challenges in the region. Blasita Lopez will serve as the Public Engagement Lead for this project overseeing development of the surveys and external correspondence in support of the project.

Melisa Montemayor, LGPP will support the team in Stakeholder Coordination with Policy Board members and other key stakeholders on the Sub-Committee and TAC as needed. Mike Kublanov, AICP will conduct the Crash and Equity analyses, as well as building the surveys and processing data. Carlos Gallinar, AICP, CNU-A will serve as a project advisor and provide support in the development of policy recommendations to consider as part of the plan. Paola Fernandez, CNU-A, NCI will provide logistical support for Public Involvement activities including setup and documentation of the Safety Action Plan Workshop.



Consistent with Section 6.2.3 Proposed Subcontractors in the RFP, this subsection seeks to clarify that LJA will be the prime consultant and Able City will be a subcontractor once the contract is awarded. A copy of the proposed subcontract will be provided to the LRGVDC.

The following pages include biographic summaries for each of the seven proposed staff members included in the organizational chart, each under the one-page limitation.



Jason Rodriguez, AICP
Project Manager
LJA

Jason has over 16 years of transportation planning experience and has been called upon to lead a variety of projects because of his strategic approach to understanding the needs and opportunities associated with every project and collaborating across disciplines to problem-solve and find viable solutions. He understands the challenges associated with developing projects in an environment of innovation and a growing population with various demands on available resources. Jason is a project manager and transportation professional experienced in public transportation, active transportation, corridor planning, and sub-area/regional planning and currently serves as the Webb County-City of Laredo Regional Mobility Authority's General Engineering Consultant (GEC) Planning and Multimodal Lead. In support of the GEC work, he serves as the Project Manager for the Vision Zero Webb Laredo Safety Action Plan and has been leading a consultant team through the methodical steps required for the development of a Safety Action Plan for this region. Additionally, his portfolio includes previously working on the El Paso Multimodal Network Evaluation as the Task PM and was responsible for coordinating with TxDOT and the El Paso MPO to conduct an evaluation that identified safety and connectivity deficiencies in the regional multimodal network. This work ensured that the region was directly addressing multimodal gaps through the many primarily roadway projects included for consideration in the El Paso MPO's 2050 MTP. Furthermore, Jason's experience includes working for CapMetro in Austin as a consultant serving as PM for 12 different Task Orders, and for VIA Metropolitan Transit in San Antonio as an employee and was responsible for overseeing the development of VIA's Vision 2040 Long Range Plan, Rapid Transit Corridor Studies, and the development of several passenger facilities. While at VIA, Jason also represented the transit authority on the Alamo Area MPO TAC. In his more recent work, he has lead planning efforts for the WC-CL RMA on the River Road Route Alternatives Study and the North Laredo-Webb County Transportation Planning Study, which were a single corridor alternatives study and a comprehensive corridor study for a high-growth sub-area of Webb County respectively. His experience in managing projects in transit and transportation planning will inform his actions as the Project Manager for the development of the Safety Action Plan in the Rio Grande Valley. As the project manager he will ensure that the project stays on time, within budget and oversee the development of the final project deliverables. He is prepared to lead meetings, workshops, presentations and provide a high-quality plan with valuable insight and implementable countermeasures to address safety concerns across the RGVMAB.

Jason also currently serves on the Board of the non-profit community-based organization ActivateSA, promoting safe active transportation for people of all ages and abilities in the San Antonio community, and also serves on the City of San Antonio Complete Streets Coalition, and the Mayor's Transit-Oriented Development Working Group. His expertise and experience in this area, as well as his abilities as a project manager make him an ideal candidate for this role working with the RGVMPO.



Melisa Montemayor, LGPP
Stakeholder Coordination
LJA

Melisa has 29 years of transportation planning, programming, design, environmental, construction, and maintenance experience, emphasizing the delivery and implementation of transportation projects. She was responsible for the executive-level direction, management, and operations of the Texas Department of Transportation (TxDOT) Laredo District. Her work also included close coordination with the Laredo Webb County Area Metropolitan Planning Organization (MPO), where she represented TxDOT and presented projects, project financing and project planning and programming, and design items to various county officials, city councils, and other technical and non-technical audiences as both a technical and a policy board member of the MPO. She currently serves as the WC-CL RMA GEC Program Manager, a position she had held for the last four years. She has significant contact and excellent relations with elected officials, the public and private sectors, as well as government and private entities on a bi-national level.

She was also the Advanced Transportation Planning Director for the Laredo TxDOT District office and understands how to orchestrate the wide-ranging

components of various transportation master plans including the Border Transportation Master Plan that directly impacts the Rio Grande Valley. Her unique skill set allows her to meet the needs of Transportation Planning and Programming, the Districts, clients like the Rio Grande Valley MPO, the Lower Rio Grande Valley Development Council and the people it serves. She has guided multidisciplinary teams on dozens of border infrastructure assignments, including her leadership over the predecessor TxDOT-Laredo District Border Master Plan (BMP). She has nurtured relationships over the years she was a public servant and beyond particularly with the Joint Workgroup Committee (JWC) of the Binational Bridges Border Crossing Group. Her presentations at these binational meetings gained federal and international support for projects imperative to the movement of freight from Mexico and through the district, including the Loop 20 Southern Extension, Laredo Outer Loop, US 59 Upgrade to I-69, I-35 added capacity, proposed Laredo International Bridge 4/5, and Hachar Road, an off-system project that Melisa was involved in as it went through state legislation to become an oversize/overweight (OS/OW) route.

Melisa is an active member of the Transportation Research Board (TRB) as a member of the International Trade Committee and the Public Private Partner Committee, a subcommittee of the Finance Committee. She has a history of service with the TRB, having been selected, along with only a select few others in the United States, to represent the nation in a study addressing Rural Community Growth and Sustainability Solutions to Transportation Problems. Her experience in the development of rural mobility projects and knowledge of financial constraints along with targeted rural sustainability/smart growth goals allowed her to be an instrumental part of this study. Her extensive relationships with local, state, and federal agencies and elected officials were built over years of living on the southern U.S. border and working in the field of transportation. She is committed to continuing to apply this institutional knowledge and skillset as the stakeholder coordinator for the Safety Action Plan in the Rio Grande Valley. As the stakeholder coordinator, she conducts outreach to higher level government officials to facilitate the leadership commitment across various jurisdictions. As the plan develops, she will continue to communicate all the while fostering dialogue and creating "buy in" for the planning structures requested in the scope of services key to the success of the implementation and monitoring of the plan and its effectiveness.



Stephanie Taylor, PE, PTOE

Safety Planning Lead

LJA

With over 15 years of transportation engineering experience, technical know-how, operational implementation, and multi-jurisdictional safety analysis, Stephanie Taylor brings a variety of applicable projects to the effort. She has the ability to apply a multimodal, macroscopic perspective to transportation networks and initiatives to improve roadways for all users. Stephanie's work as a traffic engineer complements the strengths of the other team members. Extensive field work provides a sound basis for implementable countermeasures for the Rio Grande Valley. A standout project in her portfolio of past work includes the Traffic Calming Program Update for the City of Falls Church, Virginia. Stephanie worked with the Planning Department and the Citizens Advisory Committee on Transportation (CACT) to update the processes for requesting, reviewing, and responding to traffic calming project requests. She helped develop key thresholds for certain measures to be warranted, provided a list of traffic calming options in the program handbook, and managed the installation of "light" options which could be handled with in-house Public Works staff and the design of "heavy options" which required engineering and construction.

This program supported the City's goal of reducing excessive speeds and increasing safety for all road users. She has held a variety of roles from program manager to lead traffic engineer and has created strategic plans, programs, street light upgrades plans, traffic analysis, models for construction staging and sequencing, safe road closure programs for community events and other traffic engineering services for clients on the east coast and throughout Texas. This extensive experience provides a sound base critical to the delivery of an actionable Safety Action Plan. She will work within the team and with the client project staff to mold the story, interpreting the data from the safety analysis, equity conditions and historical trends. She will be key to identifying opportunities for enhancing transportation safety priorities laying a framework and spelling out the guidelines and the projects that will address the safety issues identified in the Safety Action Plan.



Carlos Gallinar, AICP

Policy Planning

Able.City

Fluent in Spanish, Carlos Gallinar has over twenty years of professional experience in city planning and community development. His areas of expertise include housing development, municipal planning, sustainability, neighborhood revitalization, building and site planning, public health, economic development, and public participation. This diverse practice spans the public, private, and nonprofit sectors and includes projects throughout the United States. Carlos has managed and led various size organizations and teams including serving in the roles of Executive Planning Director for the El Paso Independent School District, City of Socorro Planning Director, and City of El Paso Deputy Planning Director and Comprehensive Plan Manager. His public sector experience gives him unique insight into policy planning for success. His project experience with municipal code, zoning regulations, development standards in the urban and rural areas of El Paso and surrounding communities lend themselves the multi-jurisdictional RGVMPO's comprehensive area of coverage. He will ensure that existing policies, plans, guidelines and standards are taken into account as the Safety Action Plan is developed. In addition to this, the plan will include recommendations for policy updates informed by the data driven findings of the analysis. Carlos will be involved in articulating these within the context of the conditions and existing plans & guidelines.



Mike Kublanov, AICP

Crash and Equity Analysis

LJA

Mike has nearly 10 years of transportation planning experience and has applied his skills to successfully execute planning and environmental linkages studies, long-range planning, and corridor studies. This includes the Gulf Freeway Planning and Environmental Linkages (PEL) Study, Texas Statewide Long-Range Transportation Plan (SLRTP) and US 82 and US 90 TxDOT Corridor Studies. The Gulf Freeway PEL Study for Harris County entailed working with the Houston-Galveston Area Council's (H-GAC) Travel Demand Model outputs for a 14-mile segment of I-45 in Harris County. He analyzed several model outputs to identify the best roadway configuration alternative to meet 2050 projected volumes. Alternatives were assessed against each other using key performance measures, such as V/C ratios, travel time, and person-throughput. For this analysis, he used ArcGIS software and Microsoft Excel to convert model outputs to GIS format from TransCAD and to calculate the performance metrics for comparison.
Regarding the US 82 and US 90 TxDOT Corridor Studies, he was the task lead responsible for multiple analyses for two corridor studies in Texas. Mike conducted a crash analysis, identified, and analyzed pavement conditions, traffic volume, origin-destination data, and freight movement along both corridors. Mike used the TxDOT RHINO roadway datasets as well as the CRIS portal for crash data. These corridor analyses informed future recommendations for improvements. He also was one of the team members responsible for generating the existing "Overview of the State" chapter of the SLRTP for the Texas Department of Transportation. Mike gathered information about the geography, demographics, and housing throughout the state and assembled the data into a technical memorandum. Mike was also involved in the process of model validation by comparing travel metrics of the Texas Statewide Analysis Model (SAM) to the TxDOT Roadway Inventory (RHINO) dataset to maintain accuracy in projecting future conditions of the statewide transportation network.

Mike is currently assisting with the Vision Zero Webb Laredo Safety Action Plan in data collection, public engagement, and strategic stakeholder outreach. He is eager to apply his skillset with the Crash and Equity Analysis towards the project delivery in service of the Rio Grande Valley MPO's and the LRGVDC's Safety Action Plan.



Blasita Lopez

Public Engagement Lead

LJA

As a seasoned bi-lingual communications professional for 25 years, proficient in English and Spanish, Blasita has recently led the public involvement tasks on a variety of transportation projects along the United States/Mexico border in Laredo, Webb County as a member of the WC-CL RMA GEC team. She has also recently worked with the El Paso TxDOT District office on the SH 178 (Artcraft Road) project assisting with NEPA clearance stakeholder and public outreach.

Furthermore, she was involved in the El Paso TxDOT Border Highway East Study project public engagement by developing a specialized study area tour that extended approximately 20 miles from the Ysleta-Zaragoza Port-of Entry to the Tornillo-Guadalupe Port-of-Entry in the El Paso MPO region.

She serves as the WC-CL RMA GEC Public Engagement Lead and has relevant project experience as the task leader for the in-progress Vision Zero Webb Laredo Safety Action Plan. The public outreach tasks include the implementation of two steering committees, the Vision Zero Work Group and the Safe Transportation Advisory Council comprised of stakeholders that will inform the Safety Action Plan as it is developed and eventually evolve into roles of implementation and monitoring progress on safety countermeasures. A project specific public engagement plan and website have been designed and published. As the findings of the study take shape and public engagement intensifies social media content and other public involvement materials will also be created.

In addition to this work, Blasita will be supporting the team working on the Laredo 2025-2050 Metropolitan Transportation Plan with public and stakeholder involvement in service of the Laredo & Webb County Area MPO. She is savvy to the bi-national nature of communities that span more than one country and enjoys the complexity of the business acumen. Her experience covers various projects implementing NEPA, FHWA and TxDOT compliant public outreach strategy and execution practices specific to roadway projects. Her skills gained in local and national media companies provides her a unique perspective on the media market, specifically with news agencies and content creators that influence public perspective. She plays a role in the digital reputation management and regularly conducts public outreach in her community on behalf of various clients. She is also proficient with at external and internal communications within governmental agencies such as Regional Mobility Authorities, Metropolitan Planning Organizations, and municipalities having served the City of Laredo municipality for over 20 years.

She looks forward to applying her unique set of work experiences towards the engagement and collaboration to foster meaningful partnerships within the local communities impacted by the recommendations in the Safety Action Plan.



Paola Fernandez, CNU-A

Public Involvement

Able.City

Paola is a passionate bilingual urban planner and community engagement coordinator with 10 years of professional experience shaping sustainable and equitable cities and communities. As a passionate advocate for community-led planning and design, Paola has led numerous successful projects, ranging from small-scale interventions to large-scale comprehensive plans. With a keen understanding of the complexities and challenges of urban development, Paola brings a collaborative, inclusive, and empathetic approach to every project, working closely with local residents, and other stakeholders to ensure that their voices are heard, and their needs are met. She will be assisting with the outreach and communication with transportation stakeholders and relevant organizations to ensure that their opinions are represented in the Safety Action Plan. She has successfully utilized community resources such as media and digital marketing techniques to reach a broader audience in her previous work with the ActivateSA and San Antonio Smart Cities community engagement. She serves on the team enacting public engagement for the Vision Zero Webb Laredo Safety Action Plan in Laredo, Webb County. She was key in developing the strategies to engage with this community and will be directly involved in steering committee meetings and all aspects of outreach to collect public and stakeholder input for inclusion in the final deliverable. She will also be fulfilling a similar public involvement role for the McAllen Vision Zero Plan. Paola has proven field experience in public meetings, stakeholder charrettes, townhalls and other listening session style meetings intended and designed to engage attendees and attain feedback.

PROPOSED SUBCONTRACTORS

LJA Engineering is proposing to team with a single subcontractor, Able City, LLC (Able City), a multidisciplinary team devoted to new urbanism in a wide range of disciplines including certified planners, urban designers, policy writers, architects, and community organizers. With over 40 years of work with private clients, developers, and communities, Able City integrates perspectives directly linked to walkable, livable, sustainable, and equitable cities, engaging in city planning to better serve communities of all types around Texas.

TAB F
REQUIRED CERTIFICATION AND SUBMITTAL

5.1.6 REQUIRED CERTIFICATION AND SUBMITTAL

LRGVDC FORM (A)

DBE FORM 1

Safe Street for All

DBE SCHEDULE OF DBE PARTICIPATION

Name of Proposer: LJA Engineering, Inc.

Project: Safe Streets for All (SS4A)

Project No.:

Proposal No:

Total Proposal Amount:

NAMEOF DBE SUBCONTRACTOR	ADDRESS	TYPE OF WORK SUBCONTRACTE	DBE	SUBCONTRACT VALUE
Able City, LLC	200 S. 10th Street, Suite 907 McAllen, TX 78501	Various services	Yes	$ 9.7%
				$
				$
				$
				$

DBE PARTICIPATION TOTAL VALUE $

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

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

LRGVDC

FORM (A) DBE FORM 2

Safe Street for All

DBE SUBCONTRACTOR IDENTIFICATION

(Reproduce as necessary)

I HEREBY DECLARE AND AFFIRM THAT I AM THE (Title - Owner, President, etc.) and duly authorized representative of Able City, LLC and I hereby declare and affirm that I am a certified DBE.



(Signed)

Mario A. Peña

(Printed)

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

South Central Texas Regional Certification Agency of Bexar County

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

South Central Texas Regional Certification Agency of Bexar County, Texas hereby duly affirms that:

Able City, LLC

has successfully met the established requirements of DOT's Disadvantaged Business Enterprise Program to be certified as a

*Disadvantaged Business Enterprise (DBE)

Certified NAICS Codes:

NAICS 541310: ARCHITECTURAL SERVICES
NAICS 541310: BUILDING ARCHITECTURAL DESIGN SERVICES
NAICS 541320: LANDSCAPE ARCHITECTURAL SERVICES

Certification Number: 222025396
Effective Date: February 3, 2022

Charles Johnson,
Executive Director

Note: This certificate is the property of the SCTRCA's and may be revoked should the above named firm graduate from or fails to comply with Department of Transportation's Disadvantaged Business Enterprise Program. Pursuant to 49 CFR Part 26.83 (j) an Annual Update Affidavit must be provided to affirm that your firm continues to meet SBA business size criteria and the overall gross receipts cap of this part.

South Central Texas Regional Certification Agency of Bexar County, Texas hereby duly affirms that:

Able City, LLC

has successfully met the established requirements of SCTRCA's Business Enterprise Certification Program to be certified as a

*HABE MBE SBE WBE

Certified NAICS Codes

NAICS 541310: ARCHITECTURAL SERVICES

SOUTH CENTRAL TEXAS REGIONAL CERTIFICATION AGENCY

Certification Number: 223085396
Effective Date: August 3, 2023
Expiration Date: August 3, 2025

Sandra Ramos

Sandra Ramos
Executive Director

Note: This certificate is the property of the South Central Texas Regional Certification Agency and may be revoked should the above named firm graduate from or fails to comply with SCTRCA's Business Enterprise Program. A Certification Renewal Application is required every two years.

Texas Historically Underutilized Business (HUB) Certificate

Certificate/VID Number: **1820976597500**
Approval Date: **August 3, 2023**
Scheduled Expiration Date: **August 3, 2025**

In accordance with the Memorandum of Agreement between the
SOUTH CENTRAL TEXAS REGIONAL CERTIFICATION AGENCY (SCTRCA)
and the Texas Comptroller of Public Accounts (CPA), the CPA hereby certifies that

Able City, LLC

has successfully met the established requirements of the State of Texas Historically Underutilized Business (HUB) Program to be recognized as a HUB. This certificate printed **August 3, 2023**, supersedes any registration and certificate previously issued by the HUB Program. If there are any changes regarding the information (i.e., business structure, ownership, day-to-day management, operational control, addresses, phone and fax numbers or authorized signatures) provided in the submission of the business; application for registration/certification into SCTRCA's program, you must immediately (within 30 days of such changes) notify SCTRCA's program in writing. The CPA reserves the right to conduct a compliance review at any time to confirm HUB eligibility. HUB certification may be suspended or revoked upon findings of ineligibiliy. If your firm ceases to remain certified in SCTRCA's program, you must apply and become certified through the State of Texas HUB program to maintain your HUB certification.

Statewide HUB Program
Statewide Procurement Division

Note: In order for State agencies and institutions of higher education (universities) to be credited for utilizing this business as a HUB, they must award payment under the Certificate/VID Number identified above. Agencies, universities and prime contractors are encouraged to verify the company's HUB certification prior to issuing a notice of award by accessing the Internet (**https://mycpa.cpa.state.tx.us/tpasscmblsearch/index.jsp**) or by contacting the HUB Program at **512-463-5872** or toll-free in Texas at **1-888-863-5881**.

LRGVDC

FORM (A) DBE FORM 3

Safe Street for All

LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

To: LJA Engineering, Inc. (Name of General Contractor Proposing)

PROJECT:

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

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

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

Develop a Safe Streets for All Safety Action Plan for the RGVMPO/LRGVDC.

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

Work items to the performed will consist of attending meetings, keeping record of those meetings and Public Involvement activity in relation to the Stakeholder workshop.

at the following price: $_____. Please see Fee Proposal

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

12/23/2023	956-790-0442	Able City, LLC
Date	Telephone No.	Name of DBE Subcontractor

By: 200 S. 10th Street Suite 907 (Firm Address)

(Signature)

Name: McAllen, TX 78501 (City and State)

Mario A. Peña (Typed)

Title: Partner, Principal

LRGVDC FORM (__) - ADDENDA ACKNOWLDEGEMENT

In the space provided below, acknowledge receipt of addenda: *(if applicable)*

	Date Received:
#1	Received 11.08.2023
#2	Received 11.13.2023
#3	Received 11.15.2023
#4	Received 11.20.2023
#5	Received 11.22.2023
#6	
#7	
#8	

TAB G
TOOLS, EQUIPMENT AND SUPPLIES

5.1.7 TOOLS, EQUIPMENT AND SUPPLIES

LJA employs powerful computer software and hardware resources to support our work; notable software used are Microstation V8iSS4, Autodesk Civil 3D 2019/2021. Of the ***11,000 software platforms*** for which LJA holds licenses of the latest versions, some of the most used are listed below; software that may be required but not listed herein is likely included in LJA's vast repertoire of licenses. Each of our in-office workstations include sit/stand desks, dual monitors, and HP docking stations to maximize employee productivity and comfort. Although the majority of LJA employees work in the office, each employee is given a laptop with remote server access to allow for seamless remote work. The GIS group at LJA offers comprehensive services to meet client needs; notably our proprietary Discovery™ development software provides essential information for evaluating sites for potential development and capital improvement projects. Any personal protective equipment that may be required will be supplied by LJA Engineering for the team to use as needed. Any supportive equipment necessary to display physical boards in a public meeting context will also be provided by LJA. Additional available software resources are listed in the following table.

SPECIALIZED COMPUTER SOFTWARE

- **Adobe Creative Cloud**
- Autodesk AEC Collection:
  - AutoCAD
  - Civil 3D
  - Infraworks
  - Revit
  - Vehicle Tracking
  - Navisworks
  - Advance Steel
  - FormIt
  - Recap
  - 3dsMax
- Bentley:
  - Microstation
  - CulvertMaster
  - FlowMaster
  - OpenBridge
  - CivilStorm
  - PondPack
  - SewerCAD
  - SewerGEMS
  - StormCAD
  - WaterCAD
  - WaterCAD HAMMER
  - WaterGEMS
  - OpenRail Designer
  - OpenRoads Designer
  - OpenRoads SignCAD
  - PlantFlow
  - ProSteel
  - STAAD Advanced Concrete Design
  - SITEOps
- Bluebeam Revu 21
- Carlson Civil and Survey modules
- ESRI – all software titles
- HEC HMS – all versions
- HEC RAS – all versions
- Autodesk Innovyze titles:
  - InfoWorks
  - InfoSewer
  - XPSWMM
  - XPStorm
  - InfoWater
- Land/FX
- Lumion
- Axiom
- HOUStorm
- HY-8
- KYPIPE
- Mech-Q
- Plexscape Plex.Earth
- BlueSky Skyline
- CivilGeo
- Terrasolid
- Hexagon
  - CADWorx
  - Caeser II
  - PV Elite
  - Tank
- **Microsoft Office 365**
- Primavera P6 Pro
- Sketchup Pro
- TrafficWare Sync Studio 10
- TranSoft AutoTurn
- Trimble Business Center

50+ YEARS OF SUCCESS

LJA Engineering, Inc.
713.953.5200
LJA.com

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Canton, GA
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Corpus Christi, TX
Dallas, TX
Denver, CO
East Houston, TX
El Paso, TX
Fort Worth, TX
Gainesville, FL
Goldsby, OK
Griffin, GA
Houston, TX
Huntsville, AL
Jacksonville, FL
Katy, TX
Knoxville, TN
Lake Jackson, TX
Laredo, TX
Lubbock, TX
McKinney, TX
Midland, TX
Murfreesboro, TN
Orlando, FL
Pearland, TX
Round Rock, TX
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Proposal for

Safe Streets for All

December 28, 2023



TJKM

IN ASSOCIATION WITH

moore & associates

December 18, 2023

Armando Perez Jr.
Asst. Director of Bus. Operations
Lower Rio Grande Valley Development Council
301 W Railroad
Weslaco, TX 78596

Subject: Proposal for Safe Streets for All (SS4A)

Dear Mr. Perez:

T J K M, INC. (TJKM) is pleased to submit our Proposal for the Safe Streets for All (SS4A) for the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) and Lower Rio Grande Valley Development Council (LRGVDC).

TJKM commits to the RGVMPO/LRGVDC a dedicated, multi-disciplinary staff of seasoned, experienced experts who have demonstrated capabilities to meet the technical, managerial, and schedule challenges to be encountered. The team offered by TJKM is not only unparalleled in each of these areas but has the creativity to develop innovative approaches to meet any of the RGVMPO/LRGVDC project goals.

Approach

TJKM will create a tailored approach that encompasses several factors that are unique to the RGVMPO/LRGVDC. We will incorporate elements such as the safety needs of the corridors, socio economic data sets, roadways within floodplains and their vulnerability to climate change, and the transportation network's role in local economic competitiveness. Upon completion of the project, the RGVMPO/LRGVDC will have not only an implementable Safety Action Plan but will also have a user-friendly platform that integrates data from several sources and consolidates it in one all-encompassing "Dashboard". The TJKM Team will bring this relevant knowledge and experience to the RGVMPO/LRGVDC and will help create a roadmap that is intended to reduce and eliminate serious injury and fatal crashes throughout Rio Grande Valley.

Over the past three years alone, TJKM has completed oved 50 local road safety plans for various municipalities, counties, and Metropolitan Planning Organizations.

Our Project Manager

TJKM commits to the project a dedicated, multi-disciplinary staff of seasoned, experienced experts who have demonstrated capabilities to meet the RGVMPO/LRGVDC goals. I will be leading the team as Project Manager, for this contract. I bring 33 years of both public and private sector experience. My projects include planning, operations, design, and construction oversight. Many of these projects seek to implement equity and community to enhance safety for all modes of transportation.

