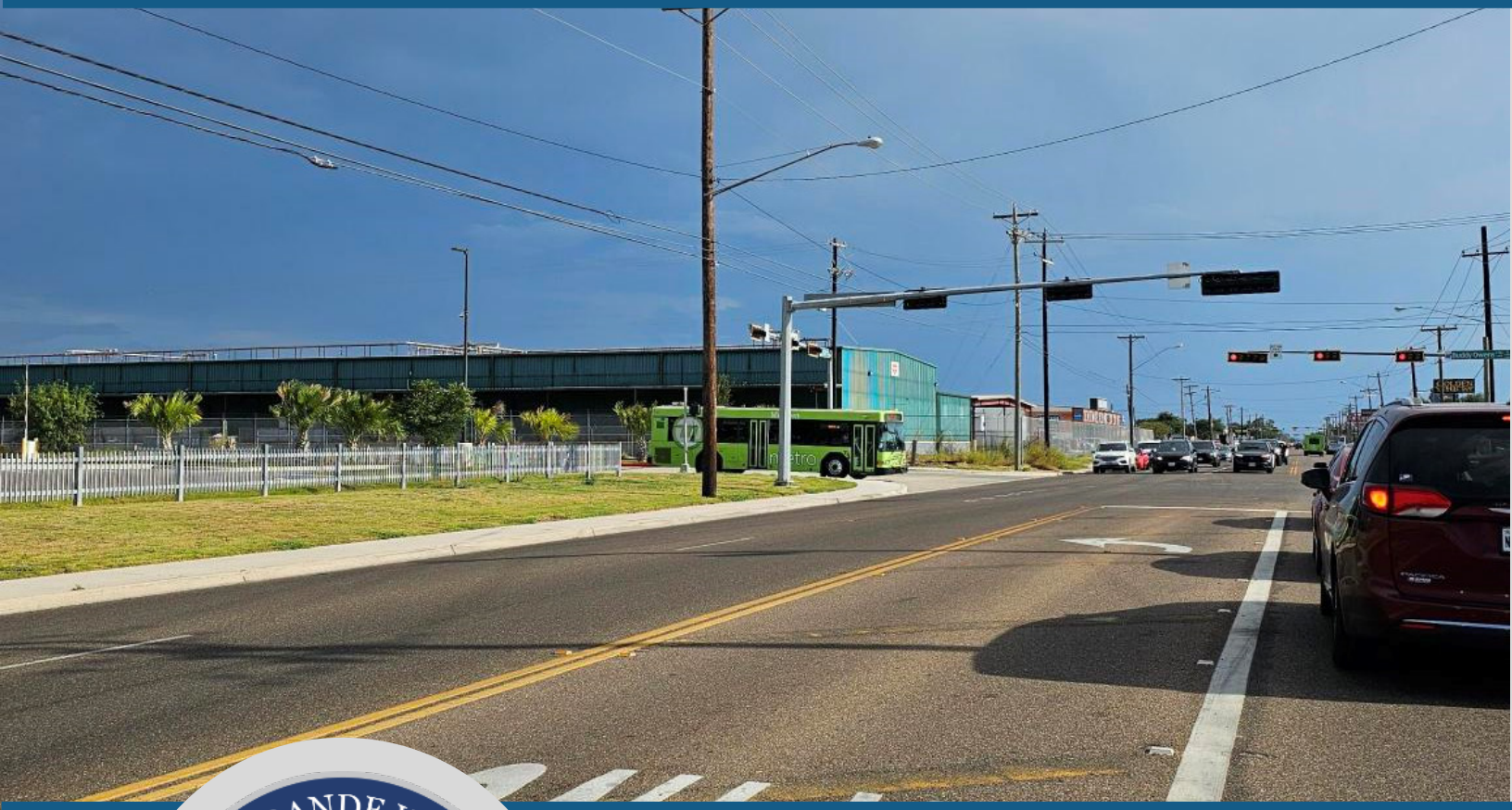
Rio Grande Valley

Metropolitan Planning Organization



2050

Metropolitan Transportation Plan

DRAFT

This document was prepared by The Rio Grande Valley Metropolitan Planning Organization in cooperation with The Texas Department of Transportation.

The document was reviewed and approved by The Rio Grande Valley Metropolitan Planning Organization – Transportation Policy Board on _____.

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

The document complies with the following requirements and statutes:
Title VI of the Civil Rights Act of 1964 *as amended (42 U.S.C. 2000d-1) and 49 CRF part 21; The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the bases of age in programs or activities receiving Federal financial assistance; and Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;*
Disadvantaged Business Enterprises (DBE) *in planning projects: 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment business opportunity; 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (also see Bipartisan Infrastructure Law section 11101(e)(1)); and 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;*
Americans with Disabilities Act of 1990*: the provision of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and*
CFR 29, Part 20 *restrictions on influencing certain federal activities.*

Contact the RGVMPO with questions, complaints, or other interest regarding the plan by calling 956-682-3481 or emailing info@RGVMPO.org.

DRAFT

Table of Contents

Chapter 1: Introduction to the Planning Process 1-1
Overview 1-2
Metropolitan Planning Organizations 1-3
MTP Plan Components 1-10

Chapter 2: Goals and Objectives 2-1
Guiding Principles 2-2
Review of Existing Planning Documents 2-6

Chapter 3: Public Participation 3-1
Legal Requirements for Public Participation 3-2
Previous Public Outreach Efforts 3-2
2050 MTP Update Public Outreach Efforts 3-4

Chapter 4: Needs Analysis 4-1
Demographic Context 4-3
Roadway Conditions 4-5
Freight Roadway Network 4-20
Freight Generators and Intermodal Facilities 4-24
Safety 4-28
Transit 4-33
Active Transportation 4-36

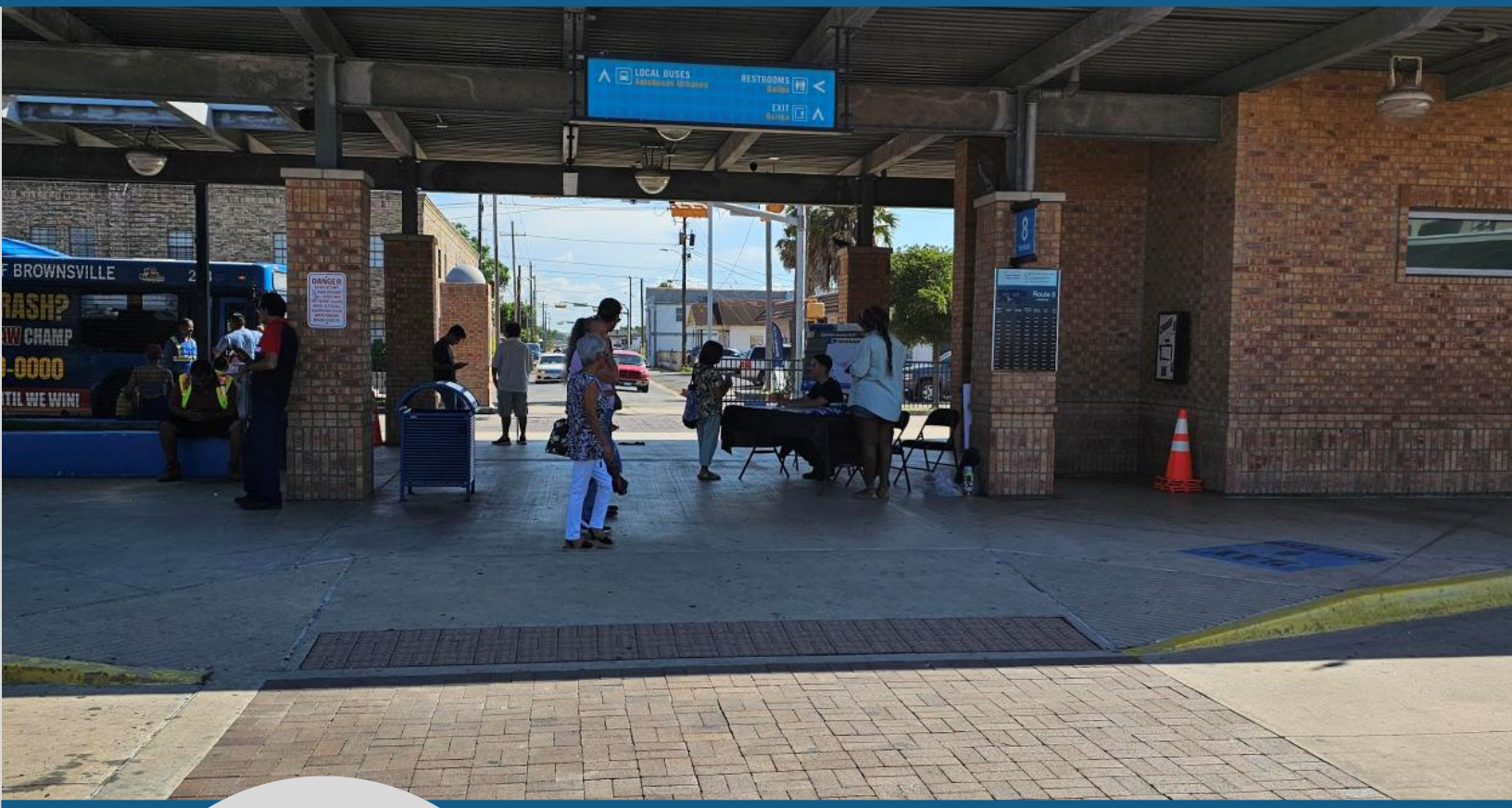
Chapter 5: Strategies for Regional Mobility 5-1
Technology Strategies 5-2
Coordination and Policy Strategies 5-6
Infrastructure Investment Strategies 5-20

Chapter 6: Financial Planning 6-1
Funding Sources 6-2
Projected Costs and Revenues 6-12

Chapter 7: Staged Project List 7-1
Prioritization 7-2
Short-Term Projects 7-3
Medium-Term Projects 7-17
Long-Term Projects 7-24
Unfunded/Illustrative Projects 7-29
Grouped Projects 7-41
Performance Report 7-42

DRAFT

Chapter 1



RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
EST. 2019
RGVMPO

Introduction to the Planning Process

Chapter 1: Introduction to the Planning Process

Overview

Metropolitan transportation planning is a cooperative, comprehensive, and continuous ("3-C") process. This process is conducted by the Metropolitan Planning Organization (MPO), in coordination with the Texas Department of Transportation (TxDOT), transit operators, numerous stakeholders from throughout the region, and the public to create a vision for the future of transportation in the region. Additionally, throughout the development of this plan, the RGVMPO and their contract support coordinated on an ongoing basis with the Federal Highway Administration's (FHWA) Texas field office in incorporating guidance provided by the FHWA as provided through a series of round table discussions with Texas MPOs and through direct guidance provided to the RGVMPO.

This 3-C process, which is prescribed by federal regulations, is designed to assist the MPO in prioritizing short- and long-term investments in the regional transportation system over the next 25 years through a proactive public participation process that involves all users of the transportation system. This document is an update to the current Metropolitan Transportation Plan (MTP) for the years 2025 -2050. The Rio Grande Valley Metropolitan Planning Organization initiated this update in January 2024.

This MTP was developed over an 18-month period, during which time several rounds of public and stakeholder meetings were conducted, technical data was analyzed, existing plans and studies were compiled and reviewed, and potential projects were evaluated according to community goals and performance-based criteria. The resulting product is intended as a comprehensive blueprint for the future of investment in the transportation system that considers all modes and the needs of all users.

The planning area for the RGVMPO 2050 MTP Update encompasses all of Cameron and Hidalgo Counties, Texas, as well as urbanized portions of Starr County. Figure 1-1 shows the boundary of the MPO study area, as well as the major population centers within the region. Facilities and features within the study area are discussed in greater detail in Chapter 4, *Multimodal Needs Analysis*, of this MTP.