The TJKM Team is the perfect group of experienced individuals for your project because we have:

- An ideally suited and capable Project Manager and Project Team
- Successfully completed numerous safety projects in a similar setting
- Staff that are fully available and committed to the successful completion of this project
- A strong reputation for technical competence and quality

Statements

TJKM is committed to the RGVMPO and LRGVDC to provide the services required for this contract.

This proposal is valid for 90 days after the deadline for delivery of the proposals to the LRGVDC.

TJKM will be the prime consultant with supporting services our team from Moore & Associates to provide stakeholder and public engagement services. TJKM has been coordinating subconsultants for over four decades. On the following page we have include the letter from Moore & Associates attesting to the fact that it will provide the services as outlined in this Proposal.

Commitment

As President of the firm, I am authorized to bind TJKM to a contract and you have my personal assurance that all the resources necessary to address the RGVMPO/LRGVDC's needs will be made available and ready to perform when the opportunity arises. During the proposal process, please feel free to contact me via phone at (408) 410-2977, via email at namin@tjkm.com or by mailed correspondence to 4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588.

We look forward to hearing from you regarding further steps in the consultant selection process. Thank you for considering TJKM for this project.

Sincerely,
T J K M, INC.



Nayan Amin, TE, President

1008 Llano Falls Drive
McKinney, TX 75071

888.743.5977
moore-associates.net

December 6, 2023

Asst. Director of Bus. Operations
LRGVDC
301 W. Railroad
Weslaco, TX 78596

To Whom It May Concern:

Moore & Associates is partnering with TJKM to submit a proposal in response to the RGVMPO/LRGVDC Request for Proposals for Safe Streets for All (SS4A). In its proposal, Moore & Associates will provide stakeholder and public engagement on behalf of the project team. We are committed to providing these services if our project team is selected.

As our firm's Corporate Secretary, I am authorized to negotiate and execute any legally bindings agreement on behalf of Moore & Associates, Inc. I attest all information contained within our proposal is true and correct.

Sincerely,

Allison Moore
Corporate Secretary

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T J K M, INC. (TJKM) is pleased to submit our Proposal for the Safe Streets for All (SS4A) to the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) and Lower Rio Grande Valley Development Council (LRGVDC). TJKM will be the prime consultant with supporting services from Moore & Associates on the Communication and Engagement Task.

EXECUTIVE SUMMARY

Located on the border between the United States and Mexico, the RGVMPO/LRGVDC, plays a crucial role in linking the economic, cultural, and social networks of the region. The area's strategic location facilitates the seamless movement of products and services between the two countries and has opened doors for a myriad of economic opportunities.

More recently, the region has experienced substantial investment from transformative initiatives such as the Space X Launch Facility, ongoing expansion of the University of Texas Rio Grande Valley, and increased expenditure on Border Security and Infrastructure.

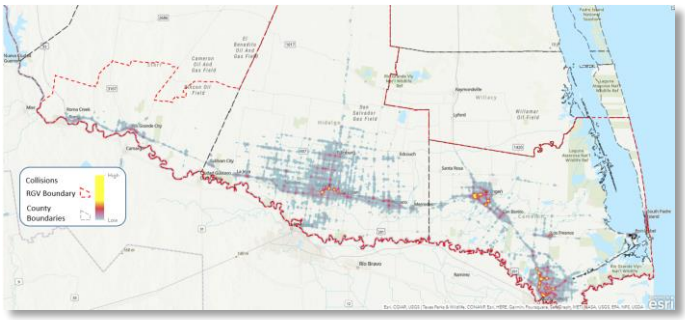


The Valley has a striving network that allows for continued growth with its robust transportation infrastructure, including key highways and bridges, facilitating the seamless movement of goods and services.

Major highways like US Route 83, Interstate 69E (I-69E), and US Route 77 serve as major connectors within the transportation network. Furthermore, the Valley serves as a vital nexus for both commerce and cultural exchange, fostering connections between individuals from diverse nations who come together to participate in the sharing of traditions and festivities. In addition to the significant increase in growth, the region has also had a rise in collisions, totaling more than 28,000 collisions, according to the RGVMPO/LRGVDC dashboard.

Hidalgo County accounted for the most of these collisions, with over 18,000 documented incidents, followed by Cameron County with over 8,000, and Starr County with just under 1,000. Out of the 28,000 collisions, there were a total of 125 documented fatalities. The combined total of collisions in the larger Cities of McAllen, Brownsville, and Edinburg exceeded 9,000.

In response to the significant number of collisions, the RGVMPO/LRGVDC is adopting a proactive strategy to decrease and eliminate severe injury and fatal accidents in the area. Through the development of a Comprehensive Safety Action Plan (CSAP), the RGVMPO/LRGVDC aims to establish a systematic approach that delineates measures to reduce collisions, improve safety, and establish a fair transportation network. This framework is anticipated to be developed through thorough examination and extensive public input.



TJKM is excited for the opportunity to respond to RGVMPO/LRGVDC's Request for Proposal to create a Safety Action Plan.

In response to the Request for Proposal, TJKM is proposing an innovative methodology and approach that integrates unique traffic data along with feedback shared from residents and stakeholders.

TJKM recognizes the fact that accidents often disproportionately occur in low-income minority neighborhoods due to a myriad of issues that range from inadequate infrastructure to limited accessibility. Often times, these marginalized neighborhoods lack the opportunity to share their opinions and feedback causing them to be overlooked.

Through our engagement process and data analytics, TJKM will identify gaps in the system and identify opportunities to create an equitable plan for all the residents and stakeholders that live in the Rio Grande Valley.

The plan itself will be tailored specifically for the RGVMPO/LRGVDC and will take into consideration everything that makes the Valley unique. Upon conclusion of this project, the RGVMPO/LRGVDC will have a fully implementable Safety Action Plan that highlights the locations of collisions, their root causes, and recommendations on how to reduce the collisions. The recommendation list will be presented in the form of a "toolkit" which explains different mitigation techniques, their cost breakdown, and schedule framework that explains which items can be implemented within a short-term, mid-term, and long-term horizon.

This approach has helped TJKM complete over 50 Local Road Action Plans over the past three years and helps predict possible pitfalls along the way.

We will bring our best practices and lessons learned to this project to ensure its completion on time, within budget, and more importantly a realistic and achievable framework.

TJKM will work with RGVMPO/LRGVDC under the direction of RGVMPO to create a CSAP tailored to the local protocols, needs, issues, and will fully comply with Federal and State guidelines and directives.

Our proposal is divided into eight tasks and spans over a 10-month timeframe.

KEY HIGHLIGHTS

Elements of the overall process can be adjusted throughout the CSAP study but *key highlights for the overall CSAP TJKM is proposing include the following*:

- **Collision Trend Analysis -** Conduct comprehensive and systemic collision analysis, which further helps develop lists of risk factors and define Emphasis Areas.
- **Identify Countermeasures and Non-Engineering Strategies -** Identify appropriate countermeasures that are consistent with local and regional planning directions, design guidelines, and fund-eligible; identifying non-engineering strategies that can be engaged by local communities. Countermeasures and non-engineering strategies will be multimodal focused.
- **Prioritize Actions and Identify Funding Strategies -** As part of the CSAP, TJKM will develop a detailed implementation matrix containing timeline, responsible agencies, required cost, and potential funding opportunities.
- **Equity Analysis -** TJKM will analyze potential barriers to implementing equitable transportation options.
- **Land Use Analysis -** Collisions do not occur solely as a result of human error but can also be influenced by land use and overall urban design. There are specific land use characteristics that are prevalent in many locations that see a high concentration of collisions. TJKM will determine if there are any commonalities at these locations.
- **Robust Community Engagement -** A robust community engagement plan will be created to allow for engagement during the study and will serve as a Traffic Safety Campaign Strategy after the project is over.
- **Dashboard –** RGVMPO/LRGVDC will receive a web-based platform that can be used during and after the project is complete to keep track of all the collisions, help to identify High Injury Networks, and create different queries and needs analysis.
- **Toolkit -** RGVMPO/LRGVDC will have an automated Safety Toolkit that will list different countermeasures and construction costs based on safety concern chosen.

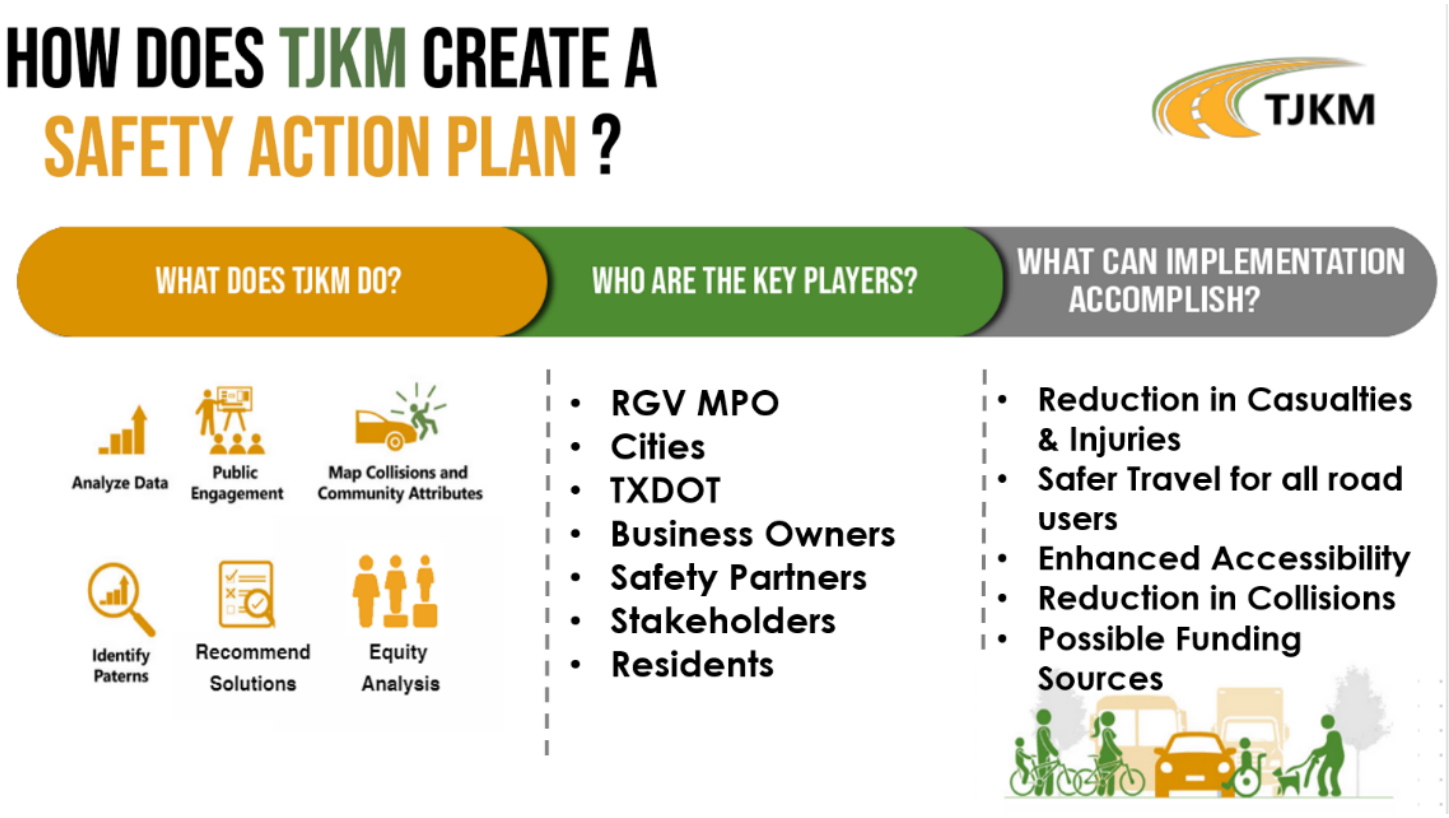
TEAM INFORMATION

T J K M, INC. will be your Prime Consultant on this contract. We have a staff of over 40 employees in Austin, Texas; Pleasanton, San Jose, Sacramento, Fresno, and Santa Rosa, California; and Tampa, Florida and more than 3,500 satisfied clients. ***As testament to this, in the last three years, TJKM has completed over 60 safety related planning and design projects. In addition, we have helped our clients with 50 Highway Safety Improvement Program (HSIP) grant applications, which resulted in the agencies being awarded a total of $50 million in grants***.

Moore & Associates has been included on our team to provide support on Public Outreach items. They have successfully provided market research, engaging the community, or creating marketing/outreach materials, on a continuous basis for 30 years to a client base composed solely of public transportation organizations.

Together, the TJKM Team offers the following strengths to the RGVMPO/LRGVDC:

- Extensive experience working on similar projects (more than 50 in the last three years)
- Team that has assisted clients to secure more than $75 million in funding to enhance safety for all modes and all users
- A team that works as an extension of your staff on proactive basis with a proven track record
- Innovative approach and tools including development of Collison Dashboard integrated with your Geographic Information System (GIS) allowing you to identify improvements to be implemented and measure the performance of implemented measures
- A team that is determined to deliver your Plan on schedule, within budget, and to your satisfaction.



UNDERSTANDING OF THE PROPOSED PROJECT



TJKM

UNDERSTANDING OF THE PROPOSED PROJECT

Located on the border between the United States and Mexico, the RGVMPO/LRGVDC, plays a crucial role in linking the economic, cultural, and social networks of the region. The area's strategic location facilitates the seamless movement of products and services between the two countries and has opened doors for a myriad of economic opportunities. More recently, the region has experienced substantial investment from transformative initiatives such as the Space X Launch Facility, ongoing expansion of the University of Texas Rio Grande Valley, and increased expenditure on Border Security and Infrastructure.



The Valley has a striving network that allows for continued growth with its robust transportation infrastructure, including key highways and bridges, facilitating the seamless movement of goods and services. Major highways like US Route 83, Interstate 69E (I-69E), and US Route 77 serve as major connectors within the transportation network.

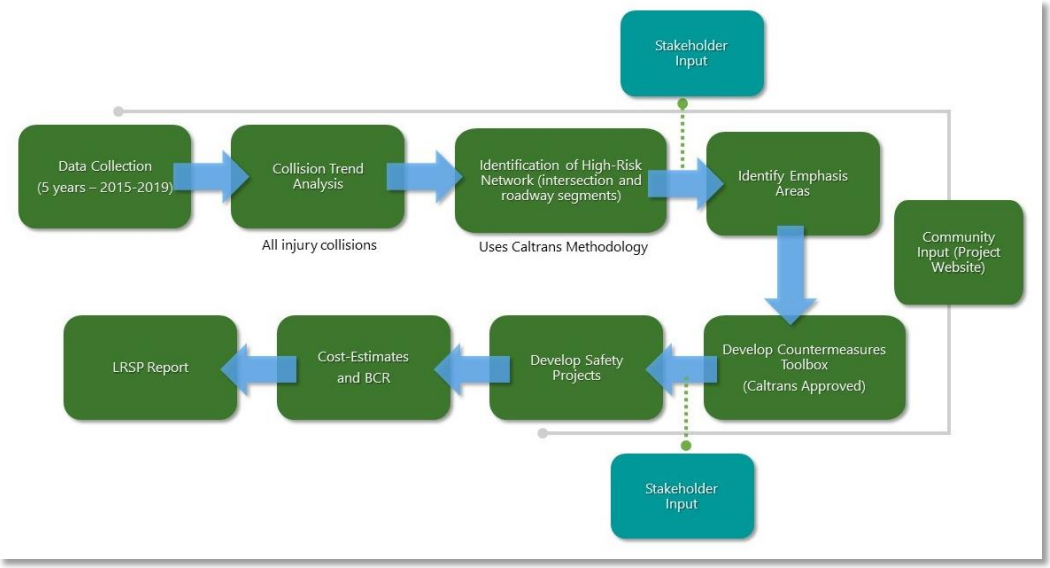
Furthermore, the Valley serves as a vital nexus for both commerce and cultural exchange, fostering connections between individuals from diverse nations who come together to participate in the sharing of traditions and festivities.

In addition to the significant increase in growth, the region has also had a rise in collisions, totaling more than 28,000 collisions, according to the RGVMPO/LRGVDC dashboard. Hidalgo County accounted for the most of these collisions, with over 18,000 documented incidents, followed by Cameron County with over 8,000, and Starr County with just under 1,000. Out of the 28,000 collisions, there were a total of 125 documented fatalities. The combined total of collisions in the larger cities of McAllen, Brownsville, and Edinburg exceeded 9,000.

In response to the significant number of collisions, the RGVMPO/LRGVDC is adopting a proactive strategy to decrease and eliminate severe injury and fatal accidents in the area. Through the development of a Safety Action Plan, the RGVMPO/LRGVDC aims to establish a systematic approach that delineates measures to reduce collisions, improve safety, and establish a fair transportation network. This framework is anticipated to be developed through thorough examination and extensive public input. The intent of a CSAP is straightforward: ***"reduce and eventually eliminate serious injury and fatal crashes".***

A successful plan looks to protect the health and safety of those involved by anticipating, assessing, and mitigating potential threats and hazards and then provide a methodical approach to addressing them. Ultimately, a CSAP seeks to answer three questions:

- *What are the potential risks and hazards?*
- *How can these risks be mitigated and prevented?*
- *What should be done in the event of an incident?*



TJKM pushes the analysis further by incorporating Equity into our analysis in a way that it helps drive the decision-making and project selections. In order to accomplish this equitable oriented task, TJKM will work with the community and RGVMPO/LRGVDC to answer three preliminary questions:

- *What is Equity?*
- *Who does and does not benefit from the recommended improvements?*
- *Whom do we hear from and who do we not?*

TJKM's approach is not just "crunching numbers" but also involves community interaction and engagement to allow for the true area experts - the residents - to provide their unique perspective of what are the issues along the roadways. We listen to the community's aspirations and concerns. We empathetically strive to understand, acknowledge, and validate the related concerns. During the community engagement process, TJKM merges the technical information and community information to form the basis of our conclusions and recommendations.

Integrated into the Public Outreach and Comprehensive Analysis, are two distinct analysis methods, Equity and Land Use. The equity analysis will explore historic barriers to Transportation Accessibility and determining any correlation between transportation funding allocations and marginalized neighborhoods. The information will be based on the Environmental Protection Agency's (EPA) environmental justice mapping and screening tool that provides the EPA with a nationally consistent dataset and approach for combining environmental and demographic socioeconomic indicators.

Lastly, the Land Use analysis will study its relationship with Land and the transportation network to determine if there is any cohesion between the two and if there are any barriers. The intent is that the results of the Land Use Analysis is used to help guide future Land Use management efforts RGVMPO/LRGVDC may consider in the future.

During our analysis, TJKM will create a Dashboard tailored for RGVMPO/LRGVDC. This dashboard will integrate data from a variety of sources like TxDOT's Crash Reporting Information System (CRIS) and their Traffic Count Database System (TCDS), EPA's Environmental Justice Information, and other sources. The dashboard will be delivered to RGVMPO/LRGVDC after the project is completed, for continued use.

It will include capability to analyze each jurisdiction individually and help to monitor the performance of the implemented countermeasures, which will assist RGVMPO/LRGVDC to identify metrics to assess progress over time, and fulfills one of the criteria to apply for SS4A implementation grant.

We understand RGVMPO/LRGVDC is looking to solidify a draft CSAP by September 2024 and a CSAP adoption by December 2024. Using this deadline as the guide, we have created a timeline that will allow the project to be completed in a way that it will be ready to be used to submit an implementation grant through Safe Streets For All's next round of funding after this project is complete. Our overall approach is broken down into seven tasks:

1. ***Project Management***
2. ***Existing Conditions***
3. ***Communications and Engagement***
4. ***Safety System Priorities***
5. ***Short-Term, Mid-Term, and Long Term Action Strategy Development***
6. ***Equity and Land Use Analysis***
7. ***Documentation and Final Action Plan***

Upon completion of the project, RGVMPO/LRGVDC will have a final CSAP developed by TJKM Team, vetted by stakeholders and the CSAP Technical Advisory Committee (CSAPTAC), and approved by RGVMPO/LRGVDC Board.

Lastly, the plan will include a multimedia public outreach strategy that incorporates Social Media, Radio, Print, and any other media outlets identified throughout the process. The Public Outreach Process will serve to update the public about ongoing efforts and provide education on how to use the proposed improvements. The document will represent a shared understanding and consented direction for RGVMPO/LRGVDC to follow.

In addition, RGVMPO/LRGVDC will have a safety toolkit that lists different countermeasures for future projects, an interactive Dashboard that integrates different types of data to help guide future projects, and a grant application for the SS4A implementation grant and other safety related grants.

PROPOSED WORK PLAN



TJKM

Rio Grande Metropolitan Planning Organization &
Lower Rio Grande Development Council
Proposal for Safe Streets for All

PROPOSED WORK PLAN

Scope of Work

TASK 1 PROJECT MANAGEMENT

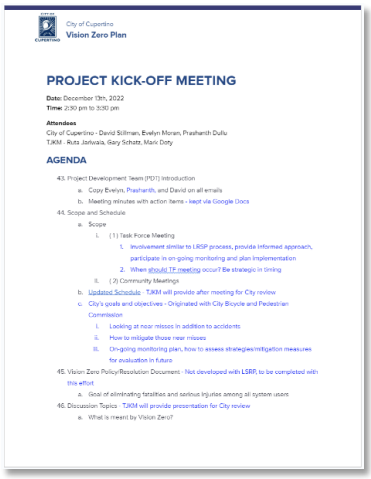
1.1 Project Kick-Off Meeting

The TJKM Team will schedule a Kick-Off Meeting in a week's time following receiving Notice to Proceed. We will prepare a meeting agenda, sign-in sheets, handouts, and a brief PowerPoint presentation to ensure meeting productivity. We anticipate the following discussion:

- Discuss project goals and objectives
- Discuss Scope of Work and Schedule
- Finalize project timeline and identify key milestones
- Discuss and confirm critical data needs and data sharing protocol
- Discuss Community/Stakeholder Outreach and Engagement Plan
- Discuss internal meeting schedule, invoicing, and progress updates
- Discuss other relevant information
- Discuss details to establish a CSAPTAC

1.2 Project Management Plan (PMP)

The TJKM Team will develop a Project Management Plan (PMP) at the onset of the project, documenting overarching goals and objectives of the project, communication channels, project monitoring strategies, and foreseeable challenges and plausible alternatives. We will update the PMP on a monthly basis concurring the project management meetings.


City of Cupertino
Vision Zero Plan

PROJECT KICK-OFF MEETING

Date: December 13th, 2022
Time: 2:30 pm to 3:30 pm

Attendees
City of Cupertino - David Stillman, Evelyn Moran, Prashanth Dulla
TJKM - Ruta Jatkevia, Gary Schatz, Marc Doty

AGENDA

43. Project Development Team (PDT) Introduction
a. Copy Evelyn, Prashanth, and David on all emails
b. Meeting minutes with action items - kept via Google Docs
44. Scope and Schedule
a. Scope
i. (1) Task Force Meeting
1. Involvement similar to LRSP process, provide informed approach, participate in on-going monitoring and plan implementation
2. When should TF meeting occur? Be strategic in timing
ii. (2) Community Meetings
b. Updated Schedule - TJKM will provide after meeting for City review
c. City's goals and objectives - Originated with City Bicycle and Pedestrian Commission
i. Looking at near misses in addition to accidents
ii. How to mitigate those near misses
iii. On-going monitoring plan, how to assess strategies/mitigation measures for evaluation in future
45. Vision Zero Policy/Resolution Document - Not developed with LSRP, to be completed with this effort
a. Goal of eliminating fatalities and serious injuries among all system users
46. Discussion Topics - TJKM will provide presentation for City review
a. What is meant by Vision Zero?

1.3 Project Administration (Managing the Team, Reporting, & Communications)

The TJKM Team will facilitate bi-weekly meetings with the project team and relevant staff. TJKM also proposes to maintain all the meeting notes, agenda and action items through google docs or other cloud based platform, city staff may want to designate. This will be living document throughout the life of project, which provides open and up-to-date communication platform. We will provide agendas in advance and meeting notes immediately following each meeting. We collaborate and document our discussions utilizing the designated platform so that all project participants has access to both historical and current information.

Invoicing

TJKM will prepare monthly invoices and progress reports in accordance with the invoicing and reporting methodologies. TJKM will obtain any templates or protocols from RGVMPO staff, as available. Most importantly, all reporting will follow ***FHWA SS4A reporting requirements***.

Communications

The overall project will incorporate a communication framework defines the roles and responsibilities of team members, project organizational chart, establishes channels of communication, and specifies the frequency and format of interactions. The framework incorporates the project manager as the central point of contact, ensuring effective flow of information and decision-making. The approved communication framework is a vital component of the project, as it will foster transparency, clarity, and accountability while ensuring that all project participants are well informed and aligned with project goals and objectives.

Deliverables:

- ✓ *Project kick off meeting*
- ✓ *Project Management Plan*
- ✓ *Project Organizational Chart*
- ✓ *Monthly Project Status and Schedule updates*
- ✓ *Bi-Weekly Project management meeting, agendas, and summary notes*

TASK 2 EXISTING CONDITIONS

2.1 Document of Current Policies, Programs, Regulations, Projects, & Funding

The purpose of this task is to ensure the CSAP visions and goals are aligned with prior planning efforts and are consistent with local and regional policies and guidelines. The TJKM Team will review all relevant existing policies, plans, guidelines and standards. Based on the review we will summarize contents and key transportation and safety elements of the aforementioned documents in a Technical Memorandum in addition to highlighting current "best-practices" related to collisions, data collection, and how to implement potential countermeasures.

In addition, we will provide one-page profiles (separate from summary report) for all program areas. They will detail the program's purpose and funding allocation for the past and future five years.

2.2 Vision & Goal Development

Based on assessment of existing programs, policies and other relevant documents, input from the stakeholders and committees, and in consultation with RGVMPO/LRGVDC staff, the TJKM Team will develop a Statement and Guiding Principle Goals and Objectives of the plan at the onset of the project.

2.3 Crash Data Analysis/HIN Development

Consolidate Collision Data

TJKM will obtain the latest three-five years of crash data from various sources including TxDOT's Crash Records Information System (CRIS), Fatality Analysis Reporting System (FARS) and locally maintained databases. We have extensive experience working in various databases and the interrelations among attributes. In addition, we will reference supplemental information from cities or county records, such as complaint database, local enforcement reports if available. We will also obtain statewide statistics and collision data for comparison.

The informal sources include complaint databases, concerns received from residents and businesses at different meetings as well as field observations from traffic patrol unit, paramedic, and street maintenance teams. TJKM will augment these formal and informal sources with its own extensive field observations that will confirm, clarify and extend the level of data gathering and analysis efforts. Our extensive experience managing similar records gathering and analysis has showed that not all collision reports have all necessary information and in many cases, some collisions do not make it to the records. Therefore, detailed review and analysis of the available records and field observations are extremely important before initiating crash analysis.

Utilizing collision data, we will identify locations and/or corridors that have a high potential for collisions; analysis should consider active transportation modes in addition to automobile safety concerns. Newly identified locations will be backed up with historical collision data when reported. The TJKM Team will conduct interview with local jurisdictions to obtain compiled traffic/travel safety information identifying locations with safety issues on their maintained roadways developed by local jurisdiction engineers.

TJKM values multi-modalism and strives to improve accessibility and safety for all modes of transportation, and for all ages and socio-economic groups. As we begin our analysis, we will closely examine all available crash data, details of field observations and input from various stakeholders who may have knowledge of crash events and safety issues such as Police Departments and Paramedics. Key features of our analysis will include the following:

- Extensive review of all crashes for the last five years within each member government. The review will include all aspects including crash types, collision factors, age, mode, weather, and field equipment conditions, other apparent and non-apparent factors, etc.
- Review geometric conditions, field equipment, existing traffic control devices, striping and roadway marking, visibility, lighting, etc. that could aid or limit a user's accessibility and safety while traversing a roadway.
- Develop analytical tools that clearly communicate the data analysis and conclusions.

Based on the review of the data collected and analysis, the TJKM Team will identify problem locations within the jurisdiction and identify locations with high potential for collisions. The locations will be summarized considering jurisdictional boundaries.

Dashboard (Value Added Task)

TJKM will create a web-based tool to conduct collision analysis using GIS maps, implementable actions, and performance measure for the RGVMPO/LRGVDC.



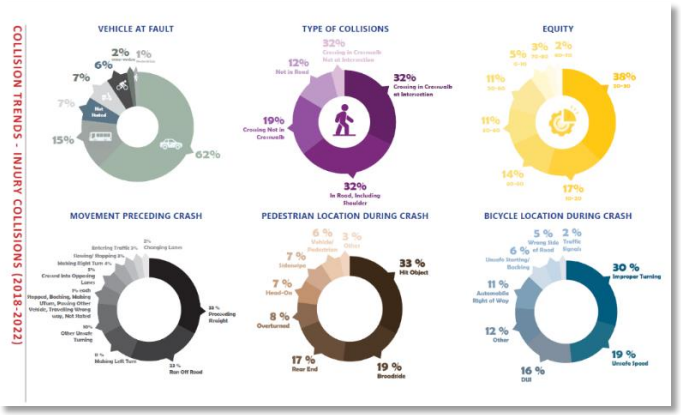
Example of Dashboard Perspective

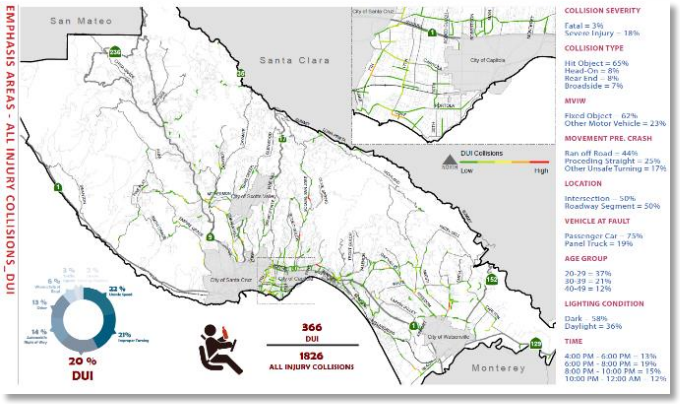
This Dashboard will not only allow RGVMPO/LRGVDC and its member agencies to keep track of all the collisions but will also help to identify HIN for different queries and needs analysis. The process for identifying HIM corridors, intersections, emphasis areas, and preliminary counter measures for specific issues will be automated. It will provide a functionality that will assist staff to generate the data in graphical format for easy of presentations at Councils, Boards and public meetings. It will also embed the equity impact analysis based on the equity definition developed in consensus with RGVMPO/LRGVDC and CSAPTAC. The dashboard can remain active for ongoing analysis and administration by the RGVMPO/LRGVDC.

Safety Analysis

TJKM will conduct a collision analysis for all collisions, with an emphasis on Killed and Severely Injury (KSI) collisions. An analysis of systemic and specific safety needs will be performed as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). The analysis will include all roadways within the County and individual Cities and sphere of influence, without regard for ownership. This will be a data-driven process including the following steps:

- **Collision Trend:** Analyzing and summarizing collision distribution including severity, travel mode, trend over time, lighting conditions, weather conditions, time of day, demographics of the victims and parties at-fault, collision type, and violation category.
- **Collision Profile:** Combining collision factors to identify prominent collision types.





We will produce GIS-based mappings, charts, and other visualizations to help inform the decision making process. We will summarize the collision analysis and maps in a Technical Memorandum.

Data for Identifying Crash Types & Location Characteristics

Minimum Data

- System type
- Crash type
- Facility type
- Crash location type
- Location characteristics

Additional Data for Identifying Risk Factors

- Traffic Volumes for segments and intersections
- Roadway features
- Intersection features

Identify Crash Types & Risk Factors

- Focus on Crash Types
- Focus on Facilities
- Identify and Evaluate Risk Factors

TJKM will identify the top three to 10 collision types responsible for the fatalities and/or severe injuries occurring on each member agencies roadway network. TJKM will also briefly discuss top crash types occurring on the overall network and similarities between the different agencies. The final number for each jurisdiction will be determined based upon the initial collision data review and input from CSAPTAC and RGVMPO/LRGVDC.

Identify High Injury Network

This is a critical step to identify locations throughout the MPO jurisdictional boundary and sphere of influence that are collision-prone, so that future collisions can be prevented. Primarily, TJKM will identify High Injury Network (HIN) by ranking collision rates over roadway network. These are the corridors responsible for KSI on roadways.

In addition, the TJKM Team proposes to employ the Sliding Window Algorithm (SWA) to pinpoint collision-prone locations that can be oftentimes neglected from a simple HIN ranking process. The SWA partitions the roadway system into comparable segments and is used to ensure the corridor ranking is based on normalized collision rate calculation. Our collision rate calculations will be in compliant with Federal Highway Administration (FHWA) guidelines and the Highway Safety Manual.

TJKM will identify top three to 10 high-risk corridors and the top five to 20 intersections responsible for KSI occurring on their roadway network. TJKM will also discuss high-risk corridors and intersections on the overall network. The final number for each member government will be determined based upon the initial collision data review and input from the CSAPTAC and RGVMPO/LRGVDC.

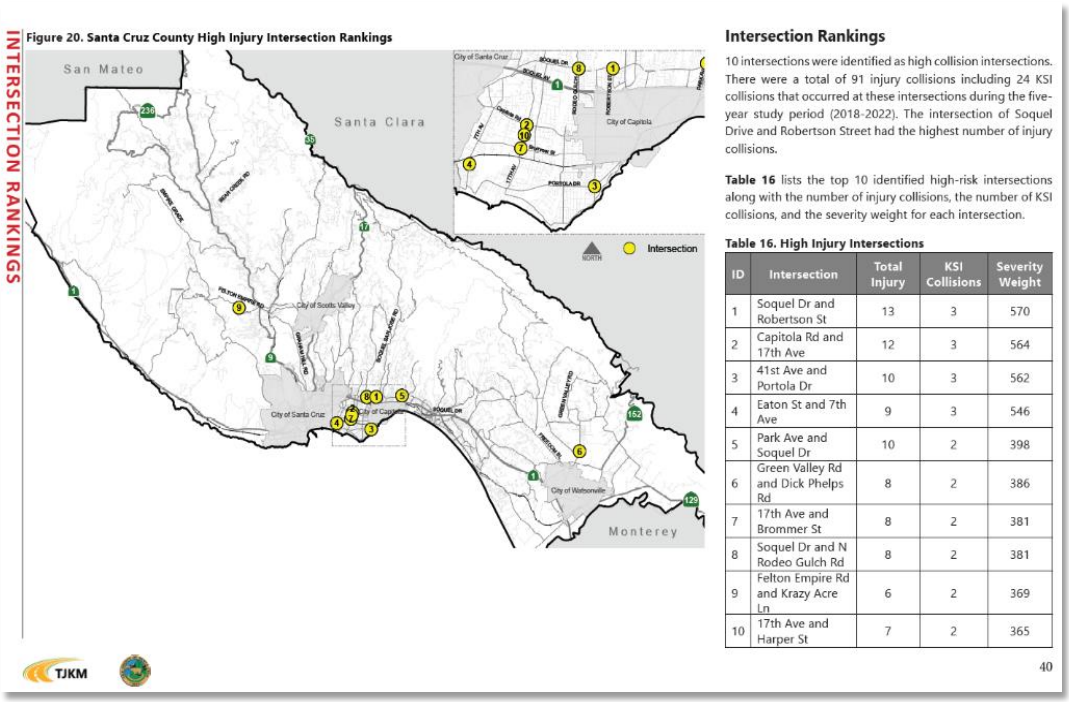
Deliverables:

- ✓ *Technical Memorandum with a Summary of literature review highlighting current best-practices, summarizing suggested methodology, and past relevant projects and initiatives, vision and goal for the Safety Action Plan*
- ✓ *Existing Conditions Chapter, HIN Methodology, All Maps (pdf format), HIN ArcGIS Map Package and Shapefiles (DashBoard)*
- ✓ *Existing Policies, Programs, Regulations, Projects, Staffing, and Funding Summary Report*
- ✓ *One-Page profiles for each program area*



TASK 3 COMMUNICATION & ENGAGEMENT

Our team specializes in creating educational materials for all engagement efforts so technical language is easy to understand. We have staff that speak Spanish and can provide outreach materials in different languages, as needed. Our team plans workshops, meetings, and pop-ups (in-person) where people frequently go so we can meet people where they already are, thus reducing the barriers to attend.



Intersection Rankings

10 intersections were identified as high collision intersections. There were a total of 91 injury collisions including 24 KSI collisions that occurred at these intersections during the five-year study period (2018-2022). The intersection of Soquel Drive and Robertson Street had the highest number of injury collisions.

Table 16 lists the top 10 identified high-risk intersections along with the number of injury collisions, the number of KSI collisions, and the severity weight for each intersection.

Table 16. High Injury Intersections

ID	Intersection	Total Injury	KSI Collisions	Severity Weight
1	Soquel Dr and Robertson St	13	3	570
2	Capitola Rd and 17th Ave	12	3	564
3	41st Ave and Portola Dr	10	3	562
4	Eaton St and 7th Ave	9	3	546
5	Park Ave and Soquel Dr	10	2	398
6	Green Valley Rd and Dick Phelps Rd	8	2	386
7	17th Ave and Brommer St	8	2	381
8	Soquel Dr and N Rodeo Gulch Rd	8	2	381
9	Felton Empire Rd and Krazy Acre Ln	6	2	369
10	17th Ave and Harper St	7	2	365

We are also particularly skilled in creating online engagement that is inclusive of all people and provided through easy-to-use tools so everyone is comfortable in providing comments.

We enjoy working closely with the stakeholders and community to help build trust within the community so the planning efforts are something the residents can take ownership. Ultimately, our team members develop responsive infrastructure recommendations with documented community support, creating projects, which are competitive for grant funding.

An equitable, inclusive, and data-driven approach to public engagement will be the backbone of the CSAP. The project team will develop a project-specific community engagement plan refined with input from those attending the project kickoff meeting. The engagement plan will outline key stakeholders, communication methods, schedule of engagement events/opportunities, define how input will be integrated into the planning process, and the roles and responsibilities.

3.1 Communications & Public Engagement Plan

Throughout the development of the Plan, high priority should be placed on listening, learning, and incorporating feedback from community members. The outreach plan will prioritize activities and forums that facilitate community dialogues to explore needs, desires, successes, and challenges. This dialogue guides each phase of the planning process and allows community members "to see their fingerprints" on the finished Plan.

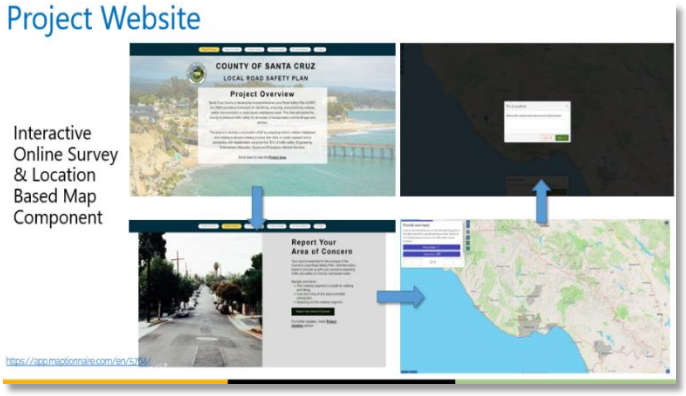


Under this task, the TJKM Team in consultation with City staff and based on the outline develop during the Project Kick-off Meeting will develop an outreach plan, which will include scheduled CSAPTAC meetings, stakeholder and public outreach meetings, data gathering methods and incorporating information collected from the community.

The outreach plan will also include a plan to engage residents from various communities, including those that are considered to be majority minority. The plan will layout a detailed approach to seek and gain authentic and meaningful input from community and various communication methods to engage them and empower them. The TJKM Team will ensure that the meetings are widely publicized thought various outreach platforms and traditional means, resulting in the highest participation of stakeholders and public.

3.2 Project Webpage, Branding, & PowerPoint Template

Under this task, to solicit feedback and communicate data and information to the public, we will develop a CSAP Webpage either on the MPO's website or as a stand-alone website. We propose to use an interactive GIS mapping web base tool that will provide an overview of the CSAP and its principles, purpose, goals, and objectives with complete instructions for using the tool. The webpage will include but not be limited to project overview, events, project updates (presentations, upcoming meetings, reports, etc.), comment boxes, contact information, and a public draft review section, in addition to the interactive GIS mapping and interactive input.



The TJKM Team will work with RGVMPO/LRGVDC staff to promote the project website on the RGVMPO's official website and social media. The TJKM Team will incorporate results of public outreach and engagement into CSAP plan. The RGVMPO/LRGVDC project management team will manage the project webpage.

PowerPoints, graphics, websites, and all marketing collateral need to work together to tell an engaging story. It is not just one thing; these parts work together like threads in a fabric, each supporting the others to send a clear and strong message. When they fit together perfectly, they turn facts into a story that people cannot

put down, leaving a lasting impression on their minds and hearts.

3.3 CSAP Technical Advisory Committee (CSAPTAC)

The CSAPTAC will serve as a committee of subject matter experts that will be tasked with providing data, developing, and vetting action recommendations, identifying and leveraging CSAP activity with partner agency safety efforts. Members of the CSAPTAC will be comprised from representative from the following agencies: RGVMPO/LRGVDC, Counties of Cameron, Hidalgo and Starr, and Texas Department of Transportation (TxDOT).

The intent for this committee will be to align RGVMPO/LRGVDC and partner agency efforts toward implementation of the SAP recommended policies, programs, and projects. The CSAPTAC will meet five times to coincide with project kick-off and each task of the planning process.

3.4 Public Open Houses

TJKM will hold public meetings to convey the preliminary observations and findings during the first half of the study. Then we hold a second public meeting, which serves as an open house so we can share proposed plans and alternatives of the research. We will ensure people can ask questions, give suggestions, and express concerns. At these gatherings, the general public can meet with members of our team face to face. *A minimum of two rounds of in-person open houses/meetings and at least two virtual meetings will be held.*

3.5 Board Briefings

TJKM will produce a minimum of *three Board Briefing presentations* throughout the CSAP process and attend those briefings. The briefings will coincide with project kick-off, publishing of the draft Existing Condition/State of Safety Report, publishing the draft CSAP document, and final acceptance (Board adoption) of the CSAP.

Deliverables:

- ✓ *Outreach Plan*
- ✓ *Minimum of two rounds of in-person open houses/meetings will be held*
- ✓ *Minimum of two virtual meetings*
- ✓ *Minimum of three Board meetings*

TASK 4 SAFE SYSTEMS PRIORITIES

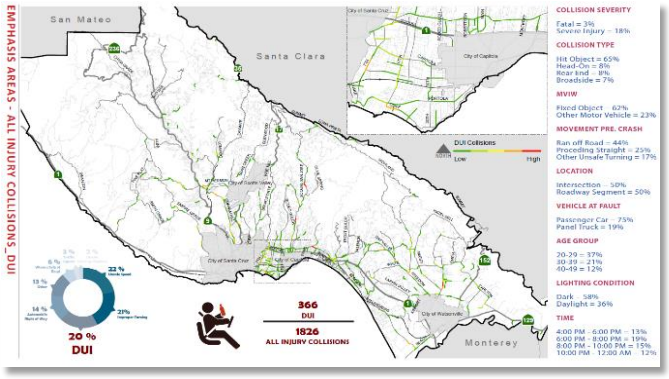
TJKM will conduct safety evaluations for *a minimum of 10 critical sites identified within the HIN,* create a comprehensive citywide approach for setting safer speed limits, and assess and propose updates to the City's designated routes for trucks and commercial delivery policies.

4.1 Capital Infrastructure Project Priorities/ Roadway Safety Assessments

The TJKM Team will conduct a citywide collision analysis for all collisions, with an emphasis on KSI collisions. This will be a data-driven process includes defining Collision Trends, Collision Profiles, and identifying *10 emphasis areas and Top 30 Intersections and roadway segments with highest crash rates. Cost estimates will be created along with safety analysis for each of the 10 emphasis areas.*

Emphasis Areas (Collision Profile). Based on the collision analysis and HIN identified, the TJKM Team will identify up to *10 emphasis areas (corridor/intersection locations)* and develop a collision profile for each emphasis area.

The collision profile will include description and goals of the emphasis area, indicating the primary risk factors, collision types, facility type, and related collision statistical summary, modes of transportation (Bicycle, pedestrian, etc.), and budget estimates. The emphasis areas will inform the identification of countermeasures, policy strategies, and safety projects in later stages of the project.



Deliverables:

- ✓ *Matrix of Top 10 Safety Projects and evaluation criteria*
- ✓ *List of Top 30 Intersections and roadway segments with highest crash rates*
- ✓ *Dashboard*
- ✓ *Roadway Safety Assessment Report for 10 locations identified based on highest crash rates*

TASK 5 SHORT-TERM, MID-TERM, & LONG-TERM ACTION STRATEGY DEVELOPMENT

5.1 Identify Projects & Strategies (Safety Toolkit)

The intent of the CSAP is *"to reduce and eliminate serious injury and fatal crashes"*. The RGVMPO/LRGVDC will not be able to reduce the number of injuries and crashes to zero with implementing only one project. It is TJKM's intent that the CSAP developed, will provide RGVMPO/LRGVDC a blueprint for projects that can address identified safety issues and reduce crashes over time. Projects and Strategies will be divided into Temporary, Short-Term, Mid-Term, and Long-Term, TJKM will create a toolbox of projects and strategies that can be implemented a variety of ways:

- ***Temporary and tactical urbanism*** deployments for community engagement, education, and consent building.
- ***Short-Term (Two Years or Less)***: Can be fully incorporated with existing staff capacity and Funding Allocations within two fiscal years.
- ***Mid-term (Three-Five Years)***: Implementation is dependent on budget decision package approval for additional funding, staffing, or major policy shift.
- ***Long-term (Over Five Years)***: These actions involve capital improvements that require bond/federal funding to implement.

We will identify 20 projects through this analysis and will be prioritized based on implementation timeline. The task will provide a prioritized list of capital infrastructure projects that are identified through intensive data analysis, vetted through public and partner agency engagement, consider equity, and are scoped with associated cost estimates to prepare them for nationally competitive federal funding opportunities and/or alternate delivery methods.

Deliverables:

- ✓ *Matrix of 20 Strategies*
- ✓ *Appendix with additional CSAP actions*
- ✓ *Recommended policies. New guidelines, or standards to support implementation strategy*

TASK 6 EQUITY & LAND USE ANALYSIS (VALUE ADDED TASK)

6.1 Equity Analysis

TJKM will conduct a Disproportionate Environmental Justice analysis that focuses on transportation equity. The goal of this analysis will be to determine limitations to accessibility to transportation for specific racial, socioeconomic, and geographic groups within the region. Information from the EPA's Environmental Justice Screening and Mapping Tool will help determine specific target areas with limitations to socio-economic mobility. This tool uses 13 environmental indicators, seven socio-economic indicators, 13 environmental justice indexes, and 13 supplemental indexes. The TJKM Team will integrate these indicators into the analytical platform that integrates this information along with additional traffic safety and environmental factors, both built and natural.

6.2 Land Use Analysis

The TJKM Team recommends integrating land use with transportation safety considerations to evaluate physical elements (built and natural) that can serve to create barriers to transportation improvements or limit the potential impact transportation projects may bring to an area. Elements of the physical environment that are incorporated into this analysis can include but not limited to: presence and dimensions of multimodal facilities (sidewalks, bike facilities, transit lanes, etc.), development patterns, growth projections, land use map, zoning ordinances, parking ordinance, right of way design, etc.

The intent of the Land Use analysis is that it will help guide development in the future creating synergy between transportation network and land use rather than conflicting against each other.

Deliverables:

- ✓ *Technical Memorandum summarizing Disproportionate Environmental Burden analysis summary and Land Use Analysis*

TASK 7 DOCUMENTATION & ACTION PLAN (DRAFT & FINAL SS4A ACTION PLAN)

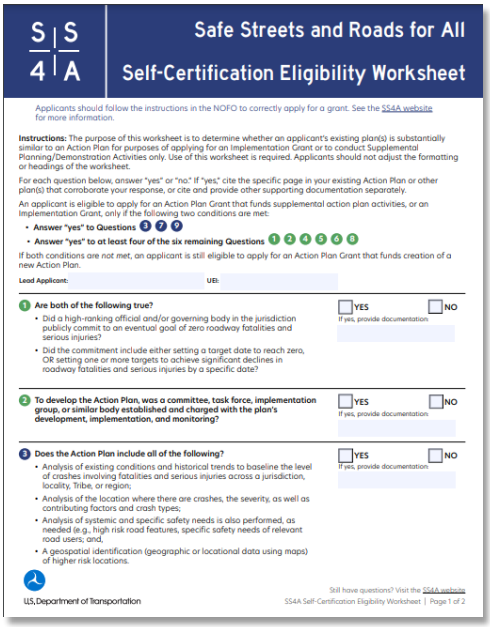
7.1 Technical Memorandums/Reports/White Paper/Plan Documents

Based on the work completed, TJKM will prepare a Draft CSAP. Based on the input, the Draft will be revised to incorporate the input. The Final Action Plan will be submitted to the RGVMPO/LRGVDC for approval and adoption. The CSAP's analysis, findings, and overall recommendations meet eligibility requirements outlined in Safe Streets and Roads for All implementation grants and meet the criteria of the self-certification eligibility worksheet associated with that funding program.

TJKM will also provide any and all other Technical Memos/Reports/Plan Documents to RGVMPO/LRGVDC.

Deliverables:

- ✓ *Draft and Final SS4A Action Plan*



S|S 4|A Safe Streets and Roads for All

Self-Certification Eligibility Worksheet

Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Instructions: The purpose of this worksheet is to determine whether an applicant's existing plan(s) is substantially similar to an Action Plan for purposes of applying for an Implementation Grant or to conduct Supplemental Planning/Demonstration Activities only. Use of this worksheet is required. Applicants should not adjust the formatting or headings of the worksheet.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- **Answer "yes" to Questions** 3 7 9
- **Answer "yes" to at least four of the six remaining Questions** 1 2 4 5 6 8

If both conditions are not met, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new Action Plan.

Lead Applicant: **UEI:**

1 **Are both of the following true?** ☐ YES ☐ NO
- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

If yes, provide documentation:

2 **To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?** ☐ YES ☐ NO

If yes, provide documentation:

3 **Does the Action Plan include all of the following?** ☐ YES ☐ NO
- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

If yes, provide documentation:

Still have questions? Visit the SS4A website

U.S. Department of Transportation

SS4A Self-Certification Eligibility Worksheet | Page 1 of 2

Safe Streets for All Eligibility Worksheet

SCHEDULE



TJKM

SCHEDULE

With our available resources and experience, TJKM is equipped to provide the level of responsiveness required by the RGVMPO/LRGVDC, all while providing professional and quality services. We have developed an individualized approach for each task that combined with an active project management and team-oriented approach will ensure the delivery of timely, high-quality services.

The personnel listed in our organization chart are available to work on the project for the entire duration of the project and has the availability to accept and complete this key project on schedule and within budget. Our team is an experienced team with specific strengths in each of the areas required to deliver this project on schedule and within budget to your satisfaction. We have resources allocated to each major task category to meet this schedule. Each week, our senior staff meet to discuss staffing workloads for the upcoming and following week and we reassign staff resources to meet the needs of each project. This allows us to have flexibility with staff to be able to meet project milestones and to catch up if milestone dates are not met.