DRAFT

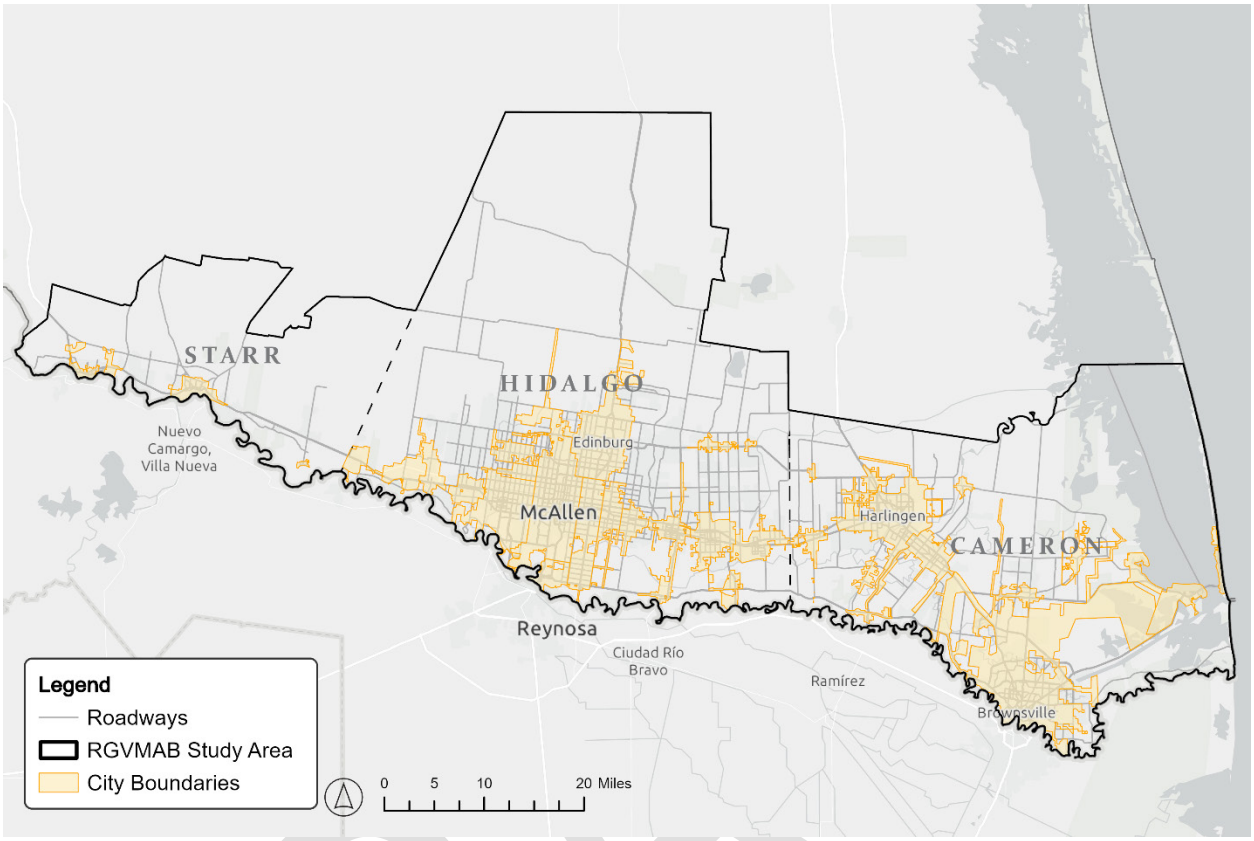
Metropolitan Planning Organizations

With the passage of the Federal Highway Act of 1962, all major cities within the United States were required to adopt an MTP to guide the long-term development of the transportation system. The Act established specific rules and regulations for conducting the long-range transportation planning process and required the formation of MPOs for any urbanized area (UZA) with a population greater than 50,000. Under federal regulations, MPOs are responsible for conducting a continuing, cooperative, and comprehensive (3-C) planning process, in cooperation with the state and local governments, to develop the MTP and determine how best to invest federal transportation funding in the region.

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) was designated as the MPO for the Rio Grande Valley Metropolitan Area Boundary (RGVMAB) in 2019, combining the former Brownsville MPO, Harlingen-San Benito MPO, and Hidalgo County MPO in order to forge a more unified regional approach to comprehensive and collaborative transportation planning. The RGVMPO 2050 MTP update is the second MTP under the new RGVMPO, with the first 2045 MTP being completed in December of 2020 using comprehensive methods and data for the aggregated RGV Metropolitan Area Boundary (RGVMAB) (Figure 1-1). This plan is driven by previous state, regional, and local plans; robust technical analysis on all aspects of the RGVMAB transportation system; as well as thorough stakeholder and public outreach. The plan is developed in coordination with the Texas Department of Transportation (TxDOT).

DRAFT

Figure 1-1: RGVMAB



Legislative Authority for the MTP

Following passage of the Federal Highway Act of 1962, Congress has passed a series of surface transportation bills that have continued to require MPOs to develop a metropolitan transportation plan to be eligible for federal funding. The Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Act (BIL), was passed in 2021. The IIJA continued the provisions and requirements of previous surface transportation legislation such as the Fixing America's Surface Transportation (FAST) Act, with the addition of several recent programs and requirements. The RGVMPO 2050 MTP Update document was developed in compliance with the latest legislation.

Plan Purpose

The MTP is critical for creating and maintaining an efficient multimodal transportation system. The MTP achieves this outcome through the facilitation of regional coordination and the prioritization of multimodal transportation projects. This prioritization is accomplished through a performance-driven, outcome-based approach to planning.

MTP updates are conducted every four to five years to ensure that the MPO is basing its decisions on the latest planning assumptions and that changing local conditions and trends are being taken into consideration in the long-range transportation planning process. The initial planning is also followed by a performance management process that collects data on the performance of the regional transportation system to track progress over time and ensure that the MTP results in the continuous enhancement of the region's transportation system.

Federal regulations require specific content to be included in the plan document which ties into project prioritization. The RGVMPO is responsible for conducting provisions of 23 USC §134, 59 USC §5303 (Metropolitan Transportation Planning) and 23 CFR 450.300 et seq. (Metropolitan Transportation Planning and Programming). Under these regulations, the planning process and final MTP are required to include:

- A vision that aligns with community goals.
- A multimodal approach that includes projects spanning all aspects of the transportation system.
- A minimum 20-year planning horizon (the RGVMPO 2045 MTP update planning horizon is approximately 25 years).
- A financial outline proving the plan is financially responsible and fiscally constrained.
- An air quality analysis to show forecasted emissions will not exceed National Ambient Air Quality Standards (NAAQS); and
- A comprehensive and thorough public participation process that engages all interested parties.

This process allows for the creation of an MTP that promotes an understanding of existing regional conditions of the transportation system, supports intergovernmental coordination, and develops a fiscally constrained and prioritized list of transportation projects and strategies to achieve regional mobility goals.

Governance of the RGVMPO

As briefly mentioned in the introduction, on April 24, 2019, elected officials from units of general-purpose local governments that together represented at least 75% of the existing metropolitan planning area population (previously Brownsville, Harlingen-San Benito, and Hidalgo County MPOs - as well as the largest city in each of these MPOs), executed an agreement to re-designate into one consolidated MPO. This agreement established a proposed boundary area for the RGVMPO to include all the territory in the existing metropolitan planning areas for the three MPOs (i.e., Hidalgo and Cameron counties). After a period of review, Governor Abbott accepted and

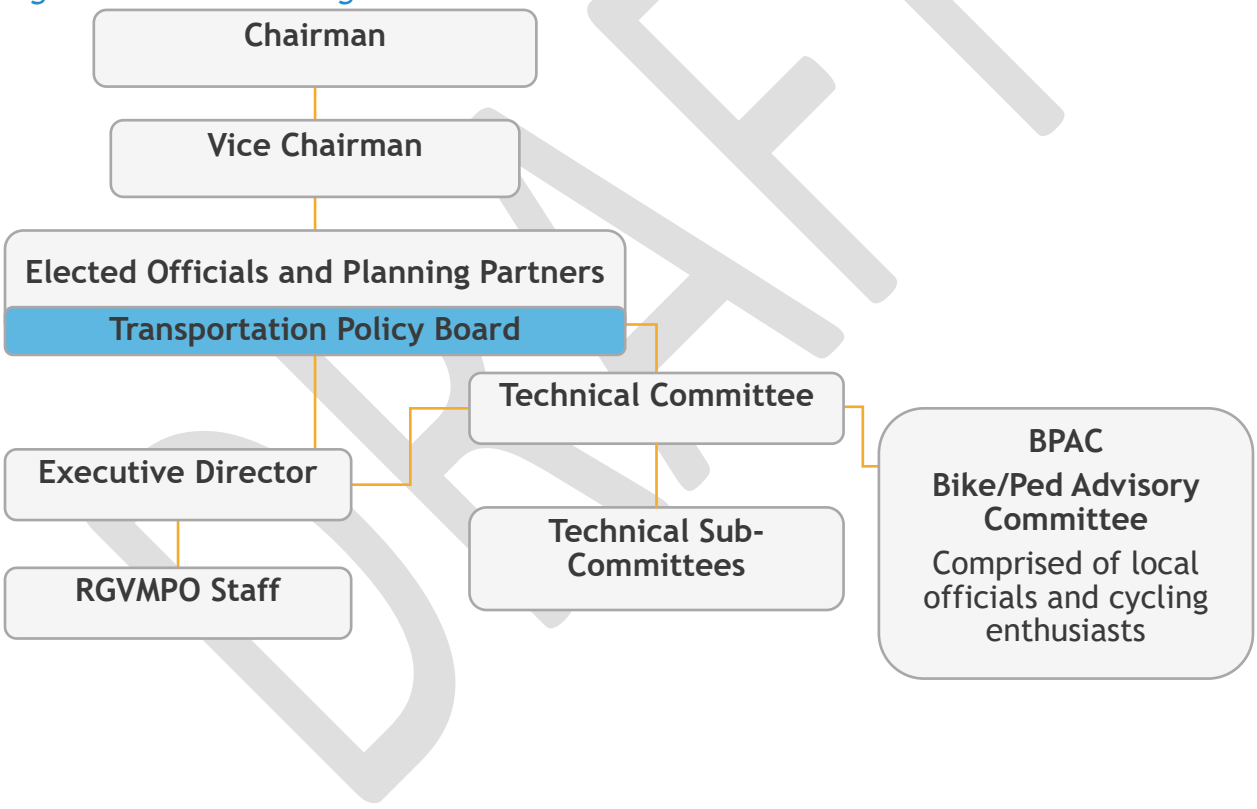
DRAFT

signed the proposed re-designation agreement. On October 1, 2019, the RGVMPO was officially formed.

Since its formation, the RGVMPO has sought to improve the area's quality of life through its mission "to provide clear, concise transportation planning to positively impact the daily lives of RGV residents by planning for a safe and efficient multimodal system." The RGVMPO strives to accomplish this by incorporating four core values: trust, communication, innovation, and collaboration.

The following sections detail the personnel behind the MTP planning process, which consists of the Transportation Policy Board, Technical Advisory Committee, Bicycle and Pedestrian Advisory Committee, and MPO staff. Figure 1-2 represents the RGVMPO Organizational Chart.

Figure 1-2: RGVMPO Organizational Chart



DRAFT

Transportation Policy Board

Elected and appointed officials comprise the Transportation Policy Board (TPB), which is responsible for approving and adopting all transportation planning activities and programs of the RGVMPO. The TPB was established in 2019 with the re-designation of the RGVMPO to meet federal requirements and serves as a spokesperson for citizens of the RGVMAB. Membership of the TPB is governed by an agreement between the affected local governments and the Governor of Texas and is reviewed periodically to ensure adequate representation of all parties. The current TPB consists of fifteen voting members, with representatives from member agencies as presented in Table 1-1.

Table 1-1: RGVMPO Transportation Policy Board

Agency	Representation
Hidalgo County	Honorable Ellie Torres
City of Brownsville	Honorable John Cowen, Jr.
Cameron County	Honorable Eddie Treviño
City of McAllen	Honorable Javier Villalobos
City of Pharr	Honorable Ambrosio “Amos” Hernandez
Starr County	Honorable Judge Eloy Vera
City of Edinburg	Honorable Ramiro Garza
City of Mission	Honorable Norie Gonzalez Garza
Hidalgo County RMA	Robert L. Lozano
Valley Metro	Tom Logan
Cameron County RMA	Frank Parker, Jr.
City of Harlingen	Roberto Hernandez
City of San Benito	Honorable Ricardo “Rick” Guerra
TxDOT Pharr District	Pedro “Pete” Alvarez, P.E.
LRGVDC*	Manuel Cruz

**Lower Rio Grande Valley Development Council*

Technical Advisory Committee

The Technical Advisory Committee (TAC) makes planning recommendations to the TPB regarding subject matter issues such as MPO generated documents and analysis; project selection criteria; special transportation planning studies; and other issues for immediate action. The TAC totals nineteen voting members, and includes planners, engineers, and representatives from ports and transit providers as listed in Table 1-2.

Table 1-2: RGVMPO Technical Advisory Committee

Agency	Representation
Cameron County	Benjamin L. Worsham, P.E.
City of Brownsville	Joel Garza
City of McAllen	Rene Gonzalez
Hidalgo County	Velinda Reyes
Valley Metro	Nancy Sanchez
Port of Harlingen	Alan Johnson
Port Isabel - San Benito Nav. District	Jose Morales
Hidalgo County RMA	Ramon Navarro
City of Edinburg	Tomas D. Reyna
City of Pharr	Mayor Ambrosio Hernandez
City of Mission	JP Terrazas, P.E.
Cameron Co. Spaceport Dev. Corp	Mark Yates
Starr County	Jose (Joe) Escamilla
Cameron County RMA	Pete Sepulveda, Jr.
City of Harlingen	Luis Vargas
City of San Benito	Enrique Hernandez
TxDOT (Pharr District)	Dora E. Robles
McAllen Metro	Jon Ray Bocanegra
Port of Brownsville	Ariel Chavez III
Brownsville Metro	Gennie Garcia

Bicycle & Pedestrian Advisory Committee

The Bicycle and Pedestrian Advisory Committee (BPAC) is a subcommittee of the TAC. The BPAC addresses the subject matter concerning bicycle and pedestrian mobility and presents its recommendations to the TAC. Members include appointed TAC members, bicycle advocates, pedestrian advocates, and organizations with a stake in bicycle and pedestrian mobility (Table 1-3).

Table 1-3: RGVMPO Bicycle & Pedestrian Advisory Committee

Title/Representation	Current Representation
Hidalgo County	Velinda Reyes
City of Harlingen	Javier Mendez
City of Brownsville	Joel Garza
City of San Benito	Enrique Hernandez
TxDOT Pharr District	Augustin Ramirez
LRGV Development Council	Javier Dominguez
City of Pharr	Maria Rangel
City of Edinburg	Larry Ayala
Vacant Position for Economic Development Agency	Vacant
Valley Off-Road Bicycling Association	David Hernandez
Caracara Trails	Dr. Rose Gowen
UTRGV	Rodney Gomez
Vacant Position for Stakeholder Organization	Vacant
Citizen at Large	Jon Ray Bocanegra
Citizen at Large	Richard Cavin
Citizen at Large	Nazanin Heydarian
Citizen at Large	Robert Ordaz

RGVMPO Staff

The MPO Board and Committees are supported by a staff of professional planners and administrators who conduct and oversee the Metropolitan Planning Process and conduct the day-to-day administration of the metropolitan planning program in accordance with federal, state, and local guidelines.