TJKM will complete this project in accordance with the schedule below.

Task Name	Duration	Start	Finish
Project Management	**189 days**	**Mon 2/5/24**	**Thu 10/24/24**
Project Kick-Off Meeting	1 day	Mon 2/5/24	Mon 2/5/24
Project Management Plan	3 days	Tue 2/6/24	Thu 2/8/24
Project Administration	188 days	Tue 2/6/24	Thu 10/24/24
Existing Conditions	**104 days**	**Tue 2/13/24**	**Fri 7/5/24**
Document of Current Policies, Programs, Regulations, Projects, & Funding	7 days	Tue 2/13/24	Wed 2/21/24
Vision & Goal Development	7 days	Tue 2/13/24	Wed 2/21/24
Crash Data Analysis/HIN Development	60 days	Tue 2/20/24	Mon 5/13/24
Draft Deliverables	15 days	Tue 5/14/24	Mon 6/3/24
Submit to RGVMPO	1 day	Tue 6/4/24	Tue 6/4/24
RVGMPO Review	15 days	Wed 6/5/24	Tue 6/25/24
Final Deliverables	7 days	Wed 6/26/24	Thu 7/4/24
Submit to RGVMPO	1 day	Fri 7/5/24	Fri 7/5/24
Communication & Engagement	**187 days**	**Tue 2/6/24**	**Wed 10/23/24**
Communications & Public Engagement Plan	7 days	Tue 2/20/24	Wed 2/28/24
Project Webpage, Branding & PowerPoint Template	10 days	Thu 2/15/24	Wed 2/28/24
CSAP Technical Advisory Committee	15 days	Tue 2/6/24	Mon 2/26/24
Public Open Houses	**32 days**	**Tue 5/28/24**	**Wed 7/10/24**
Public Open House No. 1 (In-Person)	1 day	Tue 5/28/24	Tue 5/28/24
Public Open House No. 1 (Virtual)	1 day	Wed 5/29/24	Wed 5/29/24
Public Open House No.2 (In-Person)	1 day	Tue 7/9/24	Tue 7/9/24
Public Open House No. 2 (Virtual)	1 day	Wed 7/10/24	Wed 7/10/24
Board Briefings	**102 days**	**Tue 6/4/24**	**Wed 10/23/24**
Board Meeting No. 1	1 day	Tue 6/4/24	Tue 6/4/24
Board Meeting No. 2	1 day	Mon 9/9/24	Mon 9/9/24
Board Meeting No. 3	1 day	Wed 10/23/24	Wed 10/23/24
Safe Systems Priorities	**34 days**	**Tue 5/14/24**	**Fri 6/28/24**
Capital Infrastructure Project Priorities/Roadway Safety	15 days	Tue 5/14/24	Mon 6/3/24

Task Name	Duration	Start	Finish
Assessments			
Draft Deliverables	7 days	Tue 6/4/24	Wed 6/12/24
Submit to RGVMPO	1 day	Thu 6/13/24	Thu 6/13/24
RVGMPO Review	7 days	Fri 6/14/24	Mon 6/24/24
Final Deliverables	3 days	Tue 6/25/24	Thu 6/27/24
Submit to RGVMPO	1 day	Fri 6/28/24	Fri 6/28/24
Short-Term, Mid-Term, & Long-Term Action Strategy Development	**39 days**	**Tue 6/4/24**	**Fri 7/26/24**
Identify Projects & Strategies (Safety Toolkit)	15 days	Tue 6/4/24	Mon 6/24/24
Draft Deliverables	7 days	Tue 6/25/24	Wed 7/3/24
Submit to RGVMPO	1 day	Thu 7/4/24	Thu 7/4/24
RVGMPO Review	10 days	Fri 7/5/24	Thu 7/18/24
Final Deliverables	5 days	Fri 7/19/24	Thu 7/25/24
Submit to RGVMPO	1 day	Fri 7/26/24	Fri 7/26/24
Equity & Land Use Analysis	**39 days**	**Tue 4/16/24**	**Fri 6/7/24**
Equity Analysis	15 days	Tue 4/16/24	Mon 5/6/24
Land Use Analysis	15 days	Tue 4/16/24	Mon 5/6/24
Draft Deliverables	7 days	Tue 5/14/24	Wed 5/22/24
Submit to RGVMPO	1 day	Thu 5/23/24	Thu 5/23/24
RVGMPO Review	7 days	Fri 5/24/24	Mon 6/3/24
Final Deliverables	3 days	Tue 6/4/24	Thu 6/6/24
Submit to RGVMPO	1 day	Fri 6/7/24	Fri 6/7/24
Documentation & Action Plan (Draft & Final SS4A Action Plan)	**68 days**	**Mon 7/8/24**	**Wed 10/9/24**
Draft Plan	30 days	Mon 7/8/24	Fri 8/16/24
Submit to RGVMPO	1 day	Mon 8/19/24	Mon 8/19/24
RVGMPO Review	21 days	Tue 8/20/24	Tue 9/17/24
Final Plan	15 days	Wed 9/18/24	Tue 10/8/24
Submit to RGVMPO	1 day	Wed 10/9/24	Wed 10/9/24

FIRM QUALIFICATIONS



TJKM

Rio Grande Metropolitan Planning Organization &
Lower Rio Grande Development Council
Proposal for Safe Streets for All

FIRM QUALIFICATIONS

Team Information

TJKM | PRIME CONSULTANT

T J K M, INC. (TJKM) founded in 1974, is a transportation planning, traffic engineering, and traffic operations firm that provides professional services locally in Texas, California, and Florida. TJKM currently has a staff of over 40 employees with offices in Austin, Texas; Pleasanton, San Jose, Sacramento, Fresno, and Santa Rosa, California; and Tampa, Florida. For 49 years, more than 3,500 satisfied clients have entrusted TJKM with their critical work on over 8,000 projects. TJKM's primary service categories include traffic safety, transportation planning, traffic operations, multimodal area plans, complete streets, corridor studies, Intelligent Transportation Systems (ITS), and traffic engineering design (including Plans, Specifications, and Estimates [PS&E]).

TJKM brings equity considerations into all of its planning and community engagement efforts. We look for opportunities for policy and process changes that better align with community expectations. Our proven process of strategy and project selections enables data-based decision-making. Projects move at the speed of trust, thus demonstrable progress and transparency fosters collaboration with all stakeholders. TJKM is able to share information with community leadership and policy boards to allow them to articulate leadership commitment and support it with effective goal setting. This occurs within a proven planning structure supported with robust safety analysis that is buoyed by meaningful and transparent engagement and collaboration. As testament to these principles, in the last three years, TJKM has completed over 60 safety related planning and design projects. We have also helped our clients with approximately 50 HSIP grant applications, resulting in their being awarded a total of $50M in grants.

T J K M, INC is a licensed with the Texas Board of Professional Engineers and Land Surveyors #21111. T J K M, INC is a Disadvantaged Business Enterprise (DBE) in the State of Texas.

Subconsultant

MOORE & ASSOCIATES | COMMUNITY OUTREACH SUBCONSULTANT

Moore & Associates (MA) has successfully provided professional consulting services on a continuous basis for 30 years to a client base composed solely of public transportation organizations. Founded in 1991, our firm is a full-service consultancy that regularly provides service evaluation and planning, market research/data collection, marketing, and community engagement. We have offices in the Dallas-Fort Worth Metroplex, southern California, and central Florida. Moore & Associates has worked with regional transportation planning organizations as well as public transit providers across the nation. Whether we are preparing public transit-human services coordination plans, conducting market research, engaging the community, or creating marketing and outreach materials, we are committed to improving community mobility.

Skills & Disciplines

COLLISION ANALYSIS DASHBOARD

TJKM developed a Collision Analysis Dashboard based on at least 10 years of collision data for numerous agencies. The Dashboard comprises an interactive mapping tool to conduct collision analysis, visualize data, analyze collision trends, and develop and monitor high-injury networks.



Sample from the City of Concord Dashboard

The culmination of these features allows Concord to implement resources that prioritizes safety projects with the higher benefits. The depicted sample illustrates our Dashboard that was prepared for City of Concord, CA. The GIS-based mapping tool was designed to connect several attribute charts.

The Collision Analysis Dashboard assists Concord with working towards achieving their Vision Zero goal. In addition, it has embedded functionality that monitors and analyzes the network's performance of implemented safety measures, which helps Concord formulate and manage safety policies and procedures.

The integration of collision analysis Dashboard with their ArcGIS asset management platform helps the City to enhance safety within the City by not only monitoring the implemented projects but also by prioritizing and identifying the potential future projects and pursue appropriate Grant Funding opportunities.

LOCAL ROAD SAFETY PLANS & VISION ZERO ACTION PLANS

TJKM has extensive experience in developing safety programs and viable safety projects for small, medium, and large cities and counties. TJKM's team has successfully completed over 50 Local Roadway Safety Plans (LRSPs) for cities of varying sizes and each with their own unique set of dynamics along with multi-jurisdictional LRSPs for four counties. TJKM also conducted multi-jurisdictional LRSPs in the Counties of Kern, Mendocino, and Santa Clara. Very similar to Action Plans, the goal of a Systemic Safety Analysis Report (SSAR) is to improve the overall safety performance of a transportation network by carefully **assessing, identifying, and analyzing possible safety risks, and ways to mitigate or eliminate them.**

1. **Crescent City**
   – Systemic Safety Analysis Report
2. **Del Norte County**
   – Systemic Safety Analysis Report
3. **Eureka**
   – Roadway Safety Audit Sign Upgrade Project
4. **Mendocino Council of Governments**
   – Local Road Safety Plans
   Mendocino County, Ukiah, Point Arena, Willits, Fort Bragg
5. **San Bruno**
   – Local Road Safety Plan
6. **Milbrae**
   – Local Road Safety Plan
7. **Alameda County**
   – Roadway Safety Audit & Sign Upgrade Project
   – Patterson Pass Road Safety Study
   – Crow Canyon Road Safety Study
   – City of Albany
   – City of Hayward
   - Citywide Intersection Safety Improvement Study
   - Citywide Neighborhood Traffic Management Plan
8. **Contra Costa County**
   – Orinda Local Road Safety Plan
   – Moraga Local Road Safety Plan
   – Danville Local Road Safety Plan
   – Antioch Local Road Safety Plan
   – Pinole Local Road Safety Plan
   – Oakley Local Road Safety Plan
   – Pittsburg Systemic Safety Analysis Report
9. **Atherton**
   – Bike Safety Study

   VTA Local Road Safety Plan
   – Cupertino
   – Campbell
   – Gilroy
   – Los Altos Hills
   – Los Altos
   – Milpitas
   – Monte Sereno
   – Morgan Hill
   – Palo Alto
   • Roadway Safety Audit & Sign Upgrade Project
   – San Jose
   – Santa Clara
   – Sunnyvale
   • Safe Routes to School Projects
10. **Morgan Hill**
    – Roadway Safety Audit & Sign Upgrade Project
11. **Santa Clara County**
    – Countywide Local Road Safety Plan
    – Countywide Local Road Safety Plan
12. **San Luis Obispo County**
    – Systemic Safety Analysis Report
13. **Glendale**
    – Local Road Safety Plan
14. **Culver City**
    – Local Road Safety Plan
15. **Yorba Linda**
    – Local Road Safety Plan
16. **Napa**
    – Local Road Safety Plan
17. **Williams**
    – Local Road Safety Plan
18. **Solano County**
    – Local Road Safety Plan
19. **Yuba City**
    – Systemic Safety Analysis Report
20. **Yuba County**
    – Systemic Safety Analysis Report
    – Local Road Safety Plan
21. **Folsom**
    – Local Road Safety Plan
22. **Isleton**
    – Local Road Safety Plan
23. **Livermore**
    – Sandia Lab Safety Study
    – Local Road Safety Plan
24. **Manteca**
    – Restoreflective Sign Project CIP No. 16027
25. **Tuolumne County**
    – Roadway Safety Signing Audit
26. **Patterson**
    – Local Road Safety Plan
27. **Merced County**
    – Local Road Safety Plan
28. **Chowchilla**
    – Local Road Safety Plan
29. **Fresno**
    – No Passing Zone Safety Study
30. **Fresno**
    – Systemic Safety Analysis Report
31. **Dinuba**
    – Systemic Safety Analysis Report
    – Local Road Safety Plan
    – Kamm & Greene Safety Improvement
    – Pedestrian & Bicyclist Safety Study
32. **Kettleman**
    – Kettleman City Safe Routes to School
33. **Tulare County**
    – Local Road Safety Plan
34. **Farmersville**
    – Local Road Safety Plan
36. **Kern Council of Governments**
    – Local Road Safety Plans
    Arvin, Bakersfield, California City, Delano, Maricopa, Shafter, Taft, Tehachapi, Wasco
37. **Pico Rivera**
    – Local Road Safety Plan

List of Road Safety Plans TJKM has completed

Our team is currently conducting LRSPs for the County of Santa Cruz and Cities of Pittsburg, Livermore, Patterson, Danville, and the County of Merced. The list below highlights our relevant experience in Safety Action Plans. Our team is also helping City of Cupertino, Concord, and Livermore to wrap up their Vision Zero Plan while helping their Vision Zero Safety Action Plan. TJKM is helping the City of Dinuba and the City of South Lake Tahoe to kick-start their Vision Zero Safety Action Plans.

SYSTEMIC SAFETY ANALYSIS

TJKM has conducted systemic safety analysis for a wide variety of projects spanning multiple jurisdictions. This analysis evaluates opportunities to reduce crash risk in transportation networks by looking at interactions, dependencies, environmental, and organizational factors that affect safety.



TJKM's approach to safety analysis for a comprehensive safety action plan is based on the following general process:

- *Identify crash types* associated with severe and fatal injuries based on system-wide collision data.
- *Identify risk factors* associated with severe crash types that can be used to identify and prioritize other high-risk locations, regardless of location crash history.
- *Determine safety trends* to determine if there are other underlying features contributing to crashes within the network.
- *Identify, map, and prioritize locations* across the roadway network for implementation through various HSIP and other available funding mechanisms.
  TJKM regularly assists jurisdictions with successful HSIP grant applications.
- *Identify low-cost countermeasures* that can be implemented at a large number of locations throughout the community's transportation system where risk factors are present to maximize the return on safety investments.

TJKM staff have provided Community and Stakeholder Engagement for the:

- Regionally Coordinated Transportation Plan Update for the Midland Odessa Urban Transit District in Midland-Odessa that required an intense bilingual public outreach campaign that encompassed a variety of different mediums of communications that involve stakeholder engagements, pop up events, roundtable meetings, interactive website, mailers, and variety of marketing collateral.
- Regionally Coordinated Transportation Planning for Beaumont that required Assistance with the bilingual public outreach efforts along with GIS analysis and mapping.

COMMUNITY & STAKEHOLDER ENGAGEMENT

TJKM's team for this project has a combined total of 70 years of experience in effective stakeholder engagement, including conducting meetings and hearings, frequently resolving areas of conflict among the participants through effective consent building. Regularly working with stakeholders committees and groups, it is common for many of TJKM's staff to attend, present, and answer project questions at city/town council or planning commission meetings or at transportation committee meetings related to our specific projects.

We are comfortable in this setting and skilled in presenting technical content clearly and concisely for non-technical audiences. We value a diversity of views by promoting authentic and transparent public engagement and feedback.

TJKM specializes in a variety of community outreach methods and strategies to assist our plans and clients, including public workshops, focus groups, hosting walking/biking tours, development of project websites for announcements and to elicit feedback, consent building, pop-up and tactical urbanism events, and intercept and online surveys.

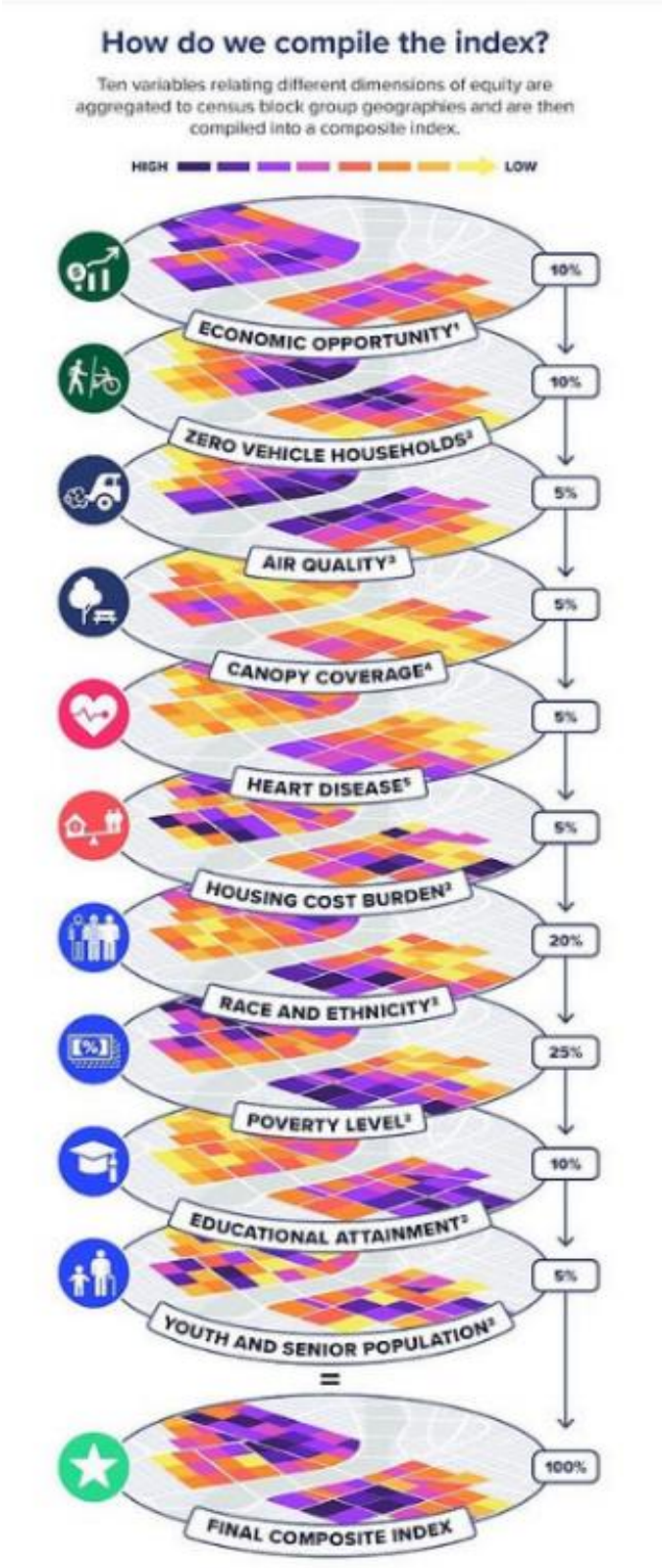


Our team will utilize unique insights from our experience to proactively identify and address potential concerns. Building on those prior lessons learned, we work closely with stakeholders to develop alternatives that meet safety and mobility goals while supporting a community-building approach that is inclusive and responsive.

EQUITY CONSIDERATIONS

Equity is ensuring that Safe Streets for and Roads for All and Vision Zero initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for people with disabilities, low-income populations, Native American peoples, people of color, female, LGBTQ, people whose families speak a language other than English, people experiencing houselessness, and other demographic groups. Analysis of Census data reveals populations which are considered vulnerable and reaching and including these groups and individuals is paramount to the success of this project.

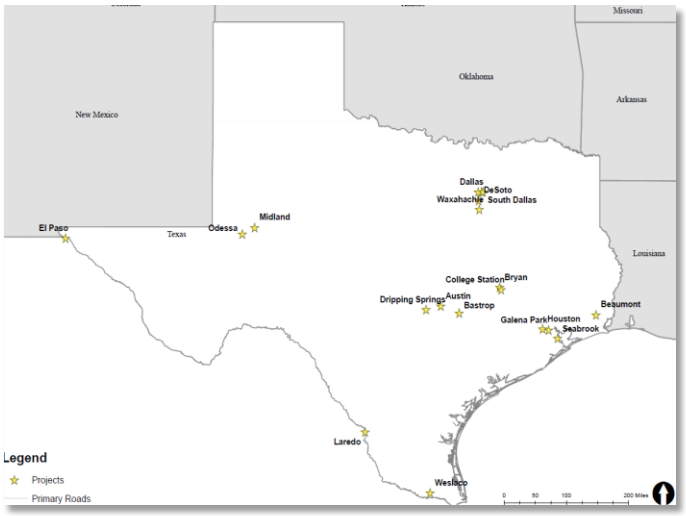
Our project team is well versed in considering and delivering considerations of equity in all of our efforts. What we find in practice is that different communities have different definitions and concerns regarding equity. TJKM explores the topic of equity and seeks to identify how a particular definition may best represent the needs of the community while at the same time aligning with definitions and expectations of grant funding sources.



GRANTS

TJKM have extensive experience in assisting local agencies in preparation of grants (HSIP, ATP, Safe Streets and Roads for All [SS4A], and many more). For example, TJKM assisted City of Dinuba in preparation and submittal of ATP grant and the City was successful in receiving approximately $15M under ATP funds to enhance safety and operations for all modes of transportation. Based on local roadway safety plans completed by TJKM, we assisted our clients with preparing and submitting 50 HSIP applications last year. Of these, approximately 95 percent of them were funded, totaling over $50M!

In Texas, TJKM is working with the City of Dripping Springs to identify and apply for grant funding for their Old Fitzhugh Road Project. The project proposes to transform Old Fitzhugh Road into a multimodal corridor with a shared multi-use path, pedestrian lighting/amenities, roadway realignment, and drainage improvements. It will serve as a connector between Dripping Springs' downtown with the historic Old Fitzhugh Road district. TJKM's services will include grant identification, working with the City to develop a funding plan for the project, and grant writing services. The project is currently in the beginning stages of development.



FAMILIARITY WITH RGVMPO/LRGVDC, STATE, & FEDERAL PROCEDURES & PROCESSES

TJKM staff members are no strangers to Texas, its regulations, and Federal guidelines. TJKM staff members bring over 40 years of cumulative personal Texas based experience that range from working with municipalities like Austin, Bryan, Arlington, and Dallas. In addition, the TJKM organization chart will have Texas registered Professional Engineers, planners, and/or engineers that are alumni from Texas universities, and work will be distributed from TJKM's Austin office.

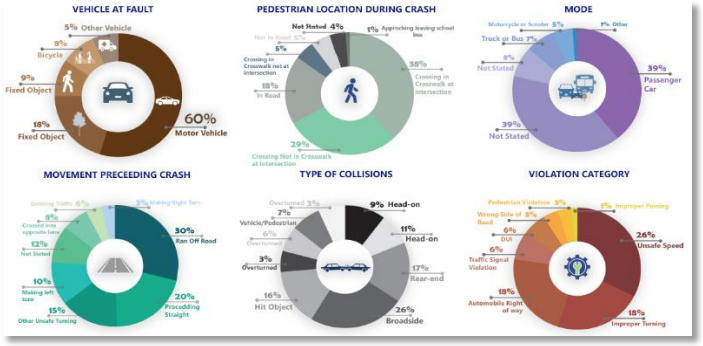
TJKM has extensive experience working on a regional level with Metropolitan Planning Organizations in Midland Odessa, Lower Rio Grande Valley, and the Houston area. TJKM has completed numerous projects that have followed State and Federal procedures and processes. Some of these projects included state and federal Active Transportation Program (ATP) funds, Safe Streets For All (SS4A), SB 1, Congestion Mitigation and Air Quality, HSIP, and Section 130 funding. All of these projects required coordination with Caltrans Local Assistance Program for E-76 permit approval.

The level of TJKM's involvement varies depending on the client. On some of these projects, TJKM has assisted the local agency with the completion of requests for authorization to proceed, providing support for preliminary engineering, navigating National Environmental Policy Act (NEPA) clearance, and E-76 permit authorization for construction funds. We are familiar with the processes used to satisfy a variety of funding sources, and will draw upon our background and extensive experience to satisfy all RGVMPO/LRGVDC, State, and Federal procedures, and processes.

Project Experience

Our team strongly believes in delivering projects that are implementable, and our philosophy is to get the projects from "paper to pavement". In last three years, TJKM has completed over 60 safety related planning and design projects. We also helped our clients with approximately 50 HSIP grant applications, through which we were able to secure $50M for various agencies. We encourage the RGVMPO/LRGVDC to contact our references to learn about our performance. We are confident that you will be pleased with what our clients have to say about us. Below is our project experience.

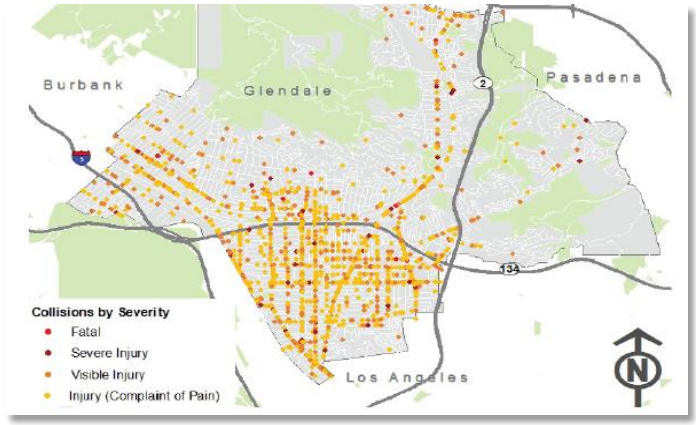
COUNTYWIDE LOCAL ROADS SAFETY PLAN, SANTA CLARA COUNTY | TJKM



Reference: Eugene Maeda | Santa Clara Valley Transportation Authority | (408) 952-4298 | Eugene.maeda@vta.org | **Staff**: Nayan Amin • Ruta Jariwala • Rutvij Patel

TJKM assisted Santa Clara Valley Transportation Authority in preparing a multi-jurisdictional Countywide Local Roads Safety Plan (CLRSP) for nine of its 16-member agency jurisdictions (Cities of Campbell, Gilroy, Los Altos, Milpitas, Monte Sereno, Morgan Hill, Palo Alto, Santa Clara, and Town of Los Altos Hills). The Plan was a collaborative effort through the Systems Operations and Management Working Group, comprised of local agency transportation engineers and planners, and input from the local communities. The purpose was to provide high-level solutions to address traffic safety on a countywide basis and prepare Santa Clara County's local agencies to apply for HSIP Cycle 11 funding. The CLRSP followed Caltrans' Strategic Highway Safety Plan data-driven approach by addressing the 5 E's of traffic safety: Engineering, Engagement, Enforcement, Education, and Emergency Services. The CLRSP is used as a guidance document for short and medium-term planning, designing, funding, and implementing safety projects. The CLRSP also developed a process for tracking the progress of the plan itself, as well as monitoring the effectiveness of the installed projects. The Safety Plans provided nine jurisdictions with a systematic process for reducing and eventually eliminating KSI collisions on the local roadway network. The process included a framework for engaging communities and stakeholders, analyzing collisions by causes and severity, equity evaluation for disadvantaged communities utilizing the CalEnviroscreen 4.0 poverty percentile, recommending countermeasures and safety projects, and prioritizing the implementation of safety measures with schedules. TJKM worked with seven cities that have already prepared LRSPs and incorporated their findings into the countywide plan to ensure it reflects the needs of all cities within the County. *Based on the submitted applications by the TJKM Team, the county secured $3.5M in HSIP Grant funding.*

LOCAL ROADWAY SAFETY PLAN, GLENDALE | TJKM



Reference: Pastor E. Casanova | City of Glendale | (818) 548-3945 | pcasanova@Glendaleca.gov | **Staff**: Nayan Amin • Ruta Jariwala

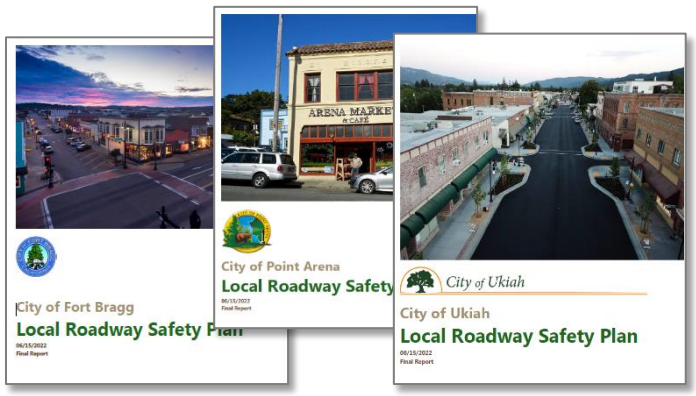
TJKM assisted the City of Glendale in developing an LRSP. This living document included Systemic Safety Approach involving following steps:

- Develop plan goals and objectives
- Analyze collision data
- Meet with stakeholders/safety partners
- Determine focus areas and identify crash reduction strategies
- Prioritize countermeasures/projects

- Prepare the LRSP

Involvement of safety partners was critical for the City and played a major role in the success of the LRSP. For the City of Glendale, this included numerous City departments, as well as other governmental agencies, community organizations, and Glendale residents. Groups that participated in the LRSP stakeholder meetings included City staff, the Glendale Police Department, Glendale Fire Department, Glendale Water and Power, Glendale Transit, LA Metro, Metrolink, Glendale Memorial Hospital, Kaiser Permanente, Adventist Health, Glendale Community College, Glendale Unified School District, Drive Safe Glendale, and various business and community/neighborhood organizations. Four virtual stakeholder meetings were held as part of this project: two were held with City of Glendale staff and two were held with outside organizations and City staff. The final report was submitted to the City in July 2022. *As part of the project, TJKM prepared and submitted four HSIP applications for Cycle 11 on behalf of the City in September 2022. Based on the submitted applications the TJKM Team helped the City to secure $6.5M in HSIP Grant funding.*

LOCAL ROADWAY SAFETY PLANS, MENDOCINO COUNTY | TJKM



Reference: Loretta Ellard | Mendocino Council of Governments | (707) 234-3434 | lellard@dbcteam.net
Staff: Nayan Amin • Ruta Jariwala • Rutvij Patel

TJKM prepared an LRSP for five agencies (Cities of Ukiah, Willits, Fort Bragg and Point Arena and Mendocino County) for Mendocino Council of Government as one single contract, which including the unincorporated area within the County and the above listed cities. Each LRSP under this contract included system review, collision analysis, identification of high-risk locations, recommendation of emphasis areas using a five traffic safety E's strategy, countermeasure selection, and safety projects. The scope included HSIP application preparations for each local agency and a joint online interactive safety platform for ongoing data sharing and public outreach.

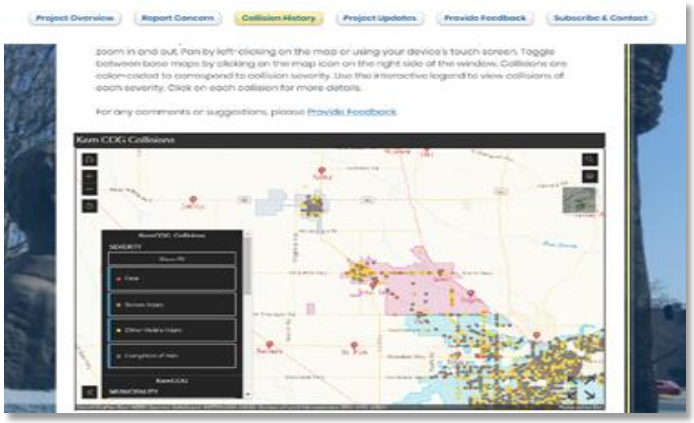
A robust outreach plan was developed for each agency, in total 12 stakeholder meetings (two per agency) were conducted to review project goals and findings and track the plan throughout the process. Separate public outreach were held for each agency and was also supplemented with a project website and map input platform at the onset of the project to keep the community informed of the regular updates and give them an opportunity to raise their concerns, comments and issues at every step throughout the process.

TJKM prepared a total of eight HSIP applications as a part of this project. Based on the submitted applications the TJKM Team helped the County to secure $4.6M in HSIP Grant funding.

Vision and Goals of the LRSP:

- Goal #1: Systematically identify and analyze roadway safety problems and recommend improvements.
- Goal #2: Improve the safety of all road users by using proven effective countermeasures.
- Goal #3: Ensure coordination and response of key stakeholders to implement roadway safety improvements within Unincorporated Mendocino County.
- Goal #4: Serve as a resource for staff who continually seek funding for safety improvements.
- Goal #5: Recommend how safety improvements can be made in a manner that is fair and equitable for all Unincorporated Mendocino County resident.

LOCAL ROADWAY SAFETY PLANS, KERN COUNTY | TJKM



Reference: Ed Flickinger | Kern Council of Governments | (661) 635-2914 | eflickinger@kerncog.org | **Staff**: Nayan Amin • Ruta Jariwala • Rutvij Patel

TJKM assisted Kern COG in developing comprehensive services to conduct a LRSP to identify, prioritize, and recommend future safety projects. TJKM utilized the most recent five-year collision history available to identify emphasis areas, analyze current configurations and traffic safety devices, recommend strategies, and prioritize potential projects. *Under this contract, TJKM prepared the LRSP's for **nine Cities in Kern County** as one single contract, Cities of Arvin, Bakersfield, California City, Delano, Maricopa, Shafter, Taft, Tehachapi, and Wasco.*

The overarching goal for the Kern COG LRSP was to proactively improve safety on collision-prone roadways and intersections with high Benefit-Cost Ratio, HSIP-eligible countermeasures, and non-engineering E's strategies to lower or eliminate the probability of collisions in the future.

The LRSP developed by the TJKM Team included literature review, safety (collision) analysis, identification of high-risk locations, community/stakeholder outreach, emphasis areas with 4 E's strategies, equity analysis, countermeasures and toolbox, viable safety projects, and an implementation plan. The scope also included the preparation of two HSIP applications for each city. The LRSP identified countermeasures to enhance safety for all modes of transportation through a holistic approach through the E's strategies that will enhance safety for all modes of transportation. It will also identify viable safety projects with reasonable cost estimate and phasing with a monitoring mechanism to evaluate effectiveness of the plan itself. *Based on the submitted applications the TJKM Team helped these Cities to secure $3.2M in HSIP Grant funding.*

COLLISION ANALYSIS DASHBOARD, CONCORD | TJKM



Reference: Abhishek Parikh | City of Concord | (925) 671-3031 | abhishek.parikh@cityofconcord.org | **Staff**: Nayan Amin • Ruta Jariwala

TJKM developed a Collision Analysis Dashboard based on at least 10 years of collision data for numerous agencies. Sample below illustrates our Dashboard that was prepared for City of Concord, CA.

The Dashboard comprises an interactive mapping tool to conduct collision analysis, visualize data, analyze collision trends, and develop and monitor high-injury networks. The culmination of these features allows Concord to implement resources that prioritizes safety projects with the higher benefits.

The GIS-based mapping tool was designed to connect several attribute charts. The Collision Analysis Dashboard assists Concord with working towards achieving their Vision Zero goal.

In addition, it has embedded functionality that monitors and analyzes the network's performance of implemented safety measures, which helps Concord formulate and manage safety policies and procedures.

The integration of collision analysis Dashboard with their ArcGIS asset management platform helps the City to enhance safety within the City by not only monitoring the implemented projects but also by prioritizing and identifying the potential future projects and pursue appropriate Grant Funding opportunities.

CUPERTINO VISION ZERO & ACTION PLAN, CUPERTINO | TJKM



Reference: David Stillman | City of Cupertino | (408) 777-3249 | DavidS@cupertino.org | **Staff**: Nayan Amin • Ruta Jariwala • Mark Doty • Pranav Happa • Utsav Domadia • Gary Schatz

TJKM is assisting City of Cupertino to develop a Vision Zero Action Plan (VZAP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal of a VZP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The scope of work includes:

- Development of a Vision Zero policy,
- Formation of Stakeholder Advisory Group (SAG);
- Public outreach;
- Collision data collection and analysis;
- Identifying High Injury Network;
- Collision Trends and Collision Profiles;
- Identification of Vision Zero countermeasure toolbox;
- Development of policies and programs;
- Development of a Capital Improvement List for the Action Plan and Action Plan Strategy;
- Development of educational and enforcement programs;
- Proposed text for a General Plan update; and
- Final Vision Zero Action Plan.

LIVERMORE VISION ZERO PLAN, LIVERMORE | TJKM



Reference: Joanna Liu | City of Livermore | (925) 960-4556 | xliu@cityoflivermore.net | **Staff**: Nayan Amin • Ruta Jariwala • Mark Doty • Pranav Happa

TJKM is assisting City of Livermore to develop VZP to enhance safety and operations for all modes of transportation of all ages.

The overarching goal of a VZP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city.

The VZP includes:

- Assessment of existing policies, programs, and practices
- Formation of a Stakeholder Advisory Group (SAG)
- Communicating data and information to the public on social media and on the city's website
- Providing project recommendations after collecting information from community engagement and stakeholder workgroups
- Collection of collision data and analysis, implementable actions and performance measures;
- Developing educational material for transportation system users of all ages
- Coordinating with the city to identify most at-risk population and working with local police and Emergency Medical Services (EMS) departments
- Creating a Draft VZP to be presented to the Council for Adoption

FIVE-YEAR REGIONAL TRANSPORTATION COORDINATION PLAN UPDATE | MA

Reference: Tom Logan | Lower Rio Grande Valley Development Council | (956) 682-3481 | tlogan@lrgvdc.org | **Staff**: Allison Moore • Kathy Chambers

In 2021, Moore & Associates was selected by the Lower Rio Grande Valley Development Council to prepare a Five-Year Regionally Coordinated Plan for the planning region representing Cameron, Hidalgo, and Willacy counties. The Coordination Plan consisted of three core components: 1) Transportation Resources Inventory, 2) Needs Assessment, and 3) Gap Analysis.

These Plan components were supplemented by additional materials required by TxDOT which examined Planning Region 21's goals, assessed its ability to implement recommendations, and set forth performance measures by which future program progress can be measured.

Twenty-four recommendations were divided into three priority groups: 1) Short-term, 2) Mid-term, and 3) Long-term. The multimodal implementation plan included performance measures for each recommended strategy.

FIVE-YEAR REGIONAL TRANSPORTATION COORDINATION PLAN UPDATE | MA

Reference: Kayleen Hamilton| Midland Odessa Urban Transit District | (432) 560-9990 ext. 110 | khamilton@ez-rider.org | **Staff**: Allison Moore • Kathy Chambers

In 2021, Moore & Associates was selected by the Midland Odessa Urban Transit District to prepare an update of its Five-Year Regional Transportation Coordination Plan covering 22 counties of the Permian Basin and Far West Texas.

The counties are extremely diverse in population, ranging from 169 (Loving County) to nearly 177,000 (Midland County), as well as geographic area, ranging from 673 square miles (Loving County) to 6,193 square miles (Brewster County).

The firm was engaged to conduct an objective and comprehensive analysis of all public, private, and non-profit transportation services operating within the region as well as conduct a needs assessment, prepare a gap analysis, and offer coordination strategies to meet the healthcare, social service, and workforce needs of TXDOT Planning Region 9 and portions of Region 8. The project team conducted extensive outreach throughout the project area, including a stakeholder survey, bilingual community survey, 11 information-sharing pop-up events, and five project workshops.

Also, worked with the Regional Coordinated Transportation Planning Steering Committee, attending meetings and providing updates on a regular basis.

FIVE-YEAR REGIONALLY COORDINATED TRANSPORTATION PLAN | MA

Reference: Bob Dickinson | South East Texas Regional Planning Commission | (409) 899-8444 ext. 7520 | bdickinson@setrpc.org | **Staff**: Allison Moore • Kathy Chambers

In 2021, Moore & Associates was selected by the South East Texas Regional Planning Commission to prepare a Five-Year Regionally Coordinated Plan for the planning region representing Hardin, Jasper, Jefferson, and Orange counties.

The Coordination Plan consisted of three core components: Transportation Resources Inventory, Needs Assessment, and Gap Analysis. These Plan components were supplemented by additional materials required by TxDOT which examined Planning Region 15's goals, assessed its ability to implement recommendations, and set forth performance measures by which future program progress can be measured.

Fourteen recommendations were divided into three priority groups: 1) Short-term, 2) Mid-term, and 3) Long-term. Our multimodal implementation plan included performance measures for each recommended strategy.

PERSONNEL & STAFFING



TJKM

PERSONNEL & STAFFING

Organizational Chart

Our Team Organization Chart illustrates our proven "chain of command" for performance on similar projects. The proposed organization is a fully integrated team under the direction of Mr. Nayan Amin, TE, Project Manager, and Mr. Kurt Schulte, AICP, Deputy Project Manager. Work will be conducted under the direct supervision/direction of our Project Manager, Mr. Amin and Deputy Project Manager, Mr. Schulte. Mr. Amin will be responsible for overall coordination on this contract, maintaining the effectiveness and efficiency of the work, schedule, and will be the point of contact ensuring the work products are to the satisfaction of the RGVMPO/LRGVDC and stakeholders. Mr. Schulte will be responsible for day-to-day coordination and activities. If Mr. Amin is unavailable, Mr. Schulte will be your point of contact. TJKM internal communication process makes it so that whether you are speaking to either Mr. Amin or Mr. Schulte they will be up to date on your projects needs and status. They will be available to the RGVMPO/LRGVDC and stakeholders at a short notice. Our proposed team key members will be made available to the L RGVMPO/LRGVDC for the duration of the project, and will not be substituted without approval from RGVMPO/LRGVDC. In addition, TJKM has enrolled the assistance of Moore & Associates to help lead the Communication and Engagement tasks.

Staff Performance

Name & Role	Qualifications & Experience
Nayan Amin Project Manager	Mr. Nayan Amin, TE will be responsible for day-to-day coordination and activities and manage the overall contract for this project. He will be responsible for maintaining the effectiveness and efficiency of the work, coordinating cost and schedule reporting, and ensuring the work products are to the satisfaction of your agency and any stakeholders. If Mr. Amin is unavailable, Mr. Schulte will be your point of contact.
Kurt Schulte, AICP Deputy Project Manager	Mr. Schulte, AICP will be responsible for overall coordination on this contract. He will ensure that our Project Manager adheres to the work plan/scope of work, project schedule, and that we stay on track to complete the project within budget. All documents will be reviewed by him before being submitted to the Project Manager.
Kamlesh Saxena, CCP Principal-In-Charge & QA/QC	Mr. Saxena, CCP will be the Principal-In-Charge and responsible for the overall quality assurance and quality control. They will guarantee that procedures are followed to provide you with quality deliverables. All documents from TJKM staff and any subconsultants or vendors will be reviewed by him before being submitted to your agency.
Ruta Jariwala, PE, TE Safety Action Plan & Project Selection | & Safety Analysis Task Lead	Ms. Jariwala, PE, TE will be the Task Lead for Safety Action Plan & Project Selection items as well as any Safety Analysis items. She will be responsible for overseeing all the staff that will provide work for this task. She will coordinate with all the support staff to ensure all work needed is completed in a timely manner.
Mark Doty Implementation Grant Assistance (Value Added Task) & Literature Review Task Lead	Mr. Doty will be the Task Lead for Implementation Grant Assistance (Value added Task) and Literature Review. He will be responsible for overseeing all the staff that will provide work for this task. He will also assist on the Safety Action Plan & Project Selection tasks and Equity & Land Use Analysis tasks. Under his direction, the team will stay on schedule to provide all needed items.
Aldo Fritz, AICP Equity & Land Use Analysis Task Lead	Mr. Fritz, AICP will be the Task Lead for Equity & Land Use Analysis. He will monitor all the support staff assigned to work on this task. He will also assist on the Safety Action Plan & Project Selection task, the Implementation Grant Assistance (Value added Task) & Literature Review Task, and the Public Engagement Task.

Name & Role	Qualifications & Experience
Allison Moore Public Engagement Task Lead	Ms. Moore will be the Task Lead for Public Engagement. She will provide the items needed to make sure there is proper Public Engagement and the public voice are heard. She will facilitate all the staff that will work on this contract to prepare flyers, materials, presentations, and public meetings.
Gary Schatz, PE, PTOE, PTP Support Staff	Mr. Schatz, PE, PTOE, PTP, will provide support for the Safety Action Plan & Project Selection task and Safety Analysis task under the direction of Ms. Jariwala. During these tasks, he will assist on the Safety Analysis and work on the items needed in the Safety Action Plan for Project Selection.
Pranav Happa, PE Support Staff	Mr. Happa, PE, will provide staff support for the Safety Analysis task under the direction of Ms. Jariwala. He will assist on gathering the items need to perform the Safety Analysis items.
Rutvij Patel, EIT Support Staff	Mr. Patel will provide staff support for the Safety Action Plan & Project Selection task under the direction of Ms. Jariwala. During this task, he will work on the items needed for the Safety Action Plan & Project Selection.
Utsav Domadia, EIT Support Staff	Mr. Domadia, EIT will provide staff support for the Safety Analysis task and the Public Engagement under the direction of the task leads.
Devyani Padubidri Support Staff	Ms. Padubidri will provide staff support for the Implementation Grant Assistance (Value Added Task) & Literature Review task under the supervision of Mr. Doty. He will confirm all the data/files for review have been collected.
Priyul Bhavsar Support Staff	Ms. Bhavsar will provide assistance on the Implementation Grant Assistance (Value Added Task) & Literature Review and the Public Engagement Tasks with guidance from the task leads.
Chaithra Navada Support Staff	Ms. Navada will provide any needed support for the Equity & Land Use Analysis worked required under the direction of Mr. Fritz.
Kathy Chambers Support Staff	Ms. Chambers will provide support on the Public Engagement task under the direction of Ms. Moore. She will work with the TJKM staff to prepare materials or attend meetings as necessary.

Biographic Summaries/ Resumes

On the following pages, we have included one page biographic summaries of the staff identified to work on this project.



Mr. Amin has 33 years of both public and private sector experience in the areas of transportation planning, traffic impact studies, transportation management plans, construction scheduling, construction area signs, signing and striping, traffic signal coordination, traffic operations, transit priority, traffic signal systems, freeway and arterial management studies, and intelligent transportation systems planning, design and construction oversight. He specializes in macro and microscopic model development and application for analysis of impacts across all modes of transportation. His projects range from traffic studies for developments, specific plans, general plans, corridor studies, and area-wide studies to long-term planning studies. Studies also include multimodal operations, light-rail, bus rapid transit, pedestrian, bicyclists and traffic safety and operations.

AREAS OF EXPERTISE

- Transportation Planning
- Traffic Impact Studies
- Transportation Management Plans
- Traffic Operations
- Transit Priority
- Freeway & Arterial Management Studies
- Multimodal Studies

YEARS OF EXPERIENCE

33

REGISTRATIONS & CERTIFICATIONS

CA TR 2290 (Traffic)

PROFESSIONAL HISTORY

TJKM	2012-Present
URS	2004-2012
Bucher, Willis & Ratliff	2001-2003
TJKM	1996-2000
VK Patel	1990-1996

EDUCATION

M.S., Civil Engineering, San Jose State University, San Jose, CA
B.S., Civil Engineering, Saurashtra University, Rajkot, Gujarat, India

Nayan Amin, TE

PRESIDENT

Project Role: Project Manager

Project Experience

Vision Zero Plan, Livermore, CA, City of Livermore, 2023, $84K: Principal-In-Charge. Assisted the City to develop Vision Zero Plan (VZP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city.

Vision Zero & Action Plan, Cupertino, CA, City of Cupertino, 2022-Ongoing, $79K: Principal-In-Charge. Assisting City of Cupertino to develop a VZP to enhance safety and operations for all modes of transportation of all ages. The overarching goal of a VZP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The scope of work includes: development of a Vision Zero policy, formation of Stakeholder Advisory Group (SAG); public outreach; collision data collection and analysis; identification of Vision Zero countermeasures; development of policies and programs; development of a Capital Improvement List for the Action Plan and Action Plan Strategy; development of educational and enforcement programs; proposed text for a General Plan update; and a draft and final Vision Zero Action Plan.

Local Roadway Safety Plan (LRSP), Folsom, CA, City of Folsom, 2020-2 021, $71K: Principal-In-Charge and QA/QC overseeing the team preparing the City of Folsom's LRSP)comprised of data--driven and community-driven decision making process, with the overarching goal of reducing the number of fatal and severe injury collisions in the city using the four E's of traffic safety:

LRSP, Culver City, CA, City of Culver City, 2020-2021, $66K: Principal-In-Charge and QA/QC oversaw the project to assist the City with conducting the LRSP for enhancing safety on city roadways for all travel modes. TJKM customized effective measures under the various 4 E's. The team also prepared HSIP applications on behalf of the City aiming for Cycle 10 submission.



AREAS OF EXPERTISE

- Planning & Design
- Complete Streets Policy & Guides
- Land Use Planning & Zoning
- Transit Oriented Development
- Downtown Development
- Traffic Forecasts
- Strategic Mobility Plans
- Community Outreach

YEARS OF EXPERIENCE

25

REGISTRATIONS & CERTIFICATIONS

American Institute of Certified Planners 04132

PROFESSIONAL HISTORY

TJKM	2023–Present
STV	2023–2023
Urban Design & Zoning Mobility+,LLC	2021–2022
Walter P Moore	2015–2021
Kimley-Horn	1999–2015
CDMSMITH	1994–1999

EDUCATION

B.A. Urban Planning/Public Administration, University of Cental Florida

Mr. Schulte is a skilled transportation planning specialist with over 20 years of expertise developing and managing transportation projects, with a proven ability to lead and coordinate complex projects across a variety of staff and stakeholders. Project management skills in strategic mobility planning, complete street corridor studies, and comprehensive plans.

Senior Project Manager for the development of strategic mobility plans for Austin, Dallas, and Houston, each tailored to the specific needs of the community. Deputy Project Manager for several TxDOT Major Investment Studies, four PELs, and numerous feasibility and traffic focused studies. Extensive experience with TXDOT, MPOs, Cities, Counties, and Special Districts to ensure that projects meet the needs of the community. Many of these projects have successfully continued past the planning phase into preliminary design, PS&E, and construction.

I am passionate about urban planning and committed to making our communities more livable and sustainable. I am a strong advocate for reliable transportation and I believe that everyone should have access to safe and reliable transportation options. I am also comfortable working with a variety of stakeholders to ensure that transportation projects meet the needs of the community.

Kurt Schulte, AICP

SENIOR PROJECT MANAGER

Project Role: Deputy Project Manager

Project Experience

Mobility Plan, Denton, TX, City of Denton, 2018-2020, $256K: Project Manager. Provided an update to the City of Denton Mobility Plan and its respective components:

- Master Thoroughfare Plan
- Bicycle Master Plan
- Pedestrian Master Plan

Conducted extensive community engagement activities including virtual workshops. Developed a comprehensive set of recommendations to improve mobility in in the City of Denton. Presented the study findings to the public and to decision-makers. Key Accomplishments:

- Developed a comprehensive set of recommendations to improve mobility in Denton.
- Updated the City's Thoroughfare Plan
- Developed Complete Street typologies.
- Gained the support of the community for the study findings.
- Presented the study findings to the public and to decision-makers.

Southeast Mobility Plan, Houston, TX, City of Houston, 2019-2020, $645K: Project Manager. Performed a comprehensive multimodal mobility study to determine short, medium, and long-term implementation projects to improve mobility and access in southeast Houston. Conducted community engagement to understand local issues, preferences, and ideas for enhancement. Combined community preferences with technical data to develop a set of recommendations that were tailored to the needs of the community but also grounded in empirical facts. Presented the study findings to the public and to decision-makers. Key Accomplishments:

- Developed a comprehensive set of phased recommendations to improve mobility and safety in southeast Houston.
- Gained the support of the community for the study findings.
- Presented the study findings to the public and to decision-makers.