MTP Plan Components

The planning process used for the creation of the RGVMPO 2050 MTP is prescribed by state and federal regulations, but the vision that drives the process is developed locally. This MTP visioning process focused on gathering locally generated plans and information, as well as the knowledge and wisdom of the local community, while following the state and federal guidelines that direct the general planning process. The RGVMPO is responsible for programming regional transportation projects for implementation using federal transportation funding. The MTP provides a framework for analyzing the current and future regional travel demand and creating a blueprint for addressing the future transportation needs within the RGVMAB.

Guiding Principles

The purpose of the MTP is to identify the transportation needs of the community over the next 25 years, establish priorities for funding those improvements, and chart a course for meeting the community's identified transportation needs. Establishing a community vision for the future of the transportation system and related goals to assist in the prioritization of transportation improvements is key to ensuring the plan reflects community values. Input from key stakeholders and members of the public was solicited early and continuously throughout the development of the plan. The process for updating the RGVMPO MTP was initiated by a series of meetings with the public, professional planners, and engineers from the MPO and its member agencies, as well as state and local agencies, and other community stakeholders. The purpose of these meetings was to gather data and input on community needs and values in order to establish guiding principles for MTP development. Using this information, the MPO drafted a recommended vision, set of goals, and a list of evaluation criteria to assist in prioritizing transportation improvements for inclusion in the MTP.

DRAFT

Coordination With Local Plans and Programs

Ensuring that proposed improvements are consistent with local programs, plans, and their goals and objectives, as well as supporting local values and preserving existing community resources, is of vital importance to MTP development. A review of local programs and plans was therefore conducted to ensure consistency between the metropolitan transportation planning effort and local community initiatives. This is discussed in more detail in Chapter 2 of this MTP.

Public Participation

As previously mentioned, the MTP development process involved public outreach and efforts to collect input from the community. These efforts included social media posts, an MTP website, online survey, public meetings, and stakeholder interviews. In addition to public involvement activities during the development of the MTP, there is a comment period for the draft MTP of at least 30 days before final adoption. This is in accordance with the RGVMPO Public Participation Plan (PPP). More on Public Participation and Stakeholder Engagement can be found in Chapter 3 of this MTP.

Multimodal Needs Evaluation

To develop feasible and beneficial transportation solutions, it is imperative to assess the current state of the transportation system, as well as community growth trends. For the update to the RGVMPO 2050 MTP, the evaluation included an inventory of the existing transportation system, demographic analysis to determine existing transportation demand based on current population levels, and projections of future population and employment and the associated future travel demand. This evaluation helps to determine transportation needs over the 25-year planning horizon. More on this can be found in Chapter 4 of this MTP.

Multimodal Transportation Strategies

Since resources for transportation funding are limited, a combination of major capital projects and other strategies can better serve to leverage available funding for greater impacts on regional mobility. This MTP focuses on the multimodal transportation system and recommends a variety of project types to improve the network. This also includes a discussion on how projects are evaluated and ranked for programming into the MTP, which can be found in Chapter 5 of this MTP.

DRAFT

Financial Analysis and Constraint

Fiscal feasibility is a significant priority in determining the final list of improvements. Not only does federal legislation mandate that the MTP be fiscally constrained and only include projects that can be expected to have adequate funding, but certain projects also require that area communities contribute local matching funds to receive federal funding. The process of establishing both estimated costs and revenues is critical for the creation of a viable MTP. More on this as well as on the revenue projection, project cost development, and application of fiscal constraint can be found in Chapter 6 of this MTP.

Revenue Projection

The revenue projection developed in Chapter 6 identifies the anticipated revenue stream for local, state, and federal funds. This revenue stream accounts for inflation at the anticipated Year-Of-Receipt.

Project Costs

Cost is defined as the total project cost, which includes planning elements (e.g., environmental studies and functional studies); engineering costs (e.g., preliminary engineering and design); preconstruction activities (e.g. line and grade studies, right-of-way acquisition and corridor preservation); construction activities; and contingencies. Project costs were calculated based on historical expenditures for similar improvements. The resulting cost estimates also included an inflation factor to account for the anticipated year-of-expenditure.

Fiscal Constraint

A fiscal constraint analysis was performed that compared the anticipated year-of-expenditure costs to the anticipated year-of-receipt revenues to determine if sufficient and timely financial resources were likely to exist to fund the proposed program of projects.

DRAFT

Project Selection and MTP Adoption

Based on the cost and revenue projections, the package of fiscally constrained projects anticipated to best accomplish community defined goals and objectives was selected by the Technical Advisory Committee (TAC) and then submitted to the Transportation Policy Board (TPB) for review and approval. The preliminary transportation recommendations and associated list of proposed projects resulting from the project selection and fiscal constraint analysis, along with the results of the technical analysis and public input, were included in the draft MTP document. On October 14, 2025 the draft plan was presented to the public and their feedback was solicited throughout the 30-day public review period. The final MTP, which incorporated comments received during the 30-day public comment period, was approved by the TAC on November 13, 2025 and the TPB on December 3, 2025. The approved MTP has an effective date of December 3, 2025. The Fiscally Constrained Program of Projects can be found in Chapter 7 of this MTP.[1]

DRAFT

[1] The development of the list of transportation projects planned for the RGVMAB is a continuous process which requires refinement, adjustment, and amendment on a regular basis, including during the 30 day public review period and after adoption of the final MTP.

Chapter 2

Goals and Objectives

Chapter 2: Goals and Objectives

Guiding Principles

This chapter describes the development of vision and goals for the 2050 MTP. It also describes the process by which the set of performance measures – used to gauge whether the recommended program of transportation projects supports the established vision and goals – were developed. Together, the vision, goals, objectives, and performance measures comprise the 2050 MTP's guiding principles. The planning process used for the creation of the 2050 MTP is prescribed by state and federal regulations, but the vision that drives the process is developed locally.

As mentioned in Chapter 1, this MTP visioning process is focused on gathering locally generated plans and information, as well as the knowledge and wisdom of the local community, while following the state and federal guidelines that direct the general planning process. Development of the MTP includes extensive public input and requires the collaboration of regional stakeholders, including local, state, and federal agencies and governing bodies, public and private transportation providers, and the business community. All these stakeholders must work together so that the community's visions and goals coalesce into defined principles that will guide transportation policy and investment decisions within the MAB. The resulting recommendations and proposed improvements will have an impact on all users of the transportation system.

The recommendations included in this plan not only encompass thematic priorities such as improving system safety and maintaining a state of good repair, but also location-specific priorities, primarily developing projects to support project readiness, regional capacity, and economic and freight mobility strategies. The MPO and the TxDOT Pharr district, as well as the regional and municipal planning partners and decision makers that comprise the MPO, recognize the economic impacts and value in investing in this priority. Specific projects are outlined in Chapter 7.

DRAFT

Federal Guidelines

In November of 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was enacted, replacing former transportation legislation such as the Fixing America's Surface Transportation (FAST) Act (2015) and the Moving Ahead for Progress in the 21st Century (MAP-21) Act (2012). The IIJA preserved the core programs and regulations from the FAST Act but increased available funding for transportation projects and included changes to address current transportation priorities.

According to 23 CFR Part 450 Subpart C, MPOs are required to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process. As part of the MPO planning process, the 2050 MTP goals must adhere to federal guidelines, address the required planning factors, and be consistent with other regional and state goals.

Federal planning factors[1] for consideration throughout the MTP development include:

- Economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Strategies to increase the safety of the transportation system for motorized and non-motorized users.
- Strategies to increase the security of the transportation system for motorized and non-motorized users.
- Strategies to increase accessibility and mobility of people and freight.
- Environmental protection, energy conservation, quality of life, and consistency between transportation improvements, state and local planned growth, and economic development patterns.
- Strategies to enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- System management and operations.
- Preservation of the existing transportation system.
- Strategies to enhance travel and tourism.
- The scale and complexity of regional/contextual issues, including transportation system development, land use, employment, economic development, human and natural environment (including Section 4(f) properties as defined in 23 CFR 774.17), and housing and community development.

[1] 23 CFR 450.306

DRAFT

The IIJA also provided additional funding for existing programs, created new programs, and established new regulations and requirements for how funding is utilized. Through the IIJA, there have been some changes to the regulations and guidance relevant to MPOs. MPOs now have a requirement to set aside 2.5% of the annual budget for investment in alternative transportation modes. Additionally, MPOs are now required to take state and local housing patterns into consideration during the planning process. Other changes include allowing social media to be used for public participation and requiring MPOs to consider representation of the population of the planning area when initially designating officials for board representation.[2] MPOs are also eligible to apply for numerous IIJA grant programs, such as the sample ones described below. The FHWA and the USDOT have resources that identify all grant programs authorized by the IIJA, with funding amounts, categorization, and applicant information that is useful for MPOs.[3,4] Projects in the 2050 MTP update can be tailored to ensure eligibility for these programs.

Surface Transportation Block Grants (STBG): The IIJA continues the STBG funding opportunities from the FAST Act with a few different features. For instance, the STBG is now required to set aside 10% of funds for alternative transportation projects. Projects that are eligible for the alternative transportation set aside include pedestrian and bicycle facilities, trails, and environmental mitigation projects. Moreover, multiple new activities are now eligible for funding through the STBG, such as the maintenance and restoration of existing trails or the creation of dedicated bus lanes.

National Highway Performance Program (NHPP): NHPP funds are continued as a provision of the IIJA, so that the National Highway System can meet the established performance targets. In addition, NHPP funds can also be used to increase the durability of the National Highway System and mitigate the cost of natural hazards to the system.

National Highway Freight Program: The National Highway Freight Program aims to support the efficient movement of freight on the National Highway network. The IIJA continues this program and adds new eligibility for intermodal freight projects.

Reconnecting Communities Pilot Program: The Reconnecting Communities Pilot discretionary grant program was established by the IIJA and aims to reconnect communities that have been cut off by transportation infrastructure. MPOs are

[2] FTA (2021). Fact Sheet: Metropolitan, Statewide & Non-Metropolitan Planning. Accessed July 2023.
[3] FHWA (2023). Bipartisan Infrastructure Law. Competitive Grant Programs. Accessed September 2023.
[4] USDOT (2023). Bipartisan Infrastructure Law Grant Programs. Accessed September 2023.

eligible to apply for this program, which can be used for projects that remove or retrofit existing facilities to improve connectivity and economic opportunity.

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program: The IIJA has a significant amount of new funding for electric vehicles and charging infrastructure. One of these programs is the CFI discretionary grant program, which is available to MPOs. Electric vehicle charging infrastructure as well as other alternative refueling infrastructure projects along the Alternative Fuels Network are eligible uses of funding.

Strategic Plan FY 2022-2026 (USDOT): The Strategic Plan from the USDOT is a long-term strategy for actions and goals related to the operation, maintenance, and development of the American transportation network. Goals in this plan include safety, economic strength and competitiveness, transformation for the future, and organizational excellence. This plan focuses primarily on agencies at the federal level. However, many of the goals, strategies, and objectives are applicable at the state and regional level as well. For example, customer service, workforce development, safe designs, and accessibility are important focus areas at all agency levels.

Other Federal Guidance

Throughout 2024, the FHWA Texas Field office held virtual round tables with MPOs across Texas to provide further guidance on BIL requirements for metropolitan planning including topics such as Operations and Maintenance cost strategies and considerations for new and existing infrastructure, showing fiscal constraint, and other items related to long range planning in urbanized areas. All of the guidance provided to the project team has been incorporated throughout the entirety of the development of this MTP.

Additionally, in 2024, the RGVMPO conducted a recurring recertification review with FHWA. FHWA provided recommendations and commendations through a final report. Recommendations relating to MTP development included improving fiscal constraint documentation and developing higher priority weighting factors for project selection. Commendations included accolades for the RGVMPO's efforts in public participation, safety planning, congestion management, and stakeholder engagement. Recommendations and commendations pertaining to the MTP have likewise been included in the development of this document.

DRAFT

State Guidelines

The Texas Association of MPOs (TEMPO) is an organization with the purpose of exchanging information between MPOs and educating MPO directors. TEMPO outlined the following planning issues as necessary topics of consideration for MPOs:[5]

- Security
- Safety
- Freight and Goods Movement
- Regional Economic Development
- Livability
- Environmental Mitigation
- Complete Streets
- Planning and Environmental Linkages (PEL)
- Data in Transportation Planning
- Mobility
- Transportation Systems Management and Operations
- Asset Management
- Regional Coordination
- Virtual Public Involvement
- STRAHNET/ DOD Coordination
- Federal Land Management Agency Coordination
- Public Participation

These planning issues relate closely to the planning factors that are required by legislation and also helped inform the goals and vision of the 2050 MTP.

Additional state guidelines are incorporated through a review of relevant planning documents at the statewide level, summarized in the following section.

Review of Existing Planning Documents

This section reviews and summarizes state, regional, and local transportation and land use documents as part of the development process for the 2050 MTP. This review provides a consistent foundation to understand the current and future transportation investment activities and priorities in the region and ensure consistency with regional planning efforts and ongoing state and local planning activities.

[5] Texas Association of MPOs (2023). MPO 101 Workshop. 2023 Summer Meeting PowerPoint. Pg. 25.