Mr. Saxena brings an unparalleled record serving national and international clients in their infrastructure design and transportation technology needs. Mr. Saxena directs software and system engineering activities for TJKM's traffic, freeway, and Intelligent Transportation Systems (ITS) projects. His experience includes program management involving all phases of ITS, freeway, and traffic control systems, including planning, design, specifications, implementation, and construction. He is a specialist in the design and integration of system hardware and software. Mr. Saxena has 48 years of experience managing numerous computerized control system projects throughout the US and abroad, through the phases of feasibility, planning, design, construction, and implementation. He has held numerous lead roles in professional organizations and led the team that developed the US Congress mandated first National ITS Program Plan. Mr. Saxena has a master's degrees in Physics and in Management Science/Information Systems.

Kamlesh Saxena, CCP

DIRECTOR OF CORPORATE AFFAIRS

Project Role: Principal-In-Charge & QA/QC

AREAS OF EXPERTISE

- Intelligent Transportation Design
- ITS Planning
- Traffic Control Systems
- System Hardware & Software Design & Integration

YEARS OF EXPERIENCE

48

REGISTRATIONS & CERTIFICATIONS

Certified Computer Professional
940075

PROFESSIONAL HISTORY

TJKM	2020-Present
Kimley-Horn	1993-2019
AECOM	1987-1993
Unisys Corporation	1975-1987
Dun & Bradstreet	1973-1975

EDUCATION

M.S., (Management) University of Miami, FL
M.S., (Physics), University of Delhi, India
B.S., (Physics), University of Delhi, India

Project Experience

HSIP Citywide Traffic Signal Hardware Upgrade, Concord, CA, City of Concord, 2020-Ongoing, $273K: Technical Advisor. The team assisted the City with preparing an HSIP grant application for upgrading citywide signal hardware at all the City's signalized intersections as part of Cycle 9 HSIP grant call for projects. The City was successful in being awarded $2.4M in funding for the citywide improvements. The team is assisting the City with receiving NEPA clearance, preparation of PS&E documents, and bid and construction support services. TJKM will assist the City with obtaining E-76 permit approval through Caltrans Local Assistance Program.

Mountain House Communications Master Plan, San Joaquin County, CA, Mountain House Community Services District, 2019-2021, $48K: Principal-In-Charge and QA/QC. The team assisted the District to develop a Fiber layout map. The map identifies all fiber optic trunk lines and branch cabling, communication hub locations, splice vaults/closures, and communications equipment at Town Hall. Guidelines were developed for how splicing of all fiber back-bone is to occur and identifies tubes for City facilities, traffic signals, Closed-circuit television, security cameras and future ITS equipment usage. Maps were developed for the existing traffic signal layout and all the proposed signals to be getting installed as the District builds out, identifying the communication equipment required at each location. The master plan identifies strategic locations of Dynamic Message Signs, License Plate Readers, and Security Cameras. Conducted vendor interviews to identify who would be best suited to help the District build out the communication infrastructure.

HSIP Traffic Signal Improvement Project, Pittsburg, CA, City of Pittsburg, 2020-Ongoing, $164K: Technical Advisor. The team assisted the City with preparing an HSIP grant application for upgrading citywide signal hardware at all the City's signalized intersections as part of Cycle 9 HSIP grant call for projects. The City was successful in being awarded $1.6M in funding for the citywide improvements. The team is assisting the City with receiving NEPA clearance, preparation of PS&E documents, and bid and construction support services. TJKM is also assisting the City with obtaining E-76 permit approval through Caltrans Local Assistance Program.



Ms. Jariwala has 24 years of professional experience in the areas of traffic operations, transportation planning, freeway and arterial management studies, signal coordination, traffic signal systems, traffic impact studies/EIRs and intelligent transportation systems planning, design and construction oversight. She has extensive experience in macro and microscopic model development and application for analysis of traffic operations for express lane studies as well as multimodal operations, light-rail, bus rapid transit, pedestrian, bicyclists, and traffic safety studies.

Ruta Jariwala, PE, TE

PRINCIPAL

Project Role: Safety Action Plan & Project Selection | Safety Analysis Task Lead

AREAS OF EXPERTISE

- Signal Coordination
- Project Management
- Traffic Impact Studies
- Freeway Operations
- Traffic Operations
- Traffic Planning

YEARS OF EXPERIENCE

24

REGISTRATIONS & CERTIFICATIONS

CA CE C73840 (Civil)
CA TE TR2465 (Traffic)
TX CE 135281 (Civil)

PROFESSIONAL HISTORY

TJKM	2012-Present
URS	2004-2012
Bucher, Willis & Ratliff	2001-2003
Autodesk	1999-2001

EDUCATION

M.S., Civil Engineering, San Jose State University, San Jose, CA
B.S., Civil Engineering, Bombay University, Mumbai, Maharashtra, India

Project Experience

Vision Zero Plan, Livermore, CA, City of Livermore, 2023, $84K: Project Manager. Assisted the City to develop Vision Zero Plan (VZP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city.

Vision Zero & Action Plan, Cupertino, CA, City of Cupertino, 2022-Ongoing, $79K: Project Manager. Assisting City of Cupertino to develop a Vision Zero Action Plan (VZAP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal of a VZP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The scope of work includes: development of a Vision Zero policy, formation of Stakeholder Advisory Group (SAG); public outreach; collision data collection and analysis; identification of Vision Zero countermeasures; development of policies and programs; development of a Capital Improvement List for the Action Plan and Action Plan Strategy; development of educational and enforcement programs; proposed text for a General Plan update; and a draft and final Vision Zero Action Plan.

Local Roadway Safety Plan (LRSP), San Bruno, CA, City of San Bruno, 2021-Ongoing, $80K: Project Manager for the LRSP, which will analyze traffic collisions on the City's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also includes grant application preparation for the HSIP call for projects.

LRSP, Cupertino, CA, City of Cupertino, 2021-Ongoing, $86K: Project Manager for the LRSP, which will analyze traffic collisions on the City's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also includes grant application preparation for the HSIP call for projects.

LRSP, Millbrae, CA, City of Millbrae, 2021-Ongoing, $45K: Principal-In-Charge. TJKM is assisting the City in preparing its first LRSP. Tasks on the project include document review, systemic safety analysis, identification of high-risk locations, countermeasure selection, Emphasis Areas with 4E's strategies, stakeholder outreach, and safety projects. As part of the scope, we will prepare and submit HSIP applications for Cycle 11 on behalf of the City.



Mr. Doty has over 17 years of experience in both the private and public sector with the majority of that time served as a planner or director for major cities in North Texas. Mr. Doty is an accomplished senior-level planner and project manager with broad stakeholder, community and government relation expertise, team leadership, strategic development and media outreach experience in the public and private sectors. Among the many initiatives and projects Mark has worked on include; monthly commission and board meetings, stakeholder and other community outreach, parking management, wayfinding signage, impact fee studies, downtown place making, economic development fund review and administration, historic designation, code writing and review.

Mark Doty

SENIOR TRANSPORTATION PLANNER

Project Role: Implementation Grant Assistance (Value Added Task) & Literature Review Task Lead

AREAS OF EXPERTISE

- Stakeholder Engagement
- Government & Community Relations
- Urban & Community Design, & Long Range Planning
- Parking Management Studies
- Wayfinding Signage
- Historic Preservation
- Economic Development
- Code Drafting, Review & Interpretation
- Historic Research & Writing

YEARS OF EXPERIENCE

17

PROFESSIONAL HISTORY

TJKM	2021-Present
City of McKinney, Texas	2019-2021
City of Dallas, Texas	2006-2019

EDUCATION

B.A., Architecture, Texas Tech University, Lubbock, TX

Project Experience

Vision Zero Plan, Livermore, CA, City of Livermore, 2023, $84K: Task Lead. Assisting the City to develop Vision Zero Plan (VZP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. Task Lead duties include: formation of a Stakeholder Advisory Group; communicating data and information to the public on social media and on the city's website; providing project recommendations after collecting information from community engagement and stakeholder workgroups; and creating a Final VZP to be presented to the Council for Adoption.

Local Road Safety Plan, Isleton, CA, City of Isleton, 2021-2022, $75K: Task Lead. Assisted the City of Isleton in preparing their first Local Road Safety Plan. Isleton is a small community located in the heart of the Delta region on the Sacramento River and it experiences a high amount of recreational traffic on State Route 160, which serves as the main thoroughfare in Isleton. Tasks on this project included a review of the transportation system, systemic collision analysis, identification of high-risk locations, emphasis areas development, countermeasure selection (including 4 E's strategies), and safety project development. It also included stakeholder/community outreach, as well as a project website with an interactive mapping tool. In addition, two Highway Safety improvement Program applications were submitted for Cycle 11 in September 2022. Both applications were approved in March 2023.

Local Road Safety Plan, Gridley, CA, City of Gridley, 2023-Ongoing, $35K: Deputy Project Manager assisting the City of Gridley in developing a Local Road Safety Plan. The Gridley Local Road Safety Plan will be a living document including systemic safety analysis, identification of high-risk roadway segments and intersections, emphasis areas and 5 E's strategies, a countermeasure toolbox, and priority safety projects viable to be phased in short-term, near-term, and long-term implementation.

Local Road Safety Plan, Pittsburg, CA, City of Pittsburg, 2021-2023, $80K: Task Lead that assisted the City of Pittsburg in developing a Local Road Safety Plan. The Pittsburg Local Road Safety Plan will be a living document including systemic safety analysis, identification of high-risk roadway segments and intersections, emphasis areas and 4 E's strategies, a countermeasure toolbox, and priority safety projects viable to be phased in short-term, near-term, and long-term implementation.



Mr. Fritz has 18 years of professional experience in the redevelopment of local and regional centers along with the revitalization of economically distressed neighborhoods. His roles on projects consist of providing guidance in the creation and implementation of concise measurable objectives that can allow for the implementation of wide scale redevelopment with a focus on equity and resiliency. He focuses on creating a roadmap with an emphasis on fostering economic and cultural vitality whether on a regional, city, neighborhood, or downtown scale. For many projects, Mr. Fritz has provided in-depth land use/economic analysis, management of public outreach initiatives, GIS support, land sale coordination, project management, and led master planning efforts. Mr. Fritz is currently pursuing his Ph.D. in Urban and Regional Planning from the University of Texas at Arlington. His thesis is Correlation between Transportation Equity and Urban Development

Aldo Fritz, AICP

DIRECTOR OF BUSINESS DEVELOPMENT (TEXAS & FLORIDA)

Project Role: Equity Analysis Task Lead

AREAS OF EXPERTISE

- Planning & Design
- Public Policy
- Land Use Planning & Zoning
- Transit Oriented Development
- Downtown Development
- Neighborhood Revitalization
- Urban Development
- Community Outreach

YEARS OF EXPERIENCE

18

REGISTRATIONS & CERTIFICATIONS

American Institute of Certified Planners 026930

PROFESSIONAL HISTORY

TJKM	2019–Present
Downtown Arlington Business Improvement District	2017–2018
JCPenney	2016–2017
City of Dallas	2009–2016
Florida DOT	2008–2009
HDR Architecture	2006–2008
Broward County	2005–2006

EDUCATION

Masters in Real Estate, University of Texas at Arlington, TX
Masters in Urban & Regional Planning, Florida Atlantic University, FL
Bachelors of Arts, Communications, Florida Atlantic University, FL

Project Experience

Brays Oaks Livable Center Study, Brays Oaks, TX, Houston Area Galveston Council, 2021, $60K: Project Manager/Transportation Task Lead. Assisted with strategic tasks and provide transportation planning and engineering expertise, particularly aimed at developing context sensitive recommendations and projects that will result in successful implementation. Also analyzed the existing transportation infrastructure, assess opportunities for complete streets throughout the district, promote multimodal access, and provide for realistic recommendations with a focus on Equity.

Midland-Odessa Regional Coordinated Transportation Plan, Midland-Odessa Urban Transit District, TX, 2021, $15K: Project Manager. Role was to assist with bilingual public outreach efforts. The Midland Odessa Urban Transit District serves as the lead agency for the Regionally Coordinated Transportation Plan stakeholder group for Texas Department of Transportation Planning Region 9. It is responsible for the maintenance and update of the five-year Regionally Coordinated Transportation Plan. The intent of the Regionally Coordinated Transportation Plan is to serve as a public transit human services plan that will provide the most effective and efficient public transportation services.

Sylvan Avenue Bike Lane Redesign, Dallas, TX, Circuit Trail Conservancy/ City of Dallas, 2022 $50K: Project Manager responsible to evaluate the project's impacts to the pedestrian network, transit accessibility, bicycle safety and overall accessibility on Sylvan Avenue between Irving Boulevard and Singleton Boulevard. Deliverables for the project included a multimodal analysis, traffic impact analysis, and assistance with design of intersections along the corridor.

Lower Rio Grande Valley Public Transportation Coordination Plan, Lower Rio Grande Valley, TX. 2021, $8K: Served as Project Manager. Assisted with bilingual public outreach efforts and provide Geographic Information Systems mapping & analysis. The purpose of the project was to develop a major update to the region's current Public Transportation Coordination Plan. This updated document is intended to provide strategic guidance to area transit providers and health and human services agencies. The Final Plan will direct future work plans and provide a framework for funding transit projects through various sources.

ALLISON MOORE - MARKETING PRACTICE LEADER



Allison Moore brings more than 16 years of public transportation consulting experience to the project team, including hands-on experience with the City of Burbank, City of Irvine, City of Modesto, Humboldt County Association of Governments, Northern Arizona Intergovernmental Public Transportation Authority, and Ventura County Transportation Commission. Allison has led market research, community engagement, and public communications for clients throughout the United States including the Antelope Valley Transit Authority, City of Lompoc Transit, City of Manteca, City of Santa Clarita, City of Thousand Oaks, County of Merced, East Texas Council of Governments, Golden Empire Transit District, Intercity Transit (WA), Kern Transit, Livermore Amador Valley Transit Authority, Longview Transit, and Santa Ynez Valley Transit. Her efforts have resulted in numerous marketing awards for our clients, including several APTA AdWheel First Place and Grand Awards. Allison will take the lead with respect to survey and promotional activities, and support for stakeholder and community engagement activities.

Project Experience

- **Modesto Area Express, Transit Marketing Services.** Project Manager. Engaged to enhance MAX's image and reputation within the community. Responsible for development of the agency's first marketing plan, a complete overhaul of all public information materials, creation of marketing campaigns to increase ridership, development of agency's first social media accounts (Facebook and Twitter), and assistance in increasing MAX's web presence. Resulted in steady month-over-month ridership growth. Managed COVID-19 outreach and messaging to promote the City's proactive approach to rider and employee safety.
- **Mountain Line (AZ), Creative Services Marketing.** Project Manager for marketing and creative services projects. Oversees campaign development as well as general marketing support. In 2016, led promotional effort regarding Proposition 411 Transit Tax measure to provide service funding through 2030; this measure passed with 71 percent of the vote. Prepared marketing plan and multiple marketing campaigns. Work has garnered numerous APTA AdWheel awards, including two in 2016. NAIPTA saw a ridership increase of 18% in Mountain Line bus riders from 2017 to 2018.
- **City of Burbank, Transit Marketing Support.** Project coordinator for BurbankBus, a multi-year marketing contract. Coordinates employer and residential outreach in focus neighborhoods and key employment centers. Responsible for strategic planning, conceptual design, and special events. Oversees customer relations procedures and quality control. Managed marketing and promotion of launch of the NoHo-Airport route, BurbankBus' first all-day route, and introduction of service to the Universal City Red Line Station.
- **Golden Empire Transit District, Marketing & Advertising Services.** Project Manager. Designed and implemented annual summer youth pass sales campaigns and #GETWorks testimonial campaigns in 2017, 2018, and 2019. Summer Youth Pass campaigns resulted in increases in pass sales and ridership (during a season which often sees ridership decline due to school vacations). Served as agency's interim Marketing Manager on-site from May-December 2019.
- **Santa Maria Area Transit, Transit Marketing Services.** Project Manager. Created annual marketing plans and community outreach campaigns, staffed community events, and developed and implemented virtual outreach to assist with completion of the agency's SRTP. Create content for and monitor social media platforms. Maintain multiple agency websites. Directed agency's 2020 COVID-19 response.
- **Valley Express, Program Launch and Transit Marketing Services.** Project coordinator prior to service launch of Valley Express, a VCTC service in Ventura County's Heritage Valley which began in Spring 2015. Coordinated community-wide service naming contest, development of logo and branding, service brochures, bus stop info-posts, website, and launch event. Post-launch marketing activities included promotion of holiday services, design of utility bill inserts, development of new fare media options, brochure distribution, and info-post updates.
- **SouthEastern Arizona Governments Organization, Cochise Connection Service Launch.** Project coordinator for new service launch of the Cochise Connection intercity transit service in August 2017. Prepared route map and service schedules, created website, promoted service in advance of and subsequent to service launch, and supported launch event. Provided ongoing support for service changes.
- **Santa Ynez Valley Transit, Marketing.** Project coordinator, overseeing outreach to stakeholders and target markets in the Santa Ynez Valley. Activities include coordination and facilitation of special events, design and production of informational and promotional materials, and customer and community surveys.



With over 35 years of transportation planning and engineering experience in both public and private sector, Mr. Schatz continues to advance the tenants of community resiliency and sustainability, complete streets, and context-sensitive, people-centric solutions. As former manager for two different city engineering departments, he is no stranger to the inner workings and dynamics of local

The traffic calming programs he crafted and managed included extensive focus on equity and resiliency. Study area boundaries were designed to be inclusive, not exclusive, and included legal review for possible discriminatory impacts. Ranking for funding criteria included low to moderate income and disadvantaged status considerations. Mr. Schatz's experience focuses strongly on transportation safety planning, design, and implementation

Gary Schatz, PE, PTOE, PTP

SENIOR TRANSPORTATION ENGINEER

Project Role: Support Staff

AREAS OF EXPERTISE

- Complete Streets
- Pedestrian Safety
- Safe Routes to Schools
- Traffic Calming Techniques

YEARS OF EXPERIENCE

35

REGISTRATIONS & CERTIFICATIONS

PTOE 1758
PTP 519
FL PE 94378 (Civil)
KS PE 19340 (Civil)
MO PE 2007022332 (Civil)
NM PE 18835 (Civil)
OK PE 16849 (Civil)
TX PE 80895 (Civil)

PROFESSIONAL HISTORY

TJKM	2022-Present
Mobility Planning & Engineering, LLC	2015-2022
City of Austin, TX	2010-2014
Walter P Moore	2006-2009
City of Houston, TX	1996-2006
Oklahoma DOT	1988-1996

EDUCATION

Master of Urban Planning, Texas A&M University, College Station, TX
B.S., Civil Engineering, University of Oklahoma, Norman, OK

Project Experience

Local Roadway Safety Plan, Chowchilla, CA, City of Chowchilla, 2021-Ongoing, $45K: QA/QC and technical guidance for various components currently assisting the City in developing the City's first LRSP. SR 233 runs through its downtown that is considered a major thoroughfare serving local traffic. As part of the scope we will prepare and submit HSIP applications for Cycle 11.

Local Road Safety Plan, Napa, CA, City of Napa, 2021-2022, $80K: Task lead responsible for developing Crash Diagrams for the LRSP that analyzed traffic collisions on the City's roadways and recommended solutions with a particular emphasis on multimodal travel. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, counter measure selection, and safety projects. Also included grant application preparation for HSIP Cycle 11.

Local Roadway Safety Plan, Kern County, CA, Kern Council of Governments, 2021-Ongoing, $562K: Task lead for responsible for developing Crash Diagrams for preparing LRSPs for nine cities in Kern County as one single contract, including cities of Arvin, Bakersfield, California City, Delano, Maricopa, Shafter, Taft, Tehachapi, and Wasco. Scope includes two HSIP application preparations for each city.

Vision Zero & Action Plan, Cupertino, CA, City of Cupertino, 2022-Ongoing, $79K: Task Lead. Assisting City of Cupertino to develop a Vision Zero Action Plan (VZAP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal of a VZP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. Task Lead duties include: development of a Vision Zero policy, formation of Stakeholder Advisory Group (SAG); public outreach; development of policies and programs; development of educational and enforcement programs; proposed text for a General Plan update; and a draft and final Vision Zero Action Plan.

Local Roadway Safety Plans, Mendocino County, CA, Mendocino Council of Governments, 2021-2022 $200K: QA/QC and technical guidance for various components. Project prepared LRSPs for four local agencies in Mendocino County as one single contract, including Cities of Ukiah, Willits, Fort Bragg, Point Arena, and the unincorporated County area. Scope included HSIP application preparations for each local agency and a joint online interactive safety platform for ongoing data sharing and public outreach.



Mr. Happa has more than 17 years of transportation planning/engineering experience, and specializes in subarea and corridor planning, feasibility study, major investment grade study, traffic engineering study and traffic signal timing study. His technical skills include travel demand forecast modeling, travel demand surveys, Geographic Information System (GIS), transportation planning and analysis, micro-simulation analysis and highway capacity analysis.

Mr. Happa specializes in Traffic and Revenue Study, travel demand modeling using TransCAD and Cube. He also specializes in traffic operations analysis using VISSIM, and Synchro/SimTraffic.

Pranav Happa, PE

PROJECT MANAGER

Project Role: Support Staff

AREAS OF EXPERTISE

- Traffic Capacity Analysis
- Transportation Planning
- Urban Street
- Traffic Safety Design
- Accident & Crash Analysis
- Corridor Operation Studies
- Rail Grade Crossing
- Traffic Impact Studies
- Traffic Signal Optimization
- Travel Demand Modeling

YEARS OF EXPERIENCE

17

REGISTRATIONS & CERTIFICATIONS

TX 119973 (Civil)
TxDOT Pre-Certified, ESN 23644

PROFESSIONAL HISTORY

TJKM	2019-Present
Atkins	2013-2019
C&M Associates	2012-2013
CDM Smith	2006-2012
TxDOT	2006-2007

EDUCATION

M.S., Civil Engineering, University of Texas at Arlington, Texas
B.E., Civil Engineering, Gujarat University, Gujarat, India

Project Experience

Local Roadway Safety Plan, Pico Rivera, CA, City of Pico Rivera 2022-2023, $115K: Task Lead assisted in the preparation of the City of Pico Rivera's Local Roadway Safety Plan. Tasks included; system review, stakeholder/public outreach, collision analysis, emphasis areas, countermeasure selection, safety projects, and final Local Roadway Safety Plan. TJKM prepared two Highway Safety improvement Program Cycle 11 applications on behalf of the City that were awarded in March 2023.

Countywide Local Roads Safety Plan, Santa Clara County, CA, VTA, 2021-2023, $117K: Task Lead for VTA's Countywide Local Roads Safety Plan, which analyzed traffic collisions on local roads throughout Santa Clara County, in coordination with the 15 cities and unincorporated county. The project included collision analysis and recommended solutions from a countywide level, and for each local jurisdiction. The purpose of the plan was to develop high-level solutions to address fatal and severe injury collisions, and to prepare Santa Clara County's cities and towns to apply for HSIP Cycle 11 funding.

Local Roadway Safety Plan, Cupertino, CA, City of Cupertino, 2021-2022, $86K: Task Lead for the Cupertino LRSP, which analyzed traffic collisions on the City's roadways and recommended solutions with a particular emphasis on multimodal travel. Tasks included document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also included grant application preparation for the HSIP call for projects.

Vision Zero Plan, Livermore, CA, City of Livermore, 2023, $84K: Task Lead. Assisted the City to develop Vision Zero Plan (VZP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city.

Local Road Safety Plan, Yorba Linda, CA, City of Yorba Linda, 2021-2022, $63K: Task Lead assisted the City of Yorba Linda in preparing their Local Road Safety Plan to identify and address traffic safety issues on Yorba Linda streets. Tasks on this project included a review of the transportation system, systemic collision analysis, identification of the top 10 high risk intersections and 10 roadway segments, emphasis areas with 4 E's strategies, a countermeasure toolbox, and safety projects. Alsoprepared two Highway Safety Improvement Program Cycle 11 grant applications on behalf of the City.



AREAS OF EXPERTISE

- Traffic Operations
- Traffic Handling
- Pavement Delineation
- Signage Plans
- Bicycle & Pedestrian Implementation
- Complete Streets
- Safe Routes to School
- Traffic Signal Design
- Intelligent Transportation Design
- ITS Planning

YEARS OF EXPERIENCE

16

REGISTRATIONS & CERTIFICATIONS

CA EIT 154117

PROFESSIONAL HISTORY

TJKM	2013-Present
URS	2007-2012

EDUCATION

B.S., Civil Engineering, San Jose State University, San Jose, CA

Mr. Patel has 16 years of professional experience in transportation/traffic engineering and design. He has provided support on traffic impact studies, highway operation analysis, signal coordination projects, and highway design plans, specifications and estimates (PS&E) packages. Mr. Patel has worked on various electrical design projects which include street lighting, traffic signal, and intelligent transportation system design plans, as well as the preparation of traffic handling, signage, and striping plans.

Mr. Patel has worked with various jurisdictions in the San Francisco Bay Area, Tri-Valley, Central Valley, and Northern California and is very familiar with their different standards and requirements. This knowledge often leads to minimal need for plan check comments during the design phase. For all projects, Mr. Patel has developed project estimates, specifications to accompany the full plan set. He has met with clients for comment review meetings, assisted cities on answering contractor Requests for Information (RFI's) on design work, and have met with them onsite to resolve any design questions.

Rutvij Patel, EIT

SENIOR PROJECT MANAGER

Project Role: Support Staff

Project Experience

Local Roadway Safety Plan, Dinuba, CA, City of Dinuba, 2021, $43K: Task Lead for a Local Roadway Safety Plan, which analyzes traffic collisions on the City's roadways, develops Emphasis Areas, recommends countermeasures, and develops safety projects. The report will also include the preparation of HSIP Cycle 11 grant ready materials.