State Plans

TxDOT Texas Statewide Transportation Improvement Program (STIP) FY 2023-2026

The 2023-2026 STIP for Texas is an extensive document that outlines information for each individual current and near-term transportation project in the state. There are seven strategic goals that guide the STIP: (1) promote safety, (2) deliver the right projects, (3) focus on the customer, (4) foster environmental management, (5) optimize system performance, (6) preserve assets, and (7) value employees. The Rio Grande Valley Metropolitan Planning Organization has its own section in the STIP on page 3324. This section details the projects included in the RGVMPO TIP. Projects contained in the document expand beyond highway improvements to include discussion of asset management, public transit, and alternative transportation, such as active transportation projects. There is also discussion of the planning process and applicable performance measures. Starting on page 3427, projects and their funding information are listed. Roadway improvements are listed by area (Brownsville, Harlingen/San Benito, Hidalgo, Starr County). Each area has a financial breakdown, indicating funding category and programmed and authorized funds per fiscal year, along with a total within the plan scope (FY 2023-2026). Transit investments follow, listed similarly by area, with each area followed by a financial summary. RGVMPO roadway improvement investments across all areas total to about $1.4 billion, while transit investments total about $92 million.

TxDOT 2022 Transportation Asset Management Plan

The Transportation Asset Management Plan for Texas assesses the conditions of bridges and pavement. Keeping the transportation network in a state of good repair is essential to public safety and long-term structure operation. TxDOT coordinates with MPOs across the state to achieve shared goals including:

- 90% of bridges and roads in good condition
- Deliver projects in order of priority
- Foster stewardship
- Optimize system performance
- Preserve infrastructure assets

TxDOT Texas Delivers 2050: the Texas Freight Mobility Plan

This document, approved in March 2023, is an extensive plan that provides guidance for facilitating continued economic growth. It consists of a comprehensive

DRAFT

multimodal strategy for ensuring safe and efficient movement of goods amidst growth in population and economic development.

The plan includes an overview of the freight system, assessment of its needs and challenges, recommendations for policy, technology, and operations, and guidance for implementation. The goals and objectives stated in this plan include:

- Safety
- Economic competitiveness
- Asset preservation and modernization
- Mobility and reliability
- Connectivity
- Security
- Stewardship
- Sustainable funding

The plan considers current and precedent legislation and details its process for gathering stakeholder input. TxDOT uses several tools, including key performance measures, such as number and rate of fatalities and vehicle miles traveled, to support decision-making with respect to investment programs. The Rio Grande Valley was mentioned periodically throughout the plan when authors referenced its strategic location connecting Texan and Mexican industries and markets. They forecasted freight tonnage increases in the Rio Grande Valley region and crossing the southern border in relation to industries including electronics, agriculture and food manufacturing, and petroleum.

TxDOT 2022-2027 Texas Strategic Highway Safety Plan (SHSP)

The goal of the Strategic Highway Safety Plan is to prevent crashes, reduce crash severity, and enhance emergency response. While the SHSP does not specifically mention the RGVMPO, its vision is a future with zero traffic fatalities and serious injuries. MPOs play a role in implementation of the Strategic Highway Safety Plan and work to realize Vision Zero within their planning area and within the state. Some examples of safety strategies from the plan are to keep vehicles from encroaching on the opposite lane, reduce speeding over the limit, expand intersection safety practices through planning and design, and increase public education and outreach efforts.

DRAFT

TxDOT 2025 Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a mandated program managed by TxDOT and directed by the Texas Strategic Highway Safety Plan (SHSP); the SHSP identifies the emphasis areas and strategies that become focus areas within the HSIP. Its stated overall objective is to significantly reduce traffic fatalities and serious injuries on all public roads by providing a standardized approach for identifying and reviewing specific traffic safety concerns throughout the state of Texas. The program details the factors that determine eligibility for program funds and the process of submitting and selecting projects.

2026 Unified Transportation Program (UTP)

The UTP is a mid-range transportation plan that links statewide Long Range Transportation Plans (LRTPs), MTPs, and rural transportation plans to the STIP and other short-term investment programs. It is updated annually. Specifically, the UTP lists projects and programs planned for construction and/or development within the first 10 years of the 24-year state LRTP. Project development includes activities such as preliminary engineering work, environmental analysis, and right-of-way acquisition and design. It is a critical tool in guiding transportation project development within the long-term planning context. In addition, it serves as a communication tool for stakeholders and the public in understanding the project development commitments TxDOT is making.

The UTP projects from the Rio Grande Valley Metropolitan Area Boundary Metropolitan Area Boundary (RGVMAB), along with each urbanized area in Texas, are included in the statewide UTP. The RGVMAB is located within the TxDOT Pharr District. The Pharr District primarily receives funding for projects within category 4 (Statewide Connectivity Corridor Projects); however, it also receives funding from categories 1 (Preventive Maintenance & Rehabilitation), 2 (Metropolitan & Urban Area Corridor Projects), 7 (Metropolitan Mobility & Rehabilitation), and 12 (Strategic Planning). The Pharr District and the RGVMPO work together alongside the Cameron County Regional Mobility Authority, the Hidalgo County Regional Mobility Authority, and various local governments to manage the regional transportation network within the RGVMAB. The 2026 UTP lists a total of 42 projects in the Pharr District, although six are in counties of which fall outside of the study area of the RGVMPO 2050 MTP. Projects from the UTP will be reviewed for concurrence to ensure that they are included in the full list of projects pulled forward from the 2045 MTP. New projects will be added to the 2050 full list of projects.

DRAFT

Regional Plans

RGVMPO 2045 MTP

The 2045 Metropolitan Transportation Plan is the first MTP adopted by the consolidated RGVMPO after the merger of the Brownsville, Hidalgo County, and Harlingen-San Benito MPOs. It is a comprehensive long-range transportation plan, meant to serve as a reference and guide for planning decision-making with respect to all aspects of the local transportation system. The plan adheres to federal and state planning guidance, while also centering input from the local community. Several goals are stated, including the ones listed below.

- Regional planning
- Safety
- Security
- Asset management
- System efficiency
- System sustainability
- Connectivity
- Mobility and accessibility
- Economic growth
- Fiscal responsibility
- Alignment with public values

Each goal has more specific associated objectives. The plan offers performance measures to track progress and ensure that the planning process employed is performance-based; for example, safety can be measured using indicators like number of fatalities and number of serious injuries. Chapter 6 of the plan provides lists and maps which identify the proposed projects in the study area as well as information detailing the process of project prioritization. Projects from the 2045 MTP that have not yet been implemented will be brought forward into this 2050 MTP update for reevaluation and assessment.

Rio Grande Valley Metropolitan Planning Organization 2025-2028 Transportation Improvement Program (TIP)

The RGVMPO 2025-2028 Transportation Improvement Program (TIP) is a short-range transportation planning document that identifies preliminary engineering, right-of-way acquisition, and construction projects, as well as programmed funding for all transportation projects which improve roadways, transit, and active transportation infrastructure. The TIP is revised on a quarterly basis. This document defines the

DRAFT

planning area of the MPO, explains the processes of project selection, public involvement, and funding, and discusses transit asset management and safety as well as other planning factors. Also contained in the TIP are project lists detailing highway and transit improvements listed by area within the region. These lists contain information about each project and their funding sources. The project costs are outlined in financial summaries that include information on programmed and authorized funding. Regional transportation improvement investments throughout the RGVMPO planning area total to about $1.4 billion.

RGVMPO 2023 Congestion and Delay Study

This document is a Congestion Management Plan (CMP) updated by the RGVMPO on a yearly basis as part of their established congestion management process, which monitors the regional transportation network. This monitoring system is meant to identify congested areas and related transportation deficiencies and offer recommendations for optimizing the transportation system's performance. The plan details a study that addresses congestion while considering delay, defined in the study as the condition of sub-optimal travel speed defined by free flow of vehicles on roadways inhibited by frequent stops at intersections that bring the average travel time down substantially. The study involved updating signals by coordinating signal timings on several corridors throughout the region, which reduced travel time for each corridor at a rate between 19 and 75 percent. These travel time savings produced a 40:1 return on investment and provided both local and regional benefits. The study recommends optimization and coordination of traffic signals as a precursor of capital projects that add roadway capacity, citing that over half of the study network's congested roadways would improve to acceptable levels of congestion as a result of this investment. The authors emphasize the difference between the typical expensive roadway improvements needed to address congestion and the lower-cost remedy to address delays, signal coordination, etc.

The CMP includes Transportation Systems Management and Operations (TSMO) strategies, which optimize the performance of existing infrastructure. TSMO strategies from the CMP include:

- Promoting alternative modes of transportation
- Access management
- Traffic signal timing optimization
- Transit signal priority
- Traffic calming
- Traveler information systems

DRAFT

RGVMPO 2019 Bicycle Plan

This document, approved in 2019, presents a vision of a viable transportation system where people of all ages, regardless of whether they travel for leisure, exercise, or transportation, can bicycle safely and comfortably. It identifies efficient, continuous, safe, and rideable bicycle infrastructure as an essential piece of multimodal mobility. The plan examines existing cycling amenities and infrastructure achievements in the various areas within the region, then goes on to offer recommendations for the improvement and expansion of such infrastructure. The recommendations are split up into five sections known as the five 'E's: Engineering, Education, Enforcement, Encouragement, and Evaluation. These recommendations are developed based on analysis of best practices, existing facilities, policies, and plans, while also considering suggestions from various relevant committees and comments from the public gathered through public outreach activities. They serve to guide and inform potential projects undertaken by any of the communities within the Rio Grande Valley Metropolitan Area Boundary.

RGVMPO Active Transportation Plan

This plan, approved in December 2020, serves as a guide to developing and expanding the regional network of active transportation facilities and infrastructure. Active transportation is defined in the document as non-motorized, human-powered modes of transportation, including but not limited to walking and biking. The plan's foundation consists of three key principles: connectivity, accessibility, and community health.

The authors identify various benefits of active transportation and their relevance to the Rio Grande Valley region: mitigation of health disparities and conditions such as obesity, diabetes, and high blood pressure; reduction of emissions and other forms of pollution; reduction in transportation and health costs; economic opportunities through public active transportation projects; development of an active tourism industry; and increased mobility for members of the community without a personal vehicle. These benefits all contribute to a potential increase in quality of life for residents of the Rio Grande Valley Metropolitan Area. The plan presents the authors' process for gathering public opinion, as well as recommendations for implementation. These recommendations are broken down into several initiatives categorized into five success areas: education and engagement, safety, active tourism, planning and design, and policy and programs. The initiatives are also categorized by implementation lengths into short-, medium-, and long-term. The active transportation plan also lists twenty-nine planned projects within the Rio Grande Valley Metropolitan Area Boundary, including things like the construction of hike-and-

DRAFT

bike trails and elements of Complete Streets such as bike lanes, raised medians, and sidewalks. The planned investments in active transportation development in the region between 2020 and 2036 total approximately $73.9 million. Projects listed in the Active Transportation Plan will be reviewed and included in the 2050 MTP update as appropriate.

RGVMPO Transit Development Plan

This plan, approved in December 2020, is meant to serve as a profile for the existing transit options operating within the RGVMAB, and a tool to empower the RGVMPO and regional transit providers to evaluate, coordinate, and deliver effective transit on behalf of the Rio Grande Valley community. It involves analysis of operations, the market, and ridership, as well as an establishment of regional service standards, route and service recommendations, and a plan for implementation. The plan recognizes the intricate and interrelated existing transit systems in the study area, consisting of various service providers and transit options. It emphasizes ongoing evaluation, as well as service standards including reliability, route and schedule design, bus stops, technology, and identity. Each service standard has pertinent recommendations and performance indicators, which can be used to help providers meet goals and measure progress towards a given standard. The authors also present two redesign alternatives (Alternative A and Alternative B) based on the analyses that were conducted. The plan offers a three-phased implementation approach for the proposed projects and redesigns. These projects mostly consist of route alignments, improvements, and expansions as well as service-level changes.

RGVMPO Transit Asset Management Plans

Though not provided for this MTP update, each transit agency in the Valley either participates in the TxDOT Group Transit Asset Management Plan or maintains their own TAM Plan. These plans establish goals and performance measures for transit agencies operating within the RGVMAB regarding state of good repair and reliability of service. It also assesses the current state of transit assets and safety. Authors project steady progression with respect to the implementation of planned projects through utilization of assets, maintenance of existing infrastructure, and continued research for future measures of performance.

RGVMPO Public Transportation Agency Safety Plan (PTASP) Targets

Required by FTA for all urban transit providers who receive Chapter 5307 funding from FTA, the PTASP is a document maintained by each urban transit provider that details how each transit agency is implementing a safety management system. Pertaining to

DRAFT

MPOs, these PTASPs contain transit safety performance measures. These performance measures were adopted in May 2024 by the RGVMPO in collaboration with the three primary public transportation providers operating within the RGVMAB, Brownsville Metro, Metro McAllen, and Valley Metro, along with the cities of Brownsville and McAllen and the Lower Rio Grande Valley Development Council (LRGVDC). The goal of these performance measures is the consideration of safety across every aspect of service delivery.

RGV Regional Freight and Trade Plan

Published in December 2020, this long-range plan was developed to explore in detail the challenges posed by ever-growing demand on the region's freight transportation networks and identify opportunities for improvement. The plan establishes adopted goals for the region: safety and security, economic competitiveness, mobility and reliability, connectivity, sustainable funding, stewardship, customer service, and asset preservation. Several objectives are offered to support the pursuit of these goals. The final chapters include the identification of several projects, referencing both the most recent Unified Transportation Plan as well as "strategic projects," which are not necessarily associated with TxDOT, but instead are identified by stakeholders and may be funded or carried out by other entities. The plan goes on to offer eight recommendations for furtherance of freight and trade infrastructure projects, each of which is broken down into strategies for implementation, totaling 35. Projects will be reviewed for concurrence to ensure that relevant projects are included in this 2050 MTP update.

RGVMPO Performance Management Framework

Approved 2023, this document is intended to guide the management of a performance-based planning process to ensure that decisions being made are effective at moving plans toward their goal and meeting federal, state, and local requirements. Transportation Performance Management (TPM) is defined as the balance between predicting expected performance and reporting ongoing performance. This process can be broken down into ten components having to do with both the planning process itself and the planning organization in question, which include:

- strategic direction
- target setting
- performance-based planning
- performance-based programming
- monitoring and adjustment
- reporting and communication

DRAFT

- organization and culture
- external collaboration and coordination
- data management
- data usability

The document is broken up into ten chapters, each of which details the elements of these components, and includes discussion of relevant legislation and precedent planning efforts. The Performance Management Framework contains specific recommendations to the MPO for the next MTP Update process. Recommendations from this TPM Framework document will be reviewed with RGVMPO staff and committees for implementation steps throughout the process of updating the 2050 MTP for the RGVMPO.

Local Plans

Envision McAllen Comprehensive Plan

The Envision McAllen plan, adopted in May 2023, is a comprehensive plan that addresses many facets of development within the city of McAllen, which is situated within the RGVMAB. The plan was composed with other regional planning efforts in mind, and consistently considers the community's input, gathered by researchers throughout the planning process. The plan seeks to further McAllen's good reputation within the region and throughout the country by centering key themes throughout the plan, including attractive small-town charm, strong education system and economy, and modernization.

This comprehensive plan emphasizes transportation planning as essential to maintaining and enhancing quality of life by improving the ability to move between places conveniently and safely. It offers expanding travel modes as a solution for keeping up with growth in the region, in order to limit traffic congestion and travel times, reduce collision rates and per capita energy consumption, manage transportation expenses, and increase economic competitiveness. The plan examines many factors of regional transportation in detail before detailing its objectives and policy guidelines. There are five main transportation goals expressed by the Envision McAllen Plan: multiple safe and realistic transportation mode options for residents; incorporation of a non-automotive transportation network; right-sized, well-located parking; an enhanced, user-friendly transit network; and well-planned freight corridors. The plan goes on to outline various policy recommendations pertaining to each goal.

DRAFT

Cameron County Regional Mobility Authority (CCRMA) Strategic Plan

This document is a strategic plan for the years 2022 through 2026 that presents various goals and objectives which are meant to guide the CCRMA's long-term strategies for future projects covering a five-year period. The plan presents several thematic initiatives, including regional mobility, economic vitality, sustainability, and innovation, which inform more specific goals. These goals center on economic development and quality of life, a reliable and well-maintained roadway system, collaborative regional economic development, continued incorporation of technological innovation, compliance with government guidelines at all levels, and minimization of negative environmental and cultural impact.

The document breaks these goals down into more specific strategies that can be implemented to center the goals and initiatives that they pertain to within the foundation of the regional transportation system.

Weslaco ADA Sidewalk Transition Plan

This document is a plan approved in December 2014 by the city of Weslaco which commits the city to the goal of providing accessibility for people with disabilities to the whole range of city services and programs and to remove all barriers to accessibility. The purpose of this plan is to guide a self-evaluation of existing facilities and to develop a plan to achieve full ADA compliance. The plan seeks to make all identified sidewalks fully accessible within fifteen years of its adoption in 2014. It defines which projects will take priority and commits to addressing concerns raised by members of the community.

Brownsville Mobility Plan

This plan, approved in 2023, is a roadmap for the future of transportation addressed to the citizens of Brownsville, meant to serve as a comprehensive strategy to address transportation needs across all modes and users. It is a tool to help decision makers implement effective transportation projects, policies, and programs. The plan includes recommendations to prepare for the future of transportation and related infrastructure and presents a vision of "a transportation system that embraces innovation, supports sustainable growth, promotes community health and safety, and that provides equal mobility to its residents, businesses, and visitors alike." The goals set within the document emphasize safe, reliable, and accessible transportation, economically sustainable growth, and community health. The plan builds on previous plans as well as input from the public. It conducts an analysis of current conditions of

DRAFT

the local transportation system and offers policy recommendations pertaining to its varied elements.

LRGVDC Regional Public Transportation Coordination Plan

As the third update to the LRGVDC Regional Public Transportation Coordination Plan, this document was approved in December 2021 and consists of an inventory of transportation resources, a comprehensive needs assessment, and a transit service gap analysis within a study area that encompasses Cameron and Hidalgo Counties. This plan was formulated using an integrative planning process that references other relevant planning efforts as well as considering continuous stakeholder and public input. It details the status of previous recommendations, offers updated recommendations for coordination, and identifies several projects programmed from 2021 to 2024.

The projects listed are taken from the Statewide Transportation Improvement Plan (STIP), and include things like accessibility improvements, construction of new facilities, and preventative maintenance, among other initiatives. The plan also presents performance measures indicated for each recommendation to track progress on the plan's objectives.

One Vision, One Harlingen Comprehensive Plan Progress Report

This document is a 2021 progress report regarding the city's comprehensive plan that was adopted in 2016. It reiterates the plan's purpose, goals, and objectives and highlights actions taken and projects completed to make progress towards these goals. These goal areas include economic growth, drainage and utilities maintenance, transportation, parks, development of community identity, housing and neighborhoods, civic facilities, education, and public safety. It also lists priorities and reports the status of the 114 implementation actions established in the original comprehensive plan. Some transportation achievements mentioned in the progress report include 15.11 miles of new sidewalks constructed, runway extension at the Valley International Airport, and $9.6 million invested into street improvements.

Key Findings

Upon review of relevant planning material at all levels, several common themes and goals emerged. Federal directives served to guide the planning process for transportation projects and establish requirements that must be met for federal funding to be administered. TxDOT issued documents that establish standards for the state of Texas and collaborated with regional planning entities to develop, operate,

DRAFT

and optimize their respective pieces of the larger state transportation system. Regional and local plans highlighted the unique aspects of their communities and recognized transportation as an essential component of economic development, housing production, and quality of life for residents.

Overall, the plans reviewed had common general goals of providing a high quality of life for residents and visitors of their communities, facilitating collaboration amongst planning entities and stakeholders, supporting economic growth, and fostering environmental management. The general goals apply the purpose and procedures of the multimodal transportation system to a broader context, considering the great significance of transportation and its interconnection to other aspects of development. Common goals for the enhancement of the transportation system itself include improving safety and security across all aspects of the system and all modes of travel, enhancing the functionality of operations and maintenance, and preserving transportation and infrastructure assets. Lastly, some common goals and themes found throughout many of the plans were improved mobility, accessibility, connectivity, reliability, steady development, community identity, and public health.

The 2045 RGVMPO MTP presented these stated goals:

- Regional planning
- Safety
- Security
- Asset management
- System efficiency
- System sustainability
- Connectivity
- Mobility and accessibility across all transportation modes
- Economic growth
- Stewardship
- Fiscal responsibility in improvements
- Alignment with public values

The plan presents a vision of a regional community with a safe, reliable, and resilient transportation system which contributes to a prosperous quality of life. In order to continue the effort and progress made by the previous MTP and all relevant planning efforts, the updated 2050 Rio Grande Valley MTP will carry forward goals from the 2045 MTP that align with public values and are consistent with precedent planning efforts.

DRAFT

Existing Planning Documents Sources:

Cameron County Regional Mobility Authority. (2022). Cameron County Regional Mobility Authority (CCRMA) Strategic Plan. Available at: https://ccrma.org/wp-content/uploads/2022/12/Strategic-Plan-2022-2026-Final.pdf

City of Brownsville. (2023). Brownsville Mobility Plan. Available at: https://www.brownsvilletx.gov/DocumentCenter/View/13680/BTX-Mobility-Plan-

City of Harlingen. (2021). One Vision, One Harlingen Comprehensive Plan Progress Report. Available at: https://cms3.revize.com/revize/harlingen/Document/Departments/Planning%20&%20Development/Comprehensive%20Plan/Comp-Plan-Progress-Report-2.pdf

City of McAllen. (2023). Envision McAllen 2040 Comprehensive Plan. Available at: https://www.mcallen.net/docs/default-source/planning-files/envision-mcallen-comprehensive-plan---final.pdf?sfvrsn=2

City of Weslaco. (2014). Weslaco ADA Sidewalk Transition Plan. Available at: https://cms9files.revize.com/weslacotx/Document%20Center/Department/Planning%20&%20CE/Planning%20&%20Zoning/Approved_Sidewalk_Transition_Plan.pdf

Lower Rio Grande Valley Development Council. (2021). Regional Public Transportation Coordination Plan. Available at: https://www.lrgvdc.org/downloads/transportation/LRGVDC%20Coordination%20Plan%202022.pdf

Rio Grande Valley Metropolitan Transportation Organization. (2023). Congestion and Delay Study Available at: Congestion Management Process | Rio Grande Valley MPO, TX

Rio Grande Valley Metropolitan Transportation Organization. (2019). Active Transportation Plan Available at: https://www.rgvmpo.org/home/showpublisheddocument/278/637889887323930000

Rio Grande Valley Metropolitan Transportation Organization. (2019). Transit Asset Management Plan. Targets Available at: Performance Measures and Targets | Rio Grande Valley MPO, TX

Rio Grande Valley Metropolitan Transportation Organization. (2020). 2045 Metropolitan Transportation Plan (MTP). Available at: https://www.rgvmpo.org/our-work/metropolitan-transportation-plan

Rio Grande Valley Metropolitan Transportation Organization. (2020). Active Transportation Plan. Available at: https://www.rgvmpo.org/home/showdocument?id=278&t=637889887323930000

Rio Grande Valley Metropolitan Transportation Organization. (2020). Transit Development Plan. Available at: https://www.rgvmpo.org/home/showdocument?id=312&t=637889887928670000

Rio Grande Valley Metropolitan Transportation Organization. (2020). Regional Freight and Trade Plan. Available at: https://www.txdot.gov/projects/projects-studies/pharr/rgv-regional-freight-trade-plan.html

Rio Grande Valley Metropolitan Transportation Organization. (2024). Public Transportation Agency Safety Plan (PTASP). Beginning page 44 located here: https://www.rgvmpo.org/home/showpublisheddocument/1676/638555096878700000

Rio Grande Valley Metropolitan Transportation Organization. (2023). Performance Management Framework. Available at: https://www.rgvmpo.org/our-work/performance-measures

Rio Grande Valley Metropolitan Transportation Organization. (2024). 2025-2028 Transportation Improvement Program (TIP). Available at: https://www.rgvmpo.org/our-work/transportation-improvement-program

Texas Department of Transportation. (2022). Texas Statewide Transportation Improvement Program (STIP) FY 2023-2026. Available at: https://www.txdot.gov/projects/planning/stip/stip-2023-2026.html

Texas Department of Transportation. (2022). Texas Strategic Highway Safety Plan (SHSP) 2022-2027. Available at: https://www.texasshsp.com/wp-content/uploads/2022/08/2022-2027-Texas-SHSP.pdf

Texas Department of Transportation. (2022).Texas Transportation Asset Management Plan (TAMP) Available at: https://ftp.dot.state.tx.us/pub/txdot-info/brg/tamp.pdf

Texas Department of Transportation. (2023). Texas Delivers 2050. Available at: https://www.transportation.gov/sites/dot.gov/files/2023-12/texas-delivers-2050.pdf

Texas Department of Transportation. (2025). 2025 Highway Safety Improvement Program (HSIP). Available at: https://www.txdot.gov/content/dam/docs/division/trf/highway-safety-engineering/hsip-guidance-program.pdf

Texas Department of Transportation. (2025). Unified Transportation Program (UTP) 2026. Available at: https://ftp.txdot.gov/pub/txdot/get-involved/tpp/utp/062725-draft-2026utp.pdf

DRAFT

Chapter 3

Public Participation

Chapter 3: Public Participation

The backbone of the MTP is public engagement. Involving early input from the public helps ensure that planners and decision makers understand the community's transportation needs and goals. The public input process enables decisionmakers to be more readily equipped to maintain community dialogue and address needs and goals with more effective impact. To maximize public input, a public engagement strategy was developed for the RGVMPO 2050 MTP early on in the planning process. This strategy is aligned with the current federally required Public Participation Plan (PPP) that was adopted by the RGVMPO's Policy Board on July 21st, 2025. Engagement strategies include online visioning exercises, surveys, stakeholder meetings, and virtual open houses. This chapter outlines the different methods used to engage the community.

Legal Requirements for Public Participation

In addition to the federal guidelines discussed in Chapter 2, MPOs are required to provide "reasonable opportunity" for the public to comment on the MTP, TIP, and any major plan revisions, according to 23 CFR 450.316.

The public includes "citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties." [1201(i)(6)(A)] The RGVMPO is also required to consult with state and local agencies and coordinate the transportation plan with other existing plans.

Previous Public Outreach Efforts

Ongoing public engagement during and in between MTP updates is crucial for soliciting meaningful feedback from the community. Engagement activities for the 2050 MTP were tailored to follow up on specific areas of concern identified from previous outreach efforts.

2045 MTP

During the visioning session for the 2045 MTP update (completed online due to the COVID-19 pandemic), participants identified several deficiencies with the existing transportation system. Some of the most common comments from the public focused

DRAFT

on inefficiency in the transportation system, congestion and traffic, connectivity, and safety – especially for bicyclists and pedestrians.

2023 RGVMPO Study

The RGVMPO completed a study in 2023 to examine strategies to improve resilience to stressors that negatively impact the region. As part of this study, citizens and stakeholders collaborated through a variety of methods and formats to gather input on community concerns, challenges, priorities, and solutions regarding potential hazards and risks. Engagement efforts included pop-up events, virtual/online engagement through a bilingual ArcGIS story map and survey, flyers, and a Strengths-Weaknesses-Opportunities-Threats (SWOT) Workshop.