Local Roadway Safety Plans, Mendocino County, CA, Mendocino Council of Governments, 2021-Ongoing, $309K: Project Engineering assisting in preparing LRSPs for four local agencies in Mendocino County as one single contract, including cities of Ukiah, Willits, Fort Bragg, Point Arena, and the unincorporated County area. Scope includes HSIP application preparations for each local agency and a joint online interactive safety platform for ongoing data sharing and public outreach.

Local Road Safety Plan, Folsom, CA, City of Folsom, 2020-2021, $71K: Project Engineer on team who assisted the City of Folsom's LRSP comprised of data and community-driven decision making process, with the overarching goal of reducing the number of fatal and severe injury collisions in the city using the four E's of traffic safety: Engineering, Enforcement. Education, and Emergency Services.

Local Road Safety Plan, Culver City, CA, City of Culver City, 2020-Ongoing, $155K: Project Engineer assisted the City of Culver City with conducting a LRSP for enhancing safety on city roadways for all travel modes. TJKM customized effective measures under various E's, including Engineering, Education, Encouragement, Enforcement, Emerging Technologies, and Evaluation. The TJKM Team also prepared HSIP applications on behalf of the City for Cycle 10 submission.



AREAS OF EXPERTISE

- Transportation Planning
- Community Outreach
- Safety Projects
- Travel Demand Management
- GIS
- Congestion Management
- Campus Planning
- Architectural Design

YEARS OF EXPERIENCE

4

PROFESSIONAL HISTORY

TJKM	2022–Present
Walter P Moore & Ass	2020–2022
Nelson Nygaard	2019–2020
University of Cincinnati	2017–2019

EDUCATION

Master's in Community Planning, University of Cincinnati, Cincinnati, OH

Bachelors of Architecture, Visvevaraya Technological University, India

Ms. Padubidri has over four years of experience in the field of planning and transportation. She holds an architecture undergraduate degree and a master's degree in city planning with a GIS certificate from the University of Cincinnati. With an experience in a wide range of transportation projects, Ms. Padubidri has worked on multimodal, Congestion Management, Corridor Studies, Travel Demand Management and Parking. Her skill set includes data and visualization software knowledge, including Adobe Creative Suite, Esri, Trans CAD and AutoCAD.

Ms. Padubidri believes that her background in design gives her a unique perspective to help communities visualize opportunities. Passionate about creating an environmentally responsible transportation system her interest lies in Active Transportation, Pedestrian-Bicycle studies, Transit, Parking Studies, and Safety Plans.

Devyani Padubidri

ASSISTANT TRANSPORTATION PLANNER

Project Role: Support Staff

Project Experience

Vision Zero Action Plan, Cupertino, CA, City of Cupertino; 2023-Ongoing, N/A: Transportation Planner assisting in conductions detailed collision analysis that informed the policy document and action plan to guide policies and programs with the goal of eliminating fatalities on Cupertino roadways.

Engineering & Traffic Survey, Union City, CA, City of Union City, 2022-2023, $65K: Assistant Transportation Planner assisted with an engineering and traffic survey for recommending potential speed limit updates on City streets, in accordance with regulations and guidelines. The project included 94 roadway segments for a speed limit update evaluation.

Engineering & Traffic Survey, Martinez, CA, Haley & Aldrich, 2022, $38K: Assistant Transportation Planner assisted with conducting an engineering and traffic survey for recommending potential speed limit updates on City streets, in accordance with the State of California regulations and guidelines. The project included 48 roadway segments for a speed limit update evaluation.

Safe Routes to School (SR2S), Washington, DC, District of Columbia DOT, 2020, N/A: Transportation planner and GIS Analyst. Coordinated on-site data collection for visualization and analysis to come up with safety recommendations to help with Help with the identification of barriers to safe walking and bicycling to school and the development of a SR2S Action Plan to address the barriers.

Martin Avenue & Walsh Avenue Corridor Bike Planning, Santa Clara, CA, City of Santa Clara, 2022-Ongoing, $302K: Transportation Planner assisting the city with corridor analysis and Class VI bicycle facility design and improvements by conducting studies, analysis, and community engagement to improve bicycle facilities along two corridors in the City of Santa Clara.



Ms. Navada is a recent graduate from UCLA's urban planning department specializing in transportation planning. She has worked on analysis for traffic assessments and examined multimodal transportation planning and safety analysis. She has a special interest in analyzing equity impacts of transportation planning projects and process. She comes with an understanding of California's transportation planning process from her time as a research assistant at UCLA, where she also honed her data analysis, python based geospatial analysis, and technical writing skills.

Chaithra Navada

ASSISTANT TRANSPORTATION PLANNER

Project Role: Support Staff

AREAS OF EXPERTISE

- Transportation Equity
- Data and Spatial Data Analysis
- Traffic Assessments
- Vision Zero Planning
- Safety Planning
- Mobility Assessment

YEARS OF EXPERIENCE

1

PROFESSIONAL HISTORY

TJKM 2023 – Present

EDUCATION

Masters in Urban and Regional Planning, University of California Los Angeles (UCLA), Los Angeles, CA

M.A. in Development Studies, Indian Institute of Technology Madras, Chennai, India

Project Experience

Valley Boulevard Before & After Study, Pleasanton, CA, City of Pleasanton, 2023, $2.5K: Assistant Transportation Planner on the project providing analysis on the historic safety data, bike and pedestrian counts, and stop sign violations. The project is a "Before" and "After" assessment of the traffic calming project on Valley Avenue.

Escala at Stanford Crossing Traffic Impact Study, Lathrop, CA, Decker Development LLC, 2023, $7.7K: Assistant Transportation Planner performing the focused traffic study and report for the proposed 195-unit residential development at the intersection of Golden Valley Parkway and Stanford Crossing Drive. Analyzed the trip generation, distribution, and assignment for the project.

5976 & 5994 West Las Positas Boulevard Traffic Assessment, Pleasanton, CA, The True Life Companies, 2023, $10K: Assistant Transportation Planner performing the focused traffic study and report for the proposed redevelopment development at the intersection of W. Las Positas Boulevard and Hopyard Road. Analyzed trip generation, distribution and assignment for the project, and assessed the multimodal transport network around serving the study area.

Comprehensive Safety Plan, Waco, TX, City of Waco, Ongoing; N/A: Assistant Transportation Planner on the project. Reviewed the existing policy and planning documents, and projects that will inform the safety planning for the City.

Burlingame Broadway Priority Development Area Specific Plan, Burlingame, CA, MIG, Inc., Ongoing, $29k: Assistant Transportation Planner performing the commute and trip pattern analysis based on American Community Survey data, and the multimodal network supporting the project area around Broadway. The project undertakes mobility assessment for the corridor to accommodate future housing and commercial growth.



AREAS OF EXPERTISE

- Alignment design and planning.
- Pedestrian and bicycle studies.
- Street lighting.
- Traffic concept plans.
- Traffic signal design.

YEARS OF EXPERIENCE

4

PROFESSIONAL HISTORY

TJKM	2023 – Present
HDR	2023
UT Arlington	2021 – 2023
Assystem Stup	2017 – 2020

EDUCATION

Master of Civil Engineering, The University of Texas at Arlington, Arlington, TX.

Bachelor of Civil Engineering, North Maharashtra University, Jalgaon, Maharahtra, India.

Diploma in Civil Engineering, Maharashtra State Board of Technical Education, Dhule, Maharahtra, India.

Ms. Bhavsar possesses four and half years of professional experience in the field of transportation engineering and design. She earned her Master's Degree in Transportation Engineering from the University of Texas at Arlington and is currently employed at TJKM, where she provides support for signal design plans, conceptual design plans, street lighting projects, and is actively involved in pedestrian and bicycle studies.

Prior to her role at TJKM, Ms. Bhavsar served as a Transportation Engineering intern at HDR for four months, focusing on assisting with schematic design and planning of highways in the Texas region. She also worked as a Graduate Research Assistant at the University of Texas Arlington for one and a half years, contributing to projects related to bicycle and pedestrian safety, risky behaviors, and bicycle and pedestrian responses to green painted pavements. Additionally, she brings two and a half years of experience as an Assistant Design Engineer at Assystem Stup in India, where she was involved in detailed designing and planning of railway alignment for projects spanning approximately 207 miles across various corridors.

Priyul Rajesh Bhavsar

ASSISTANT TRANSPORTATION ENGINEER

Project Role: Support Staff

Project Experience

Village 1 & 2 Street Lighting, Lincoln, CA, City of Lincoln, 2023-Ongoing, $25K: Assistant Transportation Engineer. Assisting with the preparation of street lighting improvements plans in new community development (Village) in the City of Lincoln.

Walsh Avenue and Martin Avenue Corridor Project, Santa Clara, CA, City of Santa Clara, 2023-Ongoing, $274K: Assistant Transportation Engineer assisting with preparation of conceptual design alternatives to implement class IV bicycles facilities along a two-mile long corridor in Santa Clara including options for road diet and protected intersection designs. Project includes community outreach efforts to determine most viable solutions based on popular community input.

El Paso Reimagine Interstate 10, El Paso, Texas, City of El Paso, 2023, N/A: As a Transportation Engineering Intern assisted with several of the design options for reimagining a small corridor in the El Paso region along Interstate 10.

Spur 399 Extension Environmental Impact Statement from US 75 to US 380, McKinney, TX, City of McKinney, 2023, N/A: As a Transportation Engineering Intern assisted in reviewing the comments received from the client on the detailed alignment design (95% design Schematic) for the short corridor.

Northeast Denton Area Plan, Denton, TX, City of Denton, 2023, N/A: As a Transportation Engineering Intern assisted in summarizing results from the public meeting conducted for the development of Northeast Denton Area Plan which focused on key topics like Land Use, Mobility, Land Preservation, Recreational Amenities, and Historic Preservation, with the goal of preserving the area's rural, cultural, and environmental heritage, facilitating community advancement, proposing improvements in transportation, housing, connectivity, and quality of life, and making recommendations for capital projects and policy changes.

El Paso Interstate 110 Traffic Analysis, El Paso, TX, City of El Paso, 2023, N/A: As a Transportation Engineering Intern assisted in calculating the duration queue caused at the borders in El Paso.

KATHY CHAMBERS - SENIOR ASSOCIATE



Kathy Chambers, a native Texan, brings more than 17 years of transportation consulting experience to our project team, including numerous successful mobility needs assessments and coordination activities. She played an integral role in two recent updates to East Texas Council of Governments' Five-Year Regionally Coordinated Transportation Plan, conducting stakeholder and community outreach and developing recommendations. In 2018, Kathy was invited by the Texas Transportation Association to conduct a two-day workshop on Transit Asset Management. She has led coordination planning for the Kern Council of Governments and the Imperial County Transportation Commission, and has played a senior role in our recent Coordinated Plan updates for the Lower Rio Grande Valley Development Council, Midland Odessa Urban Transit District, and the South East Texas Regional Planning Commission.

RELEVANT EXPERIENCE

- **Lower Rio Grande Valley Development Council, Five-Year Regionally Coordinated Transportation Plan.** Project manager. The Plan addressed mobility needs and coordination opportunities within a three-county region of Texas' Rio Grande Valley, including both urban and rural counties and multiple local and regional transit providers. The project included robust stakeholder engagement and bilingual community outreach, resulting in 24 recommendations grouped within three temporal categories.
- **Midland Odessa Urban Transit District, Five-Year Regionally Coordinated Transportation Plan.** Project manager. The Plan addressed mobility needs and coordination opportunities within a 22-county region of West Texas. The project included robust stakeholder engagement as well as bilingual community outreach. Challenges include conducting effective community outreach during COVID-19 pandemic across a project area of more than 44,000 square miles.
- **South East Texas Regional Planning Commission, Five-Year Regionally Coordinated Transportation Plan.** Project manager. The Plan addressed mobility needs and coordination opportunities within a four-county region of southeast Texas, including both urban and rural counties. The project included robust stakeholder engagement and bilingual community outreach, resulting in 14 recommendations grouped within three temporal categories.
- **East Texas Council of Governments, 2011 and 2016 Updates of the Regionally Coordinated Transportation Plan.** Co-author. Facilitated community survey, stakeholder survey, three stakeholder workshops, and 14 community workshops in support of 2016 regional transportation coordination plan update. Prepared recommendations for coordinated transportation strategies across the 14-county area. Each of the Plans resulted in a series of recommendations designed to address existing transportation needs, including improved coordination and new programs and services.
- **Imperial County Transportation Commission, Coordinated Public Transit-Human Services Transportation Plan Update.** Project lead. The Plan addresses mobility needs and coordination opportunities within an area of nearly 4,500 square miles in rural Imperial County, CA. The project included stakeholder engagement as well as extensive bilingual community outreach. Challenges included conducting effective community outreach during the COVID-19 pandemic in light of California's regional stay-at-home order and recent reorganization of community demand-response services into a single operation.
- **Kern Council of Governments, Kern County Coordinated Human Services Transportation Plan Update.** Project co-lead. Included stakeholder engagement as well as multiple community meetings within an area of nearly 8,200 square miles, much of it rural in nature. The Plan focused on improved coordination between existing programs (including Golden Empire Transit in Bakersfield and Kern Transit providing regional connectivity), more effective promotion of programs, identification of new funding sources, and the development of new services designed to address unmet transportation needs.
- **Southeastern Arizona Governments Organization, Cochise County Intercity Route Feasibility Study.** Co-author. Study to determine feasibility of intercity bus routes connecting the cities of Benson, Bisbee, Douglas, and Sierra Vista in Cochise County, AZ. Coordinated marketing and public engagement, including stakeholder focus groups, public workshops, and a project webpage that was available in parallel English and Spanish versions. Conducted route design and financial planning. The service was successfully launched in August 2017 as the Cochise Connection and continues to link the communities of Cochise County.

1008 Llano Falls Drive, McKinney, TX 75071 | 888.743.5977 | www.moore-associates.net

REQUIRED CERTIFICATION & SUBMITTAL



TJKM

REQUIRED CERTIFICATION & SUBMITTAL

Below we have included information regarding our DBE Certification in Texas as well as our business registration.

Business & Contact Information

BUSINESS NAME	**T J K M,** DBA **TJKM Transportation Consultants**
OWNER	**Mr. Nayan Amin**
ADDRESS	**4305 Haceinda Drive, Suite 550** **PLEASANTON, CA 94588** [map]
PHONE	**925-463-0611**
FAX	**925-463-3690**
EMAIL	**tjkm@tjkm.com**
WEBSITE	**http://www.tjkm.com**
COUNTY	**Alameda (CA)**

Certification Information

CERTIFYING AGENCY	**Texas Department of Transportation**
CERTIFICATION TYPE	**DBE - Disadvantaged Business Enterprise**
CERTIFIED BUSINESS DESCRIPTION	**Engineering services** **Computer-aided design drafting (CADD) services** **Construction estimation services**

Commodity Codes

Code	Description
NAICS 541330	Engineering services
NAICS 541340	Computer-aided design drafting (CADD) services
NAICS 541990	Construction estimation services
TxDOT 12	Professional Services - includes consulting engineers, architects, and surveyors



Texas Board of Professional Engineers and Land Surveyors

CERTIFICATE OF REGISTRATION

This acknowledges that

T J K M

TJKM Transportation Consultants

has fulfilled the requirements of the Texas Board of Professional Engineers and Land Surveyors to offer and perform engineering services in the state of Texas.

Registration Number
F-21111

Expiration Date
9/30/2024

TOOLS, EQUIPMENT & SUPPLIES



TJKM

Rio Grande Metropolitan Planning Organization &
Lower Rio Grande Development Council
Proposal for Safe Streets for All

TOOLS, EQUIPMENT, & SUPPLIES

In order to deliver a successful CSAP to RGVMPO, we will provide all tools, equipment, supplies, materials, team members and any other item or services as may be necessary to perform the services documented in Scope of Services section of our proposal.

APPENDICES



TJKM

Rio Grande Metropolitan Planning Organization &
Lower Rio Grande Development Council
Proposal for Safe Streets for All

APPENDIX
FORMS

LRGVDC FORM (__) - ADDENDA ACKNOWLDEGEMENT

In the space provided below, acknowledge receipt of addenda: *(if applicable)*

	Date Received:
#1	11/08/2023
#2	11/16/2023
#3	11/17/2023
#4	11/21/2023
#5	11/28/2023
#6	
#7	
#8	

Note: These dates may not be the accurate date of release as the Addendums did not provide a date on them.

LRGVDC FORM (A)

DBE FORM 1

Safe Street for All

DBE SCHEDULE OF DBE PARTICIPATION

Name of Proposer: T J K M, INC.

Project: Safe Streets for All

Project No.: N/A

Proposal No: N/A

Total Proposal Amount: $199,648.95

NAMEOF DBE SUBCONTRACTOR	ADDRESS	TYPE OF WORK SUBCONTRACTE	DBE	SUBCONTRACT VALUE
T J K M, INC.	1114 Lost Creek Blvd Ste 125, Austin, TX 78746	Traffic Engineering	20151874	$166,985.45
				$
				$
				$
				$

DBE PARTICIPATION TOTAL VALUE $

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

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

N/A as per Q&A

LRGVDC

FORM (A) DBE FORM 2

Safe Street for All

DBE SUBCONTRACTOR IDENTIFICATION

(Reproduce as necessary)

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

_____

(Signed)

_____

(Printed)

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

_____

_____

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

N/A as per Q&A

LRGVDC

FORM (A) DBE FORM 3

Safe Street for All

LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

To: _____ (Name of General Contractor Proposing)

PROJECT:

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

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

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

_____

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

_____

_____

at the following price: $_____.

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

_____	_____	_____
Date	Telephone No.	Name of DBE Subcontractor

By:_____ _____

(Firm Address) (Signature)

Name:_____ _____

(City and State) (Typed)

Title:_____

N/A as per Q&A

LRGVDC

FORM (A) DBE FORM 4

Safe Street for All

UNAVAILABILITY CERTIFICATION

I,_____, of _____

certify on the dates below that I invited the following DBE Subcontractor(s) to Proposal work items to be performed on **2024**

Date of Request	DBE	Name of Subcontractor	Items Sought
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

_____$_____

_____$_____

_____$_____

_____$_____

_____$_____

Business & Contact Information

BUSINESS NAME	**T J K M,** DBA **TJKM Transportation Consultants**
OWNER	**Mr. Nayan Amin**
ADDRESS	**4305 Haceinda Drive, Suite 550** **PLEASANTON, CA 94588** [map]
PHONE	**925-463-0611**
FAX	**925-463-3690**
EMAIL	**tjkm@tjkm.com**
WEBSITE	**http://www.tjkm.com**
COUNTY	**Alameda (CA)**

Certification Information

CERTIFYING AGENCY	**Texas Department of Transportation**
CERTIFICATION TYPE	**DBE - Disadvantaged Business Enterprise**
CERTIFIED BUSINESS DESCRIPTION	**Engineering services** **Computer-aided design drafting (CADD) services** **Construction estimation services**

Commodity Codes

Code	Description
NAICS 541330	Engineering services
NAICS 541340	Computer-aided design drafting (CADD) services
NAICS 541990	Construction estimation services
TxDOT 12	Professional Services - includes consulting engineers, architects, and surveyors


TJKM

V. Presentations & Reports

A. Request for Donation of Promotional Items for Public Outreach

☐ **Action** ☐ **Possible Action** ☑ **Information**

Presenter: **Fernando Cantu, RGVMPO Transportation Planner III**

Summary: We are seeking donations of promotional items that can effectively engage and attract the public during our community outreach events. These items serve as valuable tools to increase awareness about our organization's mission and services. Collected donations will be distributed at our outreach tables to capture the attention of event attendees and initiate conversations.

Background: According to 23 CFR § 645.117, Metropolitan Planning Organizations (MPOs) cannot seek reimbursement for advertising or promotional items as part of their outreach activities. This regulation stresses the importance of seeking alternative means to support and enhance our public outreach efforts.

V. Presentations & Reports

B. GIS Data Requesting

☐ **Action** ☐ **Possible Action** ☑ **Information**

Presenter: **Fernando Cantu, RGVMPO Transportation Planner III**

Summary: Staff is requesting GIS data from all municipalities to provide elected officials with the most updated information.

Background: We are looking to update our City Limit and ETJ boundary data. We want to take this opportunity to request all planning partners; please provide the most up-to-date data, preferably in GIS Format; if not available, please provide it in PDF format. These vital data sets will allow the MPO to plan for the RGV's future transportation needs. Please take a moment to visit our online interactive mapping tool, RGVMPO UMAP. Please remember that if discrepancies are identified, please notify our office to allow us to work on amending data to reflect most accurately.

V. Presentations & Reports

C. RGVMPO Executive Director's Report and Updates

☐ **Action** ☐ **Possible Action** ☑ **Information**

Presenter: **Luis Diaz, RGVMPO Interim Executive Director**

Summary: **1.** Budget Update

RIO GRANDE VALLEY MPO FY 2024-2025 UPWP

TASK NAME	UPWP TASK	UPWP Budget	FY 2024 Budget	Adjusted Amount	FY 2024 ADJUSTED BUDGET	October 2023	November 2023	December 2023	January 2024	February 2024	March 2024	April 2024	May 2024	June 2024	July 2024	August 2024	September 2024	FY 2024 TOTAL	FY 2024 BALANCE
MPO Administration	1.1	**$1,389,692.00**	$694,846.00		$694,846.00	$36,267.59	$43,636.36											$79,903.95	$614,942.05
Public Participation Plan	1.2	**$50,355.20**	$25,177.60		$25,177.60	$418.97	$211.36											$630.33	$24,547.27
Title VI Civil Rights/Environmental Justice/Ju	1.3	**$18,898.00**	$9,449.00		$9,449.00	$0.00	$634.12											$634.12	$8,814.88
TAC and TPB Workshops	1.4	**$23,779.60**	$11,889.80		$11,889.80	$0.00	$0.00											$0.00	$11,889.80
Equipment/Office Space & Computer Hardw	1.5	**$117,000.00**	$58,500.00		$58,500.00	$2,448.63	$1,041.89											$3,490.52	$55,009.48
Staff Development	1.6	**$232,286.00**	$116,143.00		$116,143.00	$2,085.00	$5,463.97											$7,548.97	$108,594.03
General GIS Activities	2.1	**$132,286.00**	$66,143.00		$66,143.00	$4,259.09	$8,697.90											$12,956.99	$53,186.01
Performance Measures and Targets	2.2	**$75,592.00**	$37,796.00		$37,796.00	$0.00	$420.83											$420.83	$37,375.17
Model Work	2.3	**$94,490.00**	$47,245.00		$47,245.00	$0.00	$720.13											$720.13	$46,524.87
Land Use Map	2.4	**$151,184.00**	$75,592.00		$75,592.00	$0.00	$480.09											$480.09	$75,111.91
Service Coordination	3.1	**$38,796.00**	$19,398.00		$19,398.00	$0.00	$845.51											$845.51	$18,552.49
Planning Assistance	3.2	**$193,388.00**	$136,694.00		$136,694.00	$11,138.33	$14,109.87											$25,248.20	$111,445.80
Complete Streets Planning	3.3	**$249,453.60**	$124,726.80		$124,726.80	$1,936.44	$7,228.56											$9,165.00	$115,561.80
Resiliency Planning	3.4	**$100,000.00**	$100,000.00		$100,000.00	$0.00	$0.00											$0.00	$100,000.00
Performance-Base Planning	3.5	**$80,000.00**	$80,000.00		$80,000.00	$0.00	$0.00											$0.00	$80,000.00
Feasibility Rail Study	3.6	**$300,000.00**	$200,000.00		$200,000.00	$0.00	$0.00											$0.00	$200,000.00
Project Selection Criteria	4.1	**$37,866.00**	$18,933.00		$18,933.00	$0.00	$422.74											$422.74	$18,510.26
Truck Route & Freight Planning	4.2	**$37,866.00**	$18,933.00		$18,933.00	$0.00	$2,921.51											$2,921.51	$16,011.49
County Thoroughfare & Functional Classifica	4.3	**$37,866.00**	$18,933.00		$18,933.00	$0.00	$1,747.94											$1,747.94	$17,185.06
Metropolitan Transportation Plan	4.4	**$483,286.00**	$316,643.00		$316,643.00	$6,315.11	$3,501.20											$9,816.31	$306,826.69
Incident Management & Safety Study	5.1	**$37,866.00**	$18,933.00		$18,933.00	$0.00	$0.00											$0.00	$18,933.00
Congestion Data Collection	5.2	**$56,694.00**	$28,347.00		$28,347.00	$0.00	$0.00											$0.00	$28,347.00
Traffic Counts / Bike Ped Counts	5.3	**$22,898.00**	$11,449.00		$11,449.00	$360.07	$0.00											$360.07	$11,088.93
Corridor Study	5.4	**$237,500.00**	$175,000.00		$225,000.00	$0.00	$0.00											$0.00	$225,000.00
	Totals	**$4,199,042.40**	$2,410,771.20		$2,460,771.20	$65,229.23	$92,083.98	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$157,313.21	$2,303,457.99

TASK NAME	UPWP TASK	UPWP Budget	FY 2025 Budget	Adjusted Amount	FY 2025 ADJUSTED BUDGET	October 2024	November 2024	December 2024	January 2025	February 2025	March 2025	April 2025	May 2025	June 2025	July 2025	August 2025	September 2025	FY 2025 TOTAL	FY 2025 BALANCE
MPO Administration	1.1	**$1,389,692.00**	$694,846.00		$694,846.00													$0.00	$694,846.00
Public Participation Plan	1.2	**$50,355.20**	$25,177.60		$25,177.60													$0.00	$25,177.60
Title VI Civil Rights/Environmental Justice/Ju	1.3	**$18,898.00**	$9,449.00		$9,449.00													$0.00	$9,449.00
TAC and TPB Workshops	1.4	**$23,779.60**	$11,889.80		$11,889.80													$0.00	$11,889.80
Equipment/Office Space & Computer Hardw	1.5	**$117,000.00**	$58,500.00		$58,500.00													$0.00	$58,500.00
Staff Development	1.6	**$232,286.00**	$116,143.00		$116,143.00													$0.00	$116,143.00
General GIS Activities	2.1	**$132,286.00**	$66,143.00		$66,143.00													$0.00	$66,143.00
Performance Measures and Targets	2.2	**$75,592.00**	$37,796.00		$37,796.00													$0.00	$37,796.00
Model Work	2.3	**$94,490.00**	$47,245.00		$47,245.00													$0.00	$47,245.00
Land Use Map	2.4	**$151,184.00**	$75,592.00		$75,592.00													$0.00	$75,592.00
Service Coordination	3.1	**$38,796.00**	$19,398.00		$19,398.00													$0.00	$19,398.00
Planning Assistance	3.2	**$193,388.00**	$56,694.00		$56,694.00													$0.00	$56,694.00
Complete Streets Planning	3.3	**$249,453.60**	$124,726.80		$124,726.80													$0.00	$124,726.80
Resiliency Planning	3.4	**$100,000.00**	$0.00		$0.00													$0.00	$0.00
Performance-Base Planning	3.5	**$80,000.00**	$0.00		$0.00													$0.00	$0.00
Feasibility Rail Study	3.6	**$300,000.00**	$100,000.00		$100,000.00													$0.00	$100,000.00
Project Selection Criteria	4.1	**$37,866.00**	$18,933.00		$18,933.00													$0.00	$18,933.00
Truck Route & Freight Planning	4.2	**$37,866.00**	$18,933.00		$18,933.00													$0.00	$18,933.00
County Thoroughfare & Functional Classifica	4.3	**$37,866.00**	$18,933.00		$18,933.00													$0.00	$18,933.00
Metropolitan Transportation Plan	4.4	**$483,286.00**	$166,643.00		$166,643.00													$0.00	$166,643.00
Incident Management & Safety Study	5.1	**$37,866.00**	$18,933.00		$18,933.00													$0.00	$18,933.00
Congestion Data Collection	5.2	**$56,694.00**	$28,347.00		$28,347.00													$0.00	$28,347.00
Traffic Counts / Bike Ped Counts	5.3	**$22,898.00**	$11,449.00		$11,449.00													$0.00	$11,449.00
Corridor Study	5.4	**$237,500.00**	$62,500.00		$62,500.00													$0.00	$62,500.00
	Totals	**$4,199,042.40**	$1,788,271.20		$1,788,271.20	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,788,271.20

FY 2024	Task	Adjusted UPWP	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1		$916,005.40	$84,658.92	9.24%	$152,668	$68,009
2		$226,776.00	$14,578.04	6.43%	$37,796	$23,218
3		$660,818.80	$35,258.71	5.34%	$110,136	$74,878
4		$373,442.00	$14,908.50	3.99%	$62,240	$47,332
5		$283,729.00	$360.07	0.13%	$47,288	$46,928
Totals		**$2,460,771.20**	**$149,764.24**	**6.09%**	**$410,128.53**	**$260,364.29**
				16.67%		

FY 2025	Task	Adjusted UPWP	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1		$916,005.40	$0.00	0.00%	$0	$0
2		$226,776.00	$0.00	0.00%	$0	$0
3		$300,818.80	$0.00	0.00%	$0	$0
4		$223,442.00	$0.00	0.00%	$0	$0
5		$121,229.00	$0.00	0.00%	$0	$0
Totals		**$1,788,271.20**	**$0.00**	**0.00%**	**$0.00**	**$0.00**
				0.00%		

FY 24-25 Task	Adjusted UPWP	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1	$1,832,010.80	$84,658.92	4.62%	$152,668	$68,009
2	$453,552.00	$14,578.04	3.21%	$37,796	$23,218
3	$961,637.60	$35,258.71	3.67%	$80,136	$44,878
4	$596,884.00	$14,908.50	2.50%	$49,740	$34,832
5	$404,958.00	$360.07	0.09%	$33,747	$33,386
Totals	**$4,249,042.40**	**$149,764.24**	**3.52%**	**$354,086.87**	**$204,322.63**
			8.33%		

V. Presentations & Reports

D. TxDOT Project Status Report

☐ **Action** ☐ **Possible Action** ☑ **Information**

Presenter: TxDOT Pharr Area Office Staff

January 11, 2024

TxDOT Monthly Letting Update

(Projects within Rio Grande Valley MPO Area)

PROJECTS TO BE LET IN October 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-Olmito Sidewalk Improvement *0921-06-326*	CAM	Interior Rds at Olmito Townsite to FM 1732	Construct 5' Wide Concrete Sidewalks	$389,190 / $0.00	CAT 3 & 9
Las Palmas Sidewalk Improvements *0921-06-327*	CAM	Interior Rds at Las Palmas Mobile Estates to FM 802	Construct 5' Wide Sidewalks	$279,771 / $0.00	CAT 3 & 9
LL-City of Pharr & City of Alamo *0921-02-432*	HID	Within the City of Pharr & Alamo	PSJA Tri-City Pedestrian Improvements (Phase II)	$1,296,136 / $0.00	CAT 3 & 9

PROJECTS TO BE LET IN November 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – UTRGV Bike/Ped *0921-02-480*	HID	@ UTRGV Campus	Bicycle and Pedestrian Improvements	$356,625 / $0.00	CAT 3 & 9

PROJECTS TO BE LET IN December 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-Brownsville/Los Fresnos Hike & Bike Trail *0921-06-322*	CAM	2.0 Miles North of FM 511/FM 1847 Intersection Along Canal, .7 Miles East, .38 Miles North, .3 Miles West	Construct 10' Hike & Bike Trail between Brownsville and Los Fresnos	$3,010,614 / $0.00	CAT 3 & 9

PROJECTS TO BE LET IN January 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
FM 1925 *1803-02-035*	HID	FM 907 (Alamo Rd) to Sharp Rd	Widen to 4 Lane Divided	$10,284,830 / $0.00	CAT 2

Disclaimer: Work in Progress and Subject to Change (FY 2024 might have projects moving around as we continue moving forward)

January 11, 2024

PROJECTS TO BE LET IN February 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL - "I" Rd *0921-02-499, etc.*	HID	FM 3072 (Dicker Rd) to US 281 (Military Highway)	Widen to a 2-Lane Divided Roadway with Continuous Center Turning Lane and Shoulders & bridge replacement	$21,391,477 / $0.00	CAT 3, 6 & 7

PROJECTS TO BE LET IN March 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Pharr Int'l Bridge – DAP 16' Projects *0921-02-433, etc.*	HID	@ Pharr Int'l Bridge	Pharr Bridge Agricultural Lab	$42,070,610 / $0.00	CAT 3 & 11
FM 676 (5 Mile) *1064-01-043, etc.*	HID	Taylor Rd to FM 2220	Widen to 4 Lane with Left Turn Lane	$10,140,008 / $0.00	CAT 2, 7 & 11

PROJECTS TO BE LET IN April 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Pharr Int'l Bridge – Twin Span Bridge *0921-02-479*	HID	@ Pharr International Bridge	Construct Twin Span Bridge	$54,172,540 / $0.00	CAT 3 & 7

PROJECTS TO BE LET IN May 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Pharr/Reynosa Int'l Bridge Commercial Vehicle Parking *0921-02-423*	HID	900 ft N of Military Rd to Juniper St to 1860 ft N of Military Rd and Juniper St Intersection	Construct Commercial Vehicle Parking Site	$12,910,854 / $0.00	CAT 3 & 10 (CRP)

PROJECTS TO BE LET IN June 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
US 83 *0038-06-047*	STR	0.31 Mi S of Margarito Rd to 0.09 Mi N of Loma Blanca Rd	Widen from 2 Land Undivided to 4 Lane	$39,136,125 / $0.00	CAT 2, 4, 11ES & 11S

NO PROJECTS TO BE LET IN July 2024 within RGVMPO Area

Disclaimer: Work in Progress and Subject to Change (FY 2024 might have projects moving around as we continue moving forward)

PROJECTS TO BE LET IN August 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
FM 494 (Shary Rd) *0864-01-068*	HID	SH 107 to FM 676 (Mile 5)	Widen to 4 Lane	$18,512,330 / $0.00	CAT 2
Los Indios Int'l Bridge BSIF *0921-06-359*	CAM	@ Los Indios Int'l Bridge GSA Facility	Construct Border Safety Inspection Facility (BSIF)	$4,402,297 / $0.00	CAT 1 & 10 (BI)

NO PROJECTS TO BE LET IN September & October 2024 within RGVMPO Area

PROJECTS TO BE LET IN November 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL - Stenger St Concrete Path *0921-06-370*	CAM	Business 77 West to Fannin St	Construct 10' Shared Use Path	$1,750,156 / $0.00	CAT 3 & 10 (CRP)

NO PROJECTS TO BE LET IN December 2024 within RGVMPO Area

PROJECTS TO BE LET IN January 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Mile 1 East *0921-02-254*	HID	Bus 83 to Mile 8 North	Reconstruct & Widen to Urban 2 Lanes & Shoulders	$11,706,529 / $0.00	CAT 3 & 7
LL – Mile 3 North *0921-02-332*	HID	FM 2221 (Jara China Rd) to Tom Gill Rd	Construct New Location 2-Lane Rural Roadway with Shoulders	$9,396,531 / $0.00	CAT 3, 7
FM 494 *0864-01-069*	HID	FM 676 (Mile 5) to FM 1924 (Mile 3)	Widen to 4 Lanes	$12,785,171 / $0.00	CAT 2

PROJECTS TO BE LET IN February 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
SH 107 *0528-01-118*	HID	SH 495 to FM 1924	Construct 6 Lane with Raised Median	$22,621,833 / $0.00	CAT 2

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PROJECTS TO BE LET IN March 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – SH 550 *0684-01-068*	CAM	.203 Mi S of FM 1847 to 1.13 Mi S of UPRR Overpass @ FM 3248	Construct 4 Lan Toll Facility	$30,233,130 / $0.00	CAT 3, 7 & CRRSAA

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 11/10/2023)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6						CAT 10	Cat 11 Safety	CAT 12	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS				
Construction Lettings																		
Dec-23		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Jan-24	CAM	SL 499	1137-02-042, etc.	Overlay	FM 106 to BUS 77	$ -	$ 1,527,776	$ 1,527,776	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,527,776
	CAM	>SH 100	0331-02-059	Overlay	SH 48 to Queen Isabella Causeway	$ -	$ 1,390,019	$ 1,390,019	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,390,019
	CAM	>PR 100	0331-04-073	Overlay	Orca Circle to Queen Isabella Causeway	$ -	$ 4,568,278	$ 4,568,278	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,568,278
	CAM	>SL 499	1137-01-032	Overlay	BUS 77 to IH-69E	$ -	$ 941,285	$ 941,285	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 941,285
Jan-24	CAM	SH 48	0220-05-080	Install Raised Median	SH 4 to FM 511	$ -	$ -	$ -	$ -	$ 5,830,777	$ -	$ 5,830,777	$ -	$ -	$ -	$ -	$ -	$ 5,830,777
Jan-24	STR	US 83	0038-07-078, etc.	Overlay	FM 3167 to Charco Blanco Rd	$ -	$ 1,873,051	$ 1,873,051	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,873,051
	BRK	> US 281	0255-03-037	Overlay	Brooks/Jim Wells County Line to 1.767 Miles South	$ -	$ 1,990,647	$ 1,990,647	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,990,647
	BRK	>US 281	0255-04-098	Overlay	3.391 Miles South of Jim/Wells/Brooks CL to 5.842 Mil	$ -	$ 2,283,464	$ 2,283,464	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,283,464
	BRK	>US 281	0255-14-002	Overlay	1.767 Miles South of Jim Wells/Brooks CL to 3.39 Miles	$ -	$ 1,468,927	$ 1,468,927				$ -						$ 1,468,927
						$ -	$ 16,043,449	$ 16,043,449	$ -	$ 5,830,777	$ -	$ 5,830,777	$ -	$ -	$ -	$ -	$ -	$ 21,874,225
Feb-24		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Mar-24	HID	>On Mile 5 (Bridge)	1064-01-046	Replace Bridge	@ Edinburg Main Canal STR #: K00011001	$ -	$ -	$ -	$ 730,484	$ -	$ -	$ 730,484	$ -	$ -	$ -	$ -	$ -	$ 730,484
						$ -	$ -	$ -	$ 730,484	$ -	$ -	$ 730,484	$ -	$ -	$ -	$ -	$ -	$ 730,484
Apr-24	HID	Mile 4 Rd.	0921-02-507, etc.	Install Traffic Signal	0.1 Miles west of Trosper Rd. to 0.1 Miles East of Trosp	$ -	$ -	$ -	$ -	$ 413,471	$ -	$ 413,471	$ -	$ -	$ -	$ -	$ -	$ 413,471
	HID	>Mile 5 Rd.	0921-02-510	Install Advanced Warning Signs & Safety Lig	0.1 Miles West of Western Rd. to 0.1 Miles East of West	$ -	$ -	$ -		$ 93,581		$ 93,581	$ -	$ -	$ -	$ -	$ -	$ 93,581
Apr-24	HID	R&S - (3/2024) FM 493	0863-03-041, etc.	Replace Flashing Beacon with a Traffic Signa	0.1 Miles North of S. FM 2812 0.1 Miles South of S. FM	$ -	$ -	$ -	$ -	$ 335,023	$ -	$ 335,023	$ -	$ -	$ -	$ -	$ -	$ 335,023
	STR	>US 83	0039-01-102	Install Traffic Signal	0.1 Miles West of FM 1430 to 0.1 Miles East of FM 143	$ -	$ -	$ -		$ 347,202		$ 347,202	$ -	$ -	$ -	$ -	$ -	$ 347,202
	STR	>US 83	0039-02-078	Install Traffic Signal	0.1 Miles West of El Pinto Rd. to 0.1 Miles East of El Pi	$ -	$ -	$ -	$ -	$ 329,917	$ -	$ 329,917	$ -	$ -	$ -	$ -	$ -	$ 329,917
	HID	>FM 1925	1803-02-050	Replace Flashing Beacon with a Traffic Signa	0.1 Miles West of W. of Val Verde Rd. to 0.1 Miles East	$ -	$ -	$ -		$ 276,138		$ 276,138	$ -	$ -	$ -	$ -	$ -	$ 276,138
						$ -	$ -	$ -	$ -	$ 1,795,332	$ -	$ 1,795,332	$ -	$ -	$ -	$ -	$ -	$ 1,795,332
May-24	CAM	SH 4	0039-10-080	Rehabilitate Roadway	FM 1419 to Remedios Ave.	$ 18,440,000	$ -	$ 18,440,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 20,560,000	$ 39,000,000
May-24	JHOG	SH 285	0482-01-036, etc.	Super 2 & Reconstruct Roadway	FM 1017 to Jim Hogg/Brooks CL	$ -	$ 41,090,114	$ 41,090,114	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 20,560,000	$ 61,650,114
	BRK	>SH 285	0482-02-035	Super 2 & Reconstruct Roadway	Jim Hogg/Brooks County Line to 0.66 Miles East of Jim	$ -	$ 2,598,767	$ 2,598,767	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 20,560,000	$ 23,158,767
						$ 18,440,000	$ 43,688,881	$ 62,128,881	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 61,680,000	$ 62,128,881
Jun-24	HID	Mile 1 E. Rd.	0039-04-132, etc.	Installation of Traffic Signal	0.1 Miles N. of Mile 1 E Rd. to 0.1 Miles S of Mile 1 E R	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 150,000	$ -	$ 150,000
	HID	>FM 1425	0039-04-133	Installation of Traffic Signal	0.1 Miles N of FM 1425 to 0.1 Miles S of FM 1425	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 300,000	$ -	$ 300,000
	CAM	>FM 803	0039-08-106	Installation of Traffic Signal	0.1 Miles N of FM 803 to 0.1 Miles S of FM 803	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 350,000	$ -	$ 350,000
	HID	>Scott Ln.	0039-02-079	Installation of Traffic Signal	0.1 Miles N of Scott Ln. to 0.1 Miles S of Scott Ln.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 300,000	$ -	$ 300,000
	STR	>FM 1430	0039-01-104	Installation of Traffic Signal	0.1 Miles W of FM 1430 to 0.1 Miles E of FM 1430	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 300,000	$ -	$ 300,000
Jun-24	WIL	FM 490	0860-02-015	Construct 4' Shoulders	FM 88 to FM 1015	$ -	$ -	$ -	$ -	$ 4,031,763	$ -	$ 4,031,763	$ -	$ -	$ -	$ 240,000	$ -	$ 4,271,763
Jun-24	BRK	US 281	0255-03-040, etc.	Install Overhead Signs and Pavement Marking	Brooks/Jim Wells County Line to FM 1418	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 275,000	$ -	$ 275,000
	BRK	>US 281	0255-04-102	Install Overhead Signs and Pavement Marking	South BUS 281T to FM 3066	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 275,000	$ -	$ 275,000
Jun-24	STR	US 83	0038-07-084, etc.	Safety Lighting	0.3 Miles E of FM 3167 to 0.2 Miles W of River Rd.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 240,000	$ -	$ 240,000
	HID	>FM 490	0860-01-021	Safety Lighting	600 FT W of Brushline Rd. to 1,000 FT E of Brushline R	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 220,000	$ -	$ 220,000
	HID	SH 107	0342-02-059	Install Cable Barrier	0.39 Miles W of Mile 2 W Rd. to 0.45 Miles E of FM 49	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 600,000	$ -	$ 600,000

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Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6						CAT 10	Cat 11 Safety	CAT 12	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS				
	CAM	>SH 48	0220-07-074	Install Cable Barrier	4.43 Miles South of SH 100 to 3.62 Miles South of SH 1	$ -	$ -	$ -	$ -	$ 308,869	$ -	$ 308,869	$ -	$ -	$ -	$ -	$ -	$ 308,869
						$ -	$ -	$ -	$ -	$ 4,340,632	$ -	$ 4,340,632	$ -	$ -	$ -	$ 3,250,000	$ -	$ 7,590,632
Jul-24	CAM	FM 2556	2529-02-010	Replace Bridge & Reconstruct Approaches	0.36 Miles North of Arroyo Colorado to 0.35 Miles Sout	$ -	$ -	$ -	$ -	$ 6,541,690	$ -	$ 6,541,690	$ -	$ -	$ -	$ -	$ -	$ 6,541,690
Jul-24	STR	FM 755	1103-04-039	Super 2 & Rehabilitate Roadway	FM 1017 to FM 2294	$ 30,785,893	$ -	$ 30,785,893	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 30,785,893
						$ 30,785,893	$ -	$ 30,785,893	$ -	$ 6,541,690	$ -	$ 6,541,690	$ -	$ -	$ -	$ -	$ -	$ 37,327,583
Aug-24	HID	Mile 2 Rd.	0921-02-501, etc.	Install Traffic Signal	0.1 Miles Est of Holland/Trosper Rd. to 0.1 Miles East o	$ -	$ -	$ -	$ -	$ 266,800	$ -	$ 266,800	$ -	$ -	$ -	$ -	$ -	$ 266,800
	HID	>Mile 2 Rd.	0921-02-502	Install Traffic Signal	0.1 Miles West of Stewart Rd. to 0.1 Miles East of Stewa	$ -	$ -	$ -	$ -	$ 248,037	$ -	$ 248,037	$ -	$ -	$ -	$ -	$ -	$ 248,037
	HID	>Mile 2 Rd.	0921-02-503	Install Traffic Signal	0.1 Miles West of Glasscock Rd. to 0.1 East of Glasscoc	$ -	$ -	$ -	$ -	$ 248,037	$ -	$ 248,037	$ -	$ -	$ -	$ -	$ -	$ 248,037
	HID	2 Mile Line Rd.	0921-02-517	Improve Traffic Signals	0.1 Miles North of Bryan Rd. to 0.1 Miles South of Brya	$ -	$ -	$ -	$ -	$ 77,538	$ -	$ 77,538	$ -	$ -	$ -	$ -	$ -	$ 77,538
	HID	Los Ebanos Rd.	0921-02-518	Improve Traffic Signals	0.1 Miles West of Griffin Pkwy. to 0.1 Miles East of Grif	$ -	$ -	$ -	$ -	$ 82,061	$ -	$ 82,061	$ -	$ -	$ -	$ -	$ -	$ 82,061
	HID	1st St.	0921-02-519	Improve Traffic Signals	0.1 Miles West of Conway Ave. to 0.1 Miles East of Cor	$ -	$ -	$ -	$ -	$ 40,130	$ -	$ 40,130	$ -	$ -	$ -	$ -	$ -	$ 40,130
Aug-24	HID	Nolana Ave.	0921-02-520	Improve Traffic Signals	34th St. to McColl Rd.	$ -	$ -	$ -	$ -	$ 173,111	$ -	$ 173,111	$ -	$ -	$ -	$ -	$ -	$ 173,111
						$ -	$ -	$ -	$ -	$ 1,135,714	$ -	$ 1,135,714	$ -	$ -	$ -	$ -	$ -	$ 1,135,714
Sep-24	CAM	FM 801	1137-01-031, etc.	Seal Coat	IH 69E to FM 800	$ -	$ 137,805	$ 137,805	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 137,805
	CAM	>FM 1479	1425-04-028	Seal Coat	IH 69E to Dixieland Rd.	$ -	$ 217,349	$ 217,349	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 217,349
	CAM	>FM 1479	1425-04-029	Seal Coat	Dixieland Rd. to FM 800	$ -	$ 95,640	$ 95,640	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 95,640
	CAM	>FM 509	1065-01-017	Seal Coat	IH-69E to FM 800	$ -	$ 154,784	$ 154,784	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 154,784
	CAM	>FM 3195	3304-01-004	Seal Coat	FM 2994 to IH-2	$ -	$ 216,574	$ 216,574	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 216,574
	CAM	>FM 509	2369-01-032	Seal Coat	FM 106 to BUS 77	$ -	$ 111,631	$ 111,631	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 111,631
	CAM	>FM 2520	2356-01-028	Seal Coat	IH 69 to FM 800	$ -	$ 134,280	$ 134,280	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 134,280
	CAM	>SH 345	0630-01-057	Seal Coat	FM 1561 to BUS 77	$ -	$ 182,603	$ 182,603	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 182,603
	CAM	>FM 1595	0630-02-044	Seal Coat	FM 509 to FM 106	$ -	$ 100,194	$ 100,194	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 100,194
Sep-24	HID	FM 1427	0862-02-020, etc.	Seal Coat	US 83 BUS 83	$ -	$ 415,660	$ 415,660	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 415,660
	STR	>FM 1017	1227-02-015	Seal Coat	Jim Hogg/Starr County Line to FM 755	$ -	$ 469,337	$ 469,337	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 469,337
	HID	>FM 494	0864-01-081	Seal Coat	IH-2 to Railroad Tracks	$ -	$ 320,672	$ 320,672	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 320,672
	HID	>FM 1015	1228-03-049	Seal Coat	SH 107 to Bus 83	$ -	$ 939,444	$ 939,444	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 939,444
	HID	>FM 907	1586-01-088	Seal Coat	FM 1925 to Nolana Rd.	$ -	$ 470,899	$ 470,899	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 470,899
	HID	>FM 3461	1802-02-018	Seal Coat	I69-C to FM 1426	$ -	$ 188,447	$ 188,447	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 188,447
	HID	>IH 69C	0255-07-145	Seal Coat	FM 2812 to FM 490	$ -	$ 277,720	$ 277,720	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 277,720
	HID	>SH 107	0342-01-102	Seal Coat	FM 493 to FM 88	$ -	$ 285,082	$ 285,082	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 285,082
	HID	>SH 107	0342-02-057	Seal Coat	FM 1015 to FM 1015	$ -	$ 276,925	$ 276,925	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 276,925
	HID	>FM 88	0698-02-059	Seal Coat	FM 1422 to Mile 12 Rd.	$ -	$ 645,848	$ 645,848	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 645,848
	HID	>FM88	0698-03-104	Seal Coat	SH 107 to Miles 12 Rd.	$ -	$ 435,600	$ 435,600	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 435,600

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Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6						CAT 10	Cat 11 Safety	CAT 12	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS				
	STR	>US 83	0038-05-052	Seal Coat	0.28 Miles North of FM 2687 to Starr/Zapata County Lin	$ -	$ 864,617	$ 864,617	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 864,617
	CAM	>FM 732	1057-03-058	Seal Coat	BUS 77 to US 281	$ -	$ 255,087	$ 255,087	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 255,087
Sep-24	CAM	FM 510	1057-03-051	Rehabilitation	FM 1847 to FM 2480	$ 14,821,805	$ -	$ 14,821,805	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 14,821,805
Sep-24	HID	FM 1015	1228-04-015	Rehabilitate Roadway	US 281 to Progreso Bridge	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 12,000,000	$ 12,000,000	$ -	$ -	$ -	$ 12,000,000
Sep-24	HID	FM 3072	3098-01-019	Rehabilitate Roadway	Veterans Blvd. to Cesar Chavez Rd.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,000,000	$ 5,000,000	$ -	$ -	$ -	$ 5,000,000
Sep-24	CAM	IH-69E	0327-08-111	Bridge Preventative Maintenance	IH-69E @ North Bound Floodway Bridge. NBI #: 2103	$ -	$ 1,000,000	$ 1,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,000,000
						$ 14,821,805	$ 8,196,198	$ 23,018,003	$ -	$ -	$ -	$ -	$ 17,000,000	$ 17,000,000	$ -	$ -		$ 40,018,003
Oct-24		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Nov-24		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Dec-24		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 64,047,698	$ 67,928,528	$ 131,976,226	$ 730,484	$ 19,644,145	$ -	$ 20,374,629	$ 17,000,000	$ 17,000,000	$ -	$ 3,250,000	$ 61,680,000	$ 172,600,854

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

A. The next RGVMPO Technical Advisory Committee is "**IN-PERSON**" at ***10:00 am on February 8,* 2024**



Technical Advisory Committee Meeting Thursday January 11, 2024