Results from the survey indicated that safety is a major priority for residents. In addition, transportation components such as the need for sidewalks, repaired potholes, and buses/public transportation were repeated topics of interest. The results from the resilience study survey align with the 2045 MTP stakeholder feedback, with numerous concerns for flood hazards and the need for active transportation facilities. As explained in the study, a safe and reliable multimodal transportation network is essential to community resilience from stressors. Some of the specific roadways of interest noted on the survey are: I-69, TX 107, FM 802, 17 ½, Alamo Rd, Alton Gloor Blvd, Billy Mitchell Blvd, Boca Chica Blvd, Central Ave, Chapin St, Monte Cristo Rd, Price Rd, Sugar Rd, and Trenton Rd.

Feedback from the SWOT workshop provided insight into local views and priorities related to strengthening the community through a transportation lens (Table 3-1).

Table 3-1: SWOT Workshop Results

Strengths	Opportunities
Coordination/cooperation of government/entities; affordability; connectivity; border proximity; active transportation network; growth; local universities; culture; regional and local support for transit.	Technology and electrification; border crossings/major ports of entry; ecotourism; public involvement and education; dual uses (active transportation and resiliency).
Weaknesses	**Threats**
Sprawled, car-centric region with low connectivity; low-lying terrain leading to drainage issues; education gaps; road and pedestrian safety.	Climate change; skill gaps; staff shortages; blackouts; border crossings; overdevelopment; poverty; poor road conditions; flooding.

DRAFT

Performance Management Framework

The Performance Management Framework is intended to guide the management of a performance-based planning process to meet federal, state, and local requirements. The framework informs how a competitive unified data-driven project scoring process is developed and maintained for capital investment strategies. As part of the framework development process, local elected officials provided insight through stakeholder interviews. Key takeaways from the interviews are listed below:

- Congestion relief is a priority.
- Connectivity to the border, other towns, and new industry is important across the region.
- Many areas have roads that are in poor condition.
- MPO data is helpful for cities that use it, but not many said they did.
- Project readiness is not said to be a problem by most cities. Rather, red tape and lack of funding is a problem.
- Cities with successful project readiness programs cite continuous communication with internal and external entities as key.
- Rapid growth in the area is both an opportunity and a threat, as local infrastructure tries to keep up with increased population and traffic.

2050 MTP Update Public Outreach Efforts

In-Person Activities

The outreach efforts for the 2050 Metropolitan Transportation Plan update engaged with various community groups across multiple events and locations from August 29th - August 31st, 2024. The goal was to involve as many voices as possible in the MTP update to ensure that the plan reflects the needs and opinions of the region's residents. Engagement opportunities were provided in both Spanish and English. Through these efforts, the project team gathered input on topics ranging from public transportation and bike safety to pedestrian infrastructure and regional connectivity. Pop up events for soliciting input for the 2050 MTP update are listed below:

1. UTRGV in Edinburg (August 29th, 2024)
2. La Plaza Transit Hub in Brownsville (August 30th, 2024)
3. Critical Mass Ride in McAllen (August 30th, 2024)
4. Brownsville Farmers Market (August 31st, 2024)
5. McAllen Farmers Market (August 31st, 2024)

DRAFT

UTRGV

As part of the RGVMPO MTP Update public engagement process, the project team participated in a back-to-school event at the University of Texas Rio Grande Valley (UTRGV) Edinburg campus on August 29th, 2024. The event was a business showcase attended by over 2,000 students. The project team set up a booth and utilized one map displaying the McAllen/Edinburg area as shown in **Figure 3-1** . Participants were invited to engage in several ways:

- Drawing directly on the map.
- Adding comments or sticky notes to the map.
- Taking an online survey.
- Engaging in discussions with the project team members, who recorded feedback in notes or directly on the map.

Figure 3-1: UTRGV Edinburg Campus Outreach

Through these methods, the team collected a total of 104 comments. The comments highlighted a strong desire for more regional transit connections, attention to poor

pavement quality, and more pedestrian infrastructure including sidewalks and lighting.

La Plaza Brownsville Transit Hub

On August 30th, 2024, the project team visited La Plaza Terminal in Brownsville from 9:30 AM to 11:30 AM. The team set up boards that displayed a map of the Brownsville, Harlingen, and South Padre Island areas and provided information about the 2050 MTP update (Figure 3-2).

In total, the team engaged with 35 participants and recorded 18 comments. Key areas of feedback included requests for better connectivity, improved amenities at bus stops, and the need for more information about transportation services. The comments highlighted a strong desire for enhanced services, particularly for low-income communities and those needing better access to groceries and other essential services.

Figure 3-2: Brownsville Terminal Tabling

Critical Mass Ride

On August 30th, 2024, the project team attended the Critical Mass Ride event held at the Veterans parking lot of the McAllen Convention Center from 7:00 PM to 7:45 PM (see Figure 3-3). Critical Mass is a national event where cyclists gather to ride around the city, typically between 10 to 30 miles, to raise awareness about the need for equal road space and safety for cyclists. This event provided an excellent opportunity to engage with local cyclists who are directly affected by road conditions and infrastructure.

Figure 3-3: Critical Mass Tabling

A map of the McAllen/Edinburg area was displayed at the event, allowing participants to write comments directly on the map to share their feedback.

The engagement at this event was valuable as it gathered input from individuals who not only use cycling recreationally, but also residents who use cycling as their primary mode of transportation. The cyclists shared their concerns about road safety, the need for better cycling infrastructure, and specific locations where improvements are needed to enhance the safety and accessibility of bike routes. The feedback

emphasized the challenges cyclists face due to distracted driving, inadequate bike lanes, and lack of proper lighting.

McAllen Farmers Market

On August 31st, 2024, members of the project team attended the McAllen Farmers Market, held at the McAllen Main Library. This event provided an opportunity to engage with various community members including local vendors and market participants (Figure 3-4). Team members also distributed brochures and flyers about the MTP update and survey at the library to provide further opportunities for public engagement from members of the community.

Figure 3-4: McAllen Farmers Market Tabling

The engagement at the McAllen Farmers Market was fruitful, yielding a range of comments that highlighted community needs and desires for transportation improvements. Participants expressed ideas for enhancing connectivity, safety, and accessibility within the region, emphasizing the need for better infrastructure to support pedestrians, cyclists, and public transit users.

Brownsville Farmers Market

The project team attended the Brownsville Farmers Market on August 31, 2024 (Figure 3-5). The market accepts both SNAP and WIC vouchers, making it more accessible to low-income community members. These factors combined make the farmers market a location that attracts a wide variety of customers, which furthers the reach of public engagement efforts.

Figure 3-5: Brownsville Farmers Market Tabling

Participants could engage through drawing on a map, adding sticky notes to the map, taking an online survey, or having a discussion with the project team. Participants talked about a variety of issues, including themes of bicycle safety, the need for a regional rail system, and road surface conditions. Several people also discussed the local transit system, expressing the need for reduced costs and a larger service range.

Key Findings

Across all events, several recurring points were made by participants within the following categories:

- Public Transit Improvements
- Cycling and Pedestrian Infrastructure
- Regional Connectivity
- Infrastructure Enhancements

Additional Outreach Efforts

In addition to direct engagement, outreach efforts included distributing flyers and brochures to inform the public about the RGVMPO MTP 2050 update and encourage survey participation. Flyers were dropped off at Trek Harlingen, a bicycle store, and the McAllen Library, providing information and survey access to a broader audience. South Texas College's Mid-Valley Campus in Weslaco and the McAllen campus were emailed digital flyers to print and distribute to their students. Additionally, the Critical Mass organization was emailed flyers to share on their Facebook page, directing more people to participate in the survey and learn about the project.

Online Visioning

The RGVMPO website is an ongoing tool used to notify community members of MPO activities and upcoming projects. In order to maintain the MPO's success in leveraging their online presence and to streamline the engagement process, the project team utilized the existing website to host an online survey to solicit feedback. Common feedback from participants included a need for improved alternative transportation options, including bus, rail, and improved bicycle and pedestrian infrastructure. Results from online visioning are incorporated into a public involvement memo provided by the consultant to aid the MPO in documenting the sufficiency of their public involvement processes.

Stakeholder Interviews

The RGVMPO conducted interviews with stakeholders from a wide-ranging set of communities across the RGVMAB. Results from stakeholder interviews are likewise incorporated into the public involvement memo mentioned in the previous section to aid the MPO in documenting the sufficiency of their public involvement processes. The stakeholder groups included environmental groups, transit providers, municipal and county governments, educational institutions, freight industry leaders, port authorities, law enforcement and emergency services, bicycle and pedestrian

DRAFT

advocacy organizations, and community interest groups. Recent legislation allows the inclusion of housing considerations in MPO activities, so affordable housing representatives were also added to the list of stakeholders.

The purpose of the interviews was to listen and record any regional transportation issues or opportunities that stakeholders identified for the next 25 years. Some recurring topics of stakeholder interview discussion included a number of shared transportation planning challenges, priorities, and projects in the Rio Grande Valley metropolitan area, emphasizing regional coordination, infrastructure needs, and stakeholder collaboration. Feedback from stakeholders highlights ongoing efforts to improve connectivity, address growth and environmental concerns, and enhance transit and active transportation options. This included:

- **Regional coordination and infrastructure challenges:** The RGVMPO focuses on aligning developments regionally, improving trail connectivity despite right-of-way issues, and managing road classification and signal coordination to secure federal funding and optimize traffic flow. Local governments engage in committees to improve traffic management across metroplexes and support federally unfunded projects.
- **Addressing underserved communities and accessibility:** Planning efforts target colonias with inadequate infrastructure, working to enhance connections between affordable housing, trails, and transit, and improve accessibility through auditory signals and Spanish-language materials. Active transportation is prioritized to address public health concerns.
- **Growth, environmental, and funding challenges:** The potential SpaceX relocation raises housing and transportation capacity concerns; flooding and air quality issues persist, partly due to cross-border pollution. Funding shortfalls affect transit agencies like B-Metro, which lack sales tax revenue and face exhausted federal grants, prompting exploration of alternative fees. Key projects include a new international bridge and regional loop developments.
- **Transit development and workforce issues:** Valley Metro is expanding transit facilities, updating plans, and integrating statewide initiatives such as electric vehicle charging stations. Workforce shortages and vehicle maintenance delays impact service reliability, addressed through training programs and salary adjustments. Strategic planning involves stakeholder engagement to enhance connectivity and coordinate housing and transportation planning to reduce congestion.

DRAFT

Draft Plan Review and Adoption

The 30-day public comment period for the RGVMPO 2050 MTP document began on October 14, 2025, in accordance with federal PPP guidelines. The MTP was adopted by the transportation policy committee on December 3, 2025.

Chapter 4

Needs Analysis

Chapter 4: Needs Analysis

The RGVMPO conducted a multimodal needs assessment for the 2050 MTP to ensure that the investments recommended by the plan address the needs of the region to the extent feasible within budgetary constraints. The process of defining a vision statement with corresponding goals and associated performance measures is essential to a data-driven and outcomes-based process for the 2050 MTP.

Transportation system needs that are identified in this chapter, through analysis of system performance as well as infrastructure or service gaps, helped to develop the transportation strategies and recommendations that are discussed in later chapters. As part of the multimodal needs assessment for the 2050 MTP update, the needs of the region were analyzed for existing conditions (using the most recent data available) and, where possible, for the conditions that are likely to exist in 2050. Conditions for 2050 are projected using a statistical forecasting tool known as a Travel Demand Model (TDM). Consistent with the statement of vision and the goals of the 2050 MTP, the needs analysis explores the following categories:

- Demographic context – population and employment patterns
- Roadway conditions – pavement and bridge, congestion levels, reliability, and freight routes
- Safety - crash hotspots and crash types
- Transit – fixed bus route or demand-response services
- Active Transportation – sidewalks and bicycle facilities

The data utilized in this chapter comes from the RGVMPO and its planning partners and additional publicly available data as necessary, such as American Community Suvey (ACS) data from the US Census Bureau. Data projecting future conditions is attributed to the TDM as developed by TxDOT Transportation Planning and Programming Division (TPP) and the Texas Transportation Institute (TTI) in 2025.

DRAFT

Demographic Context

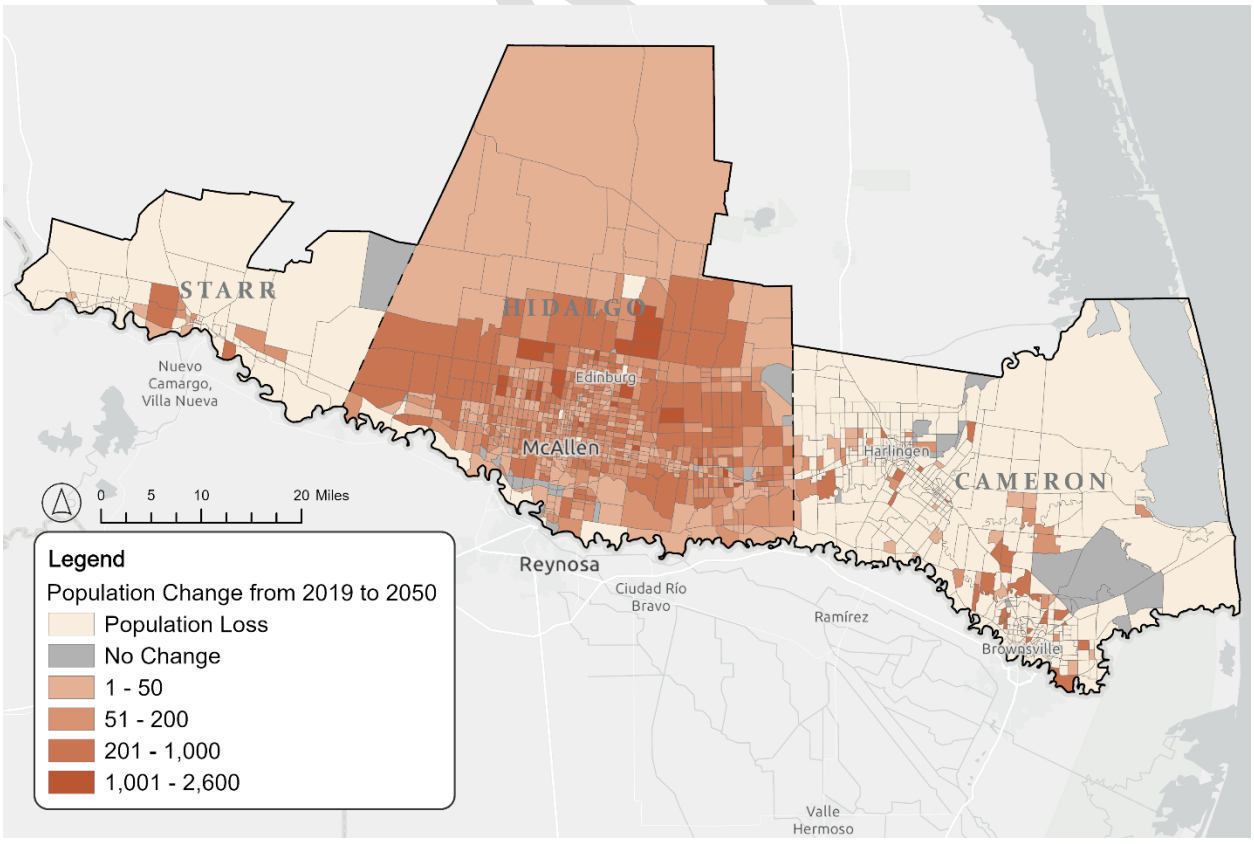
An in-depth understanding of the current population and employment trends is a major component of identifying transportation needs in the region. Where people live and work impacts their choice of transportation mode and travel behaviors. To assess the transportation needs of the planning area, the project team first considered where areas of high employment and population are located within the region. Table 4-1 shows the change in the number of people and jobs in the study area from 2019 to 2050.

*Table 4-1: Population and employment growth**

Year	Population	Growth	Employment	Growth
2019	1,376,194	132,811 people	418,401	92,466 jobs
2050	1,509,005	+9.7%	510,867	+22.1%

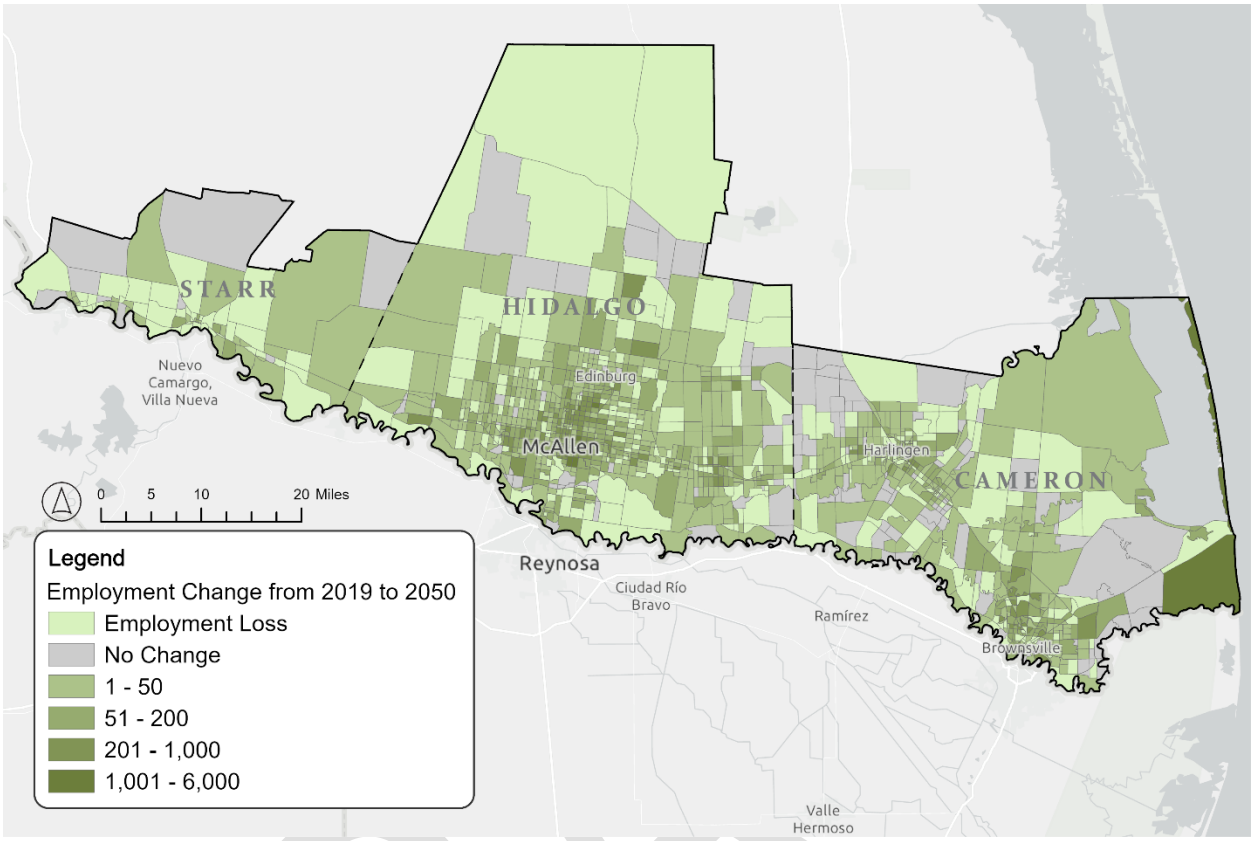
**Note: Population and employment information shown reflects the data from the RGVMPO TDM as developed in 2025 by TxDOT and TTI, with a base year of 2019 and projected conditions for the plan horizon of 2050. Projections are estimates only. The level of geography is based on TDM Traffic Analysis Zones (TAZs).*

Figure 4-1: Change in Number of People (2019-2050)



Source: RGVMPO Travel Demand Model (TxDOT and TTI, 2025)

Figure 4-2: Change in Number of Jobs (2019-2050)



Source: RGVMPO Travel Demand Model (TxDOT and TTI, 2025)

DRAFT

Roadway Conditions

An efficient and high-quality roadway system can have cascading benefits for economic development and quality of life. For this reason, it is important to understand current and future roadway conditions, needs, and deficiencies. This section provides an analysis of existing roadway conditions to highlight areas of the network that could benefit from improvements.

Pavement

The condition of roadway pavement reflects the structural integrity of the transportation system. In addition, pavement conditions can have an impact on safety and the movement of people and goods.

Data Source: This section compares the percentage of lane-miles on the NHS network in Good and Poor conditions to the established statewide targets based on 2023 data from TxDOT.

This information provides context on the physical condition of the transportation network as a whole. Areas in Poor condition would benefit from repair and maintenance projects to ensure that the region meets the goal of maintaining existing infrastructure.

Federally required performance measures for pavement from the National Highway Performance Program are listed below:

- Percentage of pavements of the Interstate System in Good condition
- Percentage of pavements of the Interstate System in Poor condition
- Percentage of pavements of the Non-Interstate National Highway System (NHS) in Good condition
- Percentage of pavements of the Non-Interstate National Highway System (NHS) in Poor condition

Table 4-2 below lists the condition of roadway pavement by percentage of lane-miles for all NHS roadways, which is then subdivided into Interstate and non-Interstate classification. Overall, 60% of the NHS is in Good condition, 33.1% is in Fair condition, and 6.9% is in Poor condition.

For the Interstate portion of the NHS, 78.1% is in Good condition, which exceeds the state target of 63.6%. Interstate segments in Poor condition total nearly 2%, which fails to meet the state target of 0.2%.

DRAFT

For the non-Interstate portion of the NHS, 56.1% is in Good condition, which satisfies the state target of 63.6%. Non-Interstate portions of the NHS in Poor condition totals 8%, which significantly fails to meet the state target of 1.5%.

The statewide pavement performance measure targets that are met by the conditions in the RGV study area are marked in green in Table 4-2, while targets that are not met are marked in red.

Table 4-2: Pavement Conditions

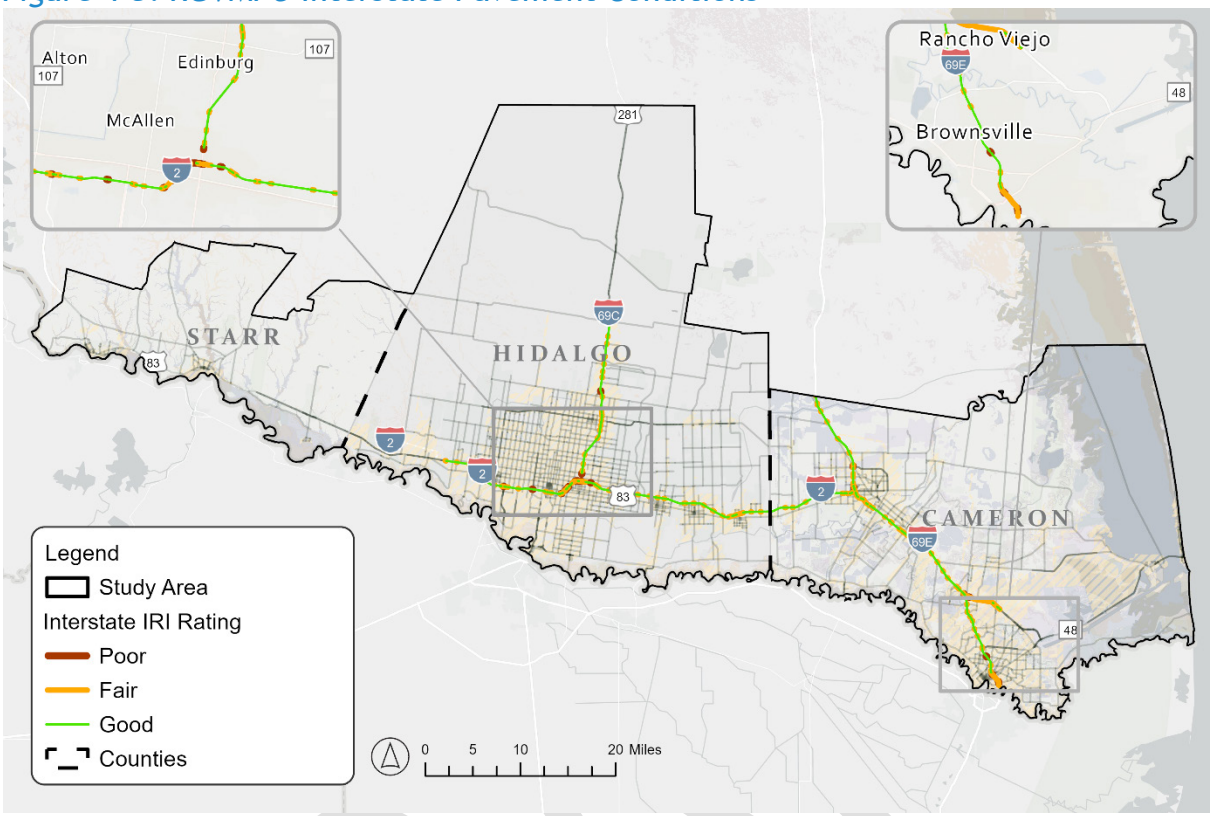
Condition by Roadway Classifications	Lane-miles	Percent	TxDOT 4-yr Target (2025)
NHS - Good	364.0	60.0%	N/A
NHS - Fair	201.0	33.1%	N/A
NHS - Poor	42.1	6.9%	N/A
Total	607.2	100%	-
Interstate - Good*	82.3	78.1%	63.6%
Interstate - Fair	21.0	19.9%	N/A
Interstate - Poor*	2.0	1.9%	0.2%
Total	105.4	100%	-
Non-Interstate NHS - Good*	281.7	56.1%	46.0%
Non-Interstate NHS - Fair	180.0	35.9%	N/A
Non-Interstate NHS - Poor*	40.1	8.0%	1.5%
Total	501.8	100%	-

** National Highway Performance Program (NHPP), Performance Measures [23 CFR 490.307(a) (1-4)]*
Source: 2023 TxDOT Pavement Data; FHWA State Highway Infrastructure Report

Figure 4-3 and Figure 4-4 below show the locations of pavement by condition for the Interstate and Non-Interstate NHS network, respectively.

DRAFT

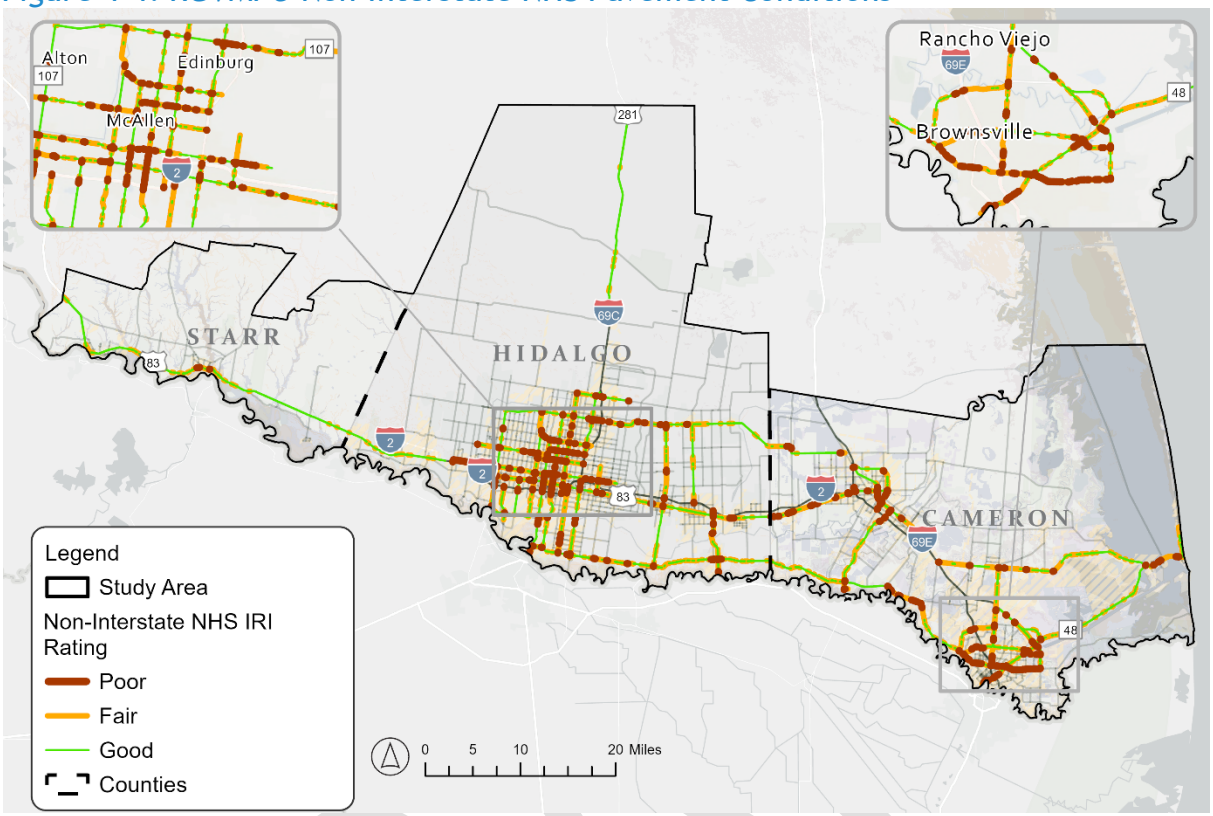
Figure 4-3: RGVMPO Interstate Pavement Conditions



Source: 2023 TxDOT Pavement Data

DRAFT

Figure 4-4: RGVMPO Non-Interstate NHS Pavement Conditions



Source: 2023 TxDOT Pavement Data

Bridge

Bridges within the RGV metropolitan area provide critical links for the movement of people and goods both regionally and internationally, making the state of good repair for these transportation assets a necessity. Federal performance measures for bridges from the National Highway Performance Program are listed below.

- Percent of NHS bridges by deck area classified as Good condition
- Percent of NHS bridges by deck area classified as Poor condition

Data Source: This analysis utilizes data from the USDOT National Bridge Inventory (NBI) from March 2024 with guidance from the FHWA's Computation Procedure for the Bridge Condition Measures and the Code of Federal Regulations (23 C.F.R 490.409). NBI data contains information about bridge locations and condition scores for "components" of the bridge, including deck, substructure, and superstructure components. A score of 7 or higher is given to components that are considered in good condition, a score of 5 or 6 reflects fair condition, and a score of 4 or lower indicates the element in poor condition. To account for present and future infrastructure need and prioritization, the **lowest** component of a given bridge was used to represent the **overall** bridge condition.

While federal performance measures pertain only to bridges on the National Highway System (NHS), this analysis looks at all bridges in the study area for a comprehensive understanding of bridge conditions in the region.

All Bridges

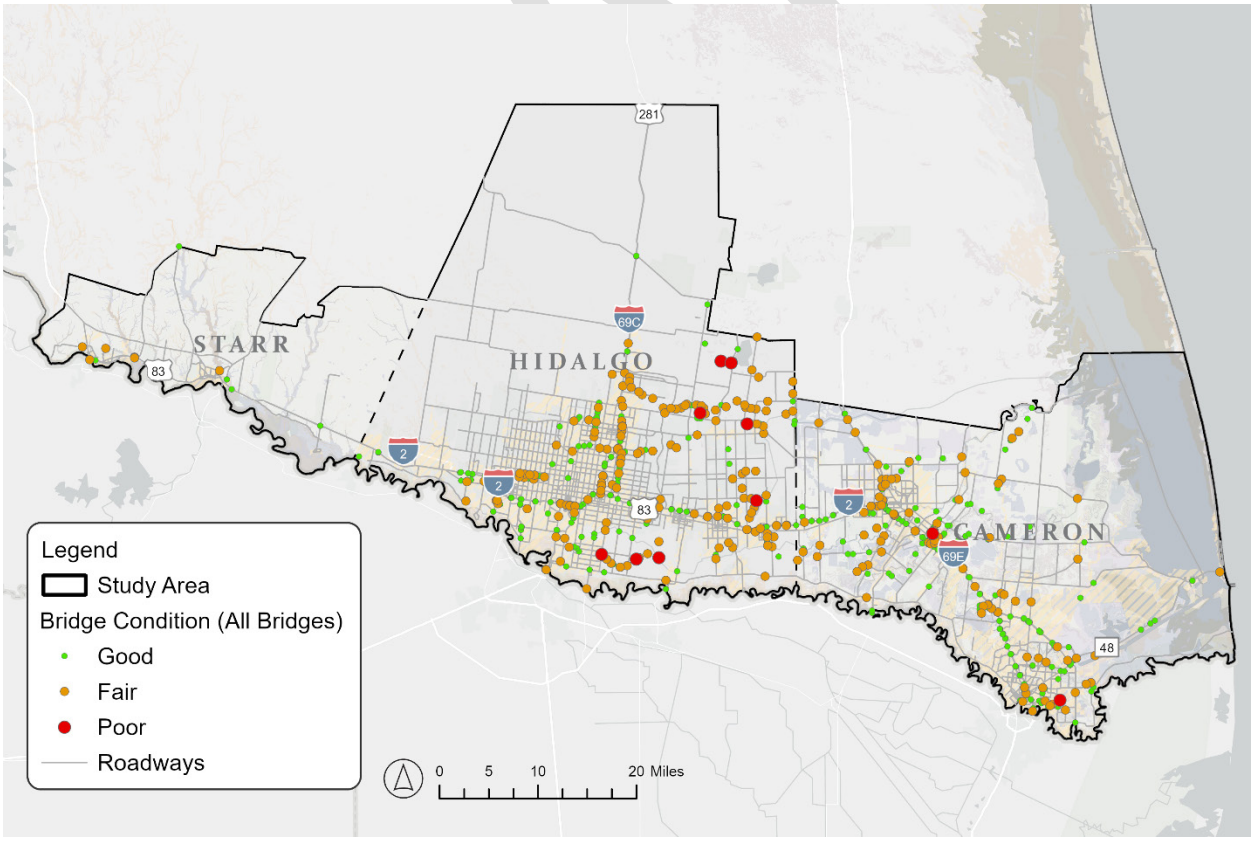
A total of 669 bridges were identified within the study area. Around 55.5% of the bridges in the study area are in good condition, 43% are in fair condition, and 1.5% are in poor condition. Figure 4-5 shows the location and condition of all bridges in the study area. The total area of bridges is 1,182,730 square meters, of which 1,551 square meters (0.1%) are in poor condition. Table 4-3 presents the condition of all bridges in the study area by count and area.

Table 4-3: Bridge conditions (all)

	Number	Percent	Area (Square Meters)	Percent
Good	371	55.5%	627,727	53.1%
Fair	288	43.0%	553,452	46.8%
Poor	10	1.5%	1,551	0.1%
Total	669	100%	1,182,730	100%

Source: USDOT National Bridge Inventory (NBI), 2024

Figure 4-5: Map of all bridge conditions in the study area

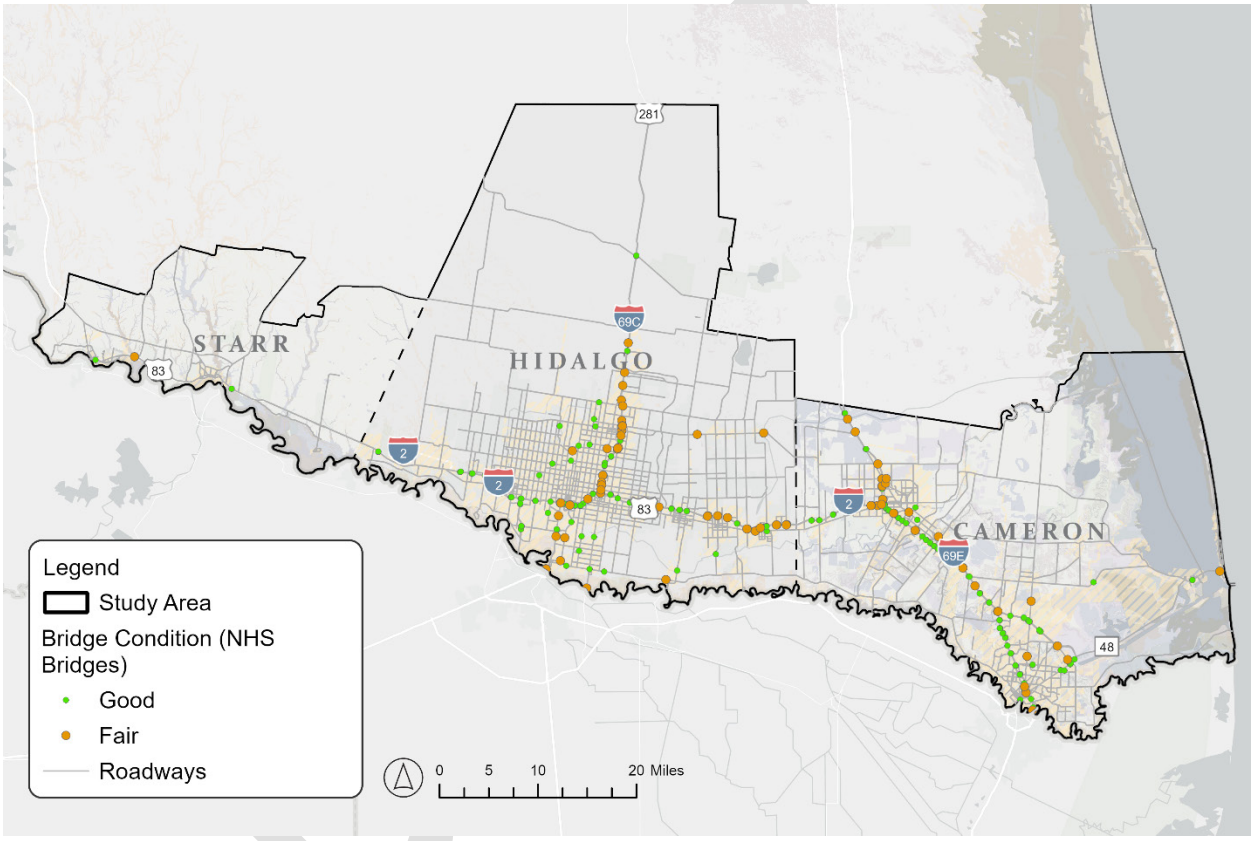


Source: USDOT National Bridge Inventory (NBI), 2024

NHS Bridges

There are 334 bridges that are part of the National Highway System (NHS) in the study area. Of the NHS bridges, 69.2% are in good condition, 30.8% are in fair condition, and **none** are in poor condition. Figure 4-6 shows the location and condition of NHS bridges. The total area of NHS bridges which is entirely in either good or fair condition is 885,869 square meters. Table 4-4 presents the condition of NHS bridges in the study area by count and area. Refer to Appendix A for a table of conditions for each bridge structure in the study area.

Figure 4-6: Map of NHS bridge conditions



Source: USDOT National Bridge Inventory (NBI), 2024

The statewide bridge condition performance measure targets that are met by the conditions in the RGV study area are marked in green in Table 4-4, while targets that are not met are marked in red. The performance measure is based on the percentage of NHS deck area in Good or Poor condition.

Table 4-4: Bridge conditions (NHS)

	Number	Percent	Area (Square Meters)	Percent	TxDOT 4-Year Target (2025)
Good	231	69.2%	409,795	46.3%	47.6%
Fair	103	30.8%	476,074	53.7%	N/A
Poor	0	0%	0	0%	1.5%
Total	334	100%	885,869	100%	

** National Highway Performance Program (NHPP), Performance Measures [23 CFR 490.307(a) (1-4)]*
FHWA State Highway Infrastructure Report

Congestion

According to the recently updated RGVMPO TDM, most of the roadway network operates at a good level of service, with minimal to no congestion. However, there are some areas that experience significant congestion.

Congestion is measured by Level of Service (LOS), or actual daily peak traffic **volume** to the maximum allowable traffic **capacity** on a road segment (VOC). The best level of service is rated as A, while the worst service conditions are rated as F. Level of service ratings of F have a VOC ratio of 1 or greater, meaning that there are more vehicles using the road than the road can handle.

Level of Service Ratings

- **A** = Free flowing traffic
- **B** = Reasonably free flowing traffic
- **C** = Stable flow, but drivers are restricted in choosing speeds
- **D** = Approaching unstable flow
- **E** = Unstable flow; may have short stoppages
- **F** = Unacceptable congestion; stop-and-go traffic

In general, the total length of roadway with LOS ratings of D, E, or F in 2024 was 382 miles. Most of the roadway network has an acceptable level of service. Table 4-5 shows the current and projected level of service within the region by mileage.

Table 4-5: Roadway Level of Service

Level of Service	2024 Miles	2024 Percent	2050 Miles	2050 Percent
A	1196	43%	1481	47%
B	671	24%	714	22%
C	443	16%	432	14%
D	252	9%	231	7%
E	103	4%	120	4%
F	126	5%	196	6%
Total	2791	100%	3174	100%

Source: RGVMPO Travel Demand Model (TxDOT and TTI, 2025)

DRAFT

Some of the majorly congested roadway segments across the region for 2024 are listed below.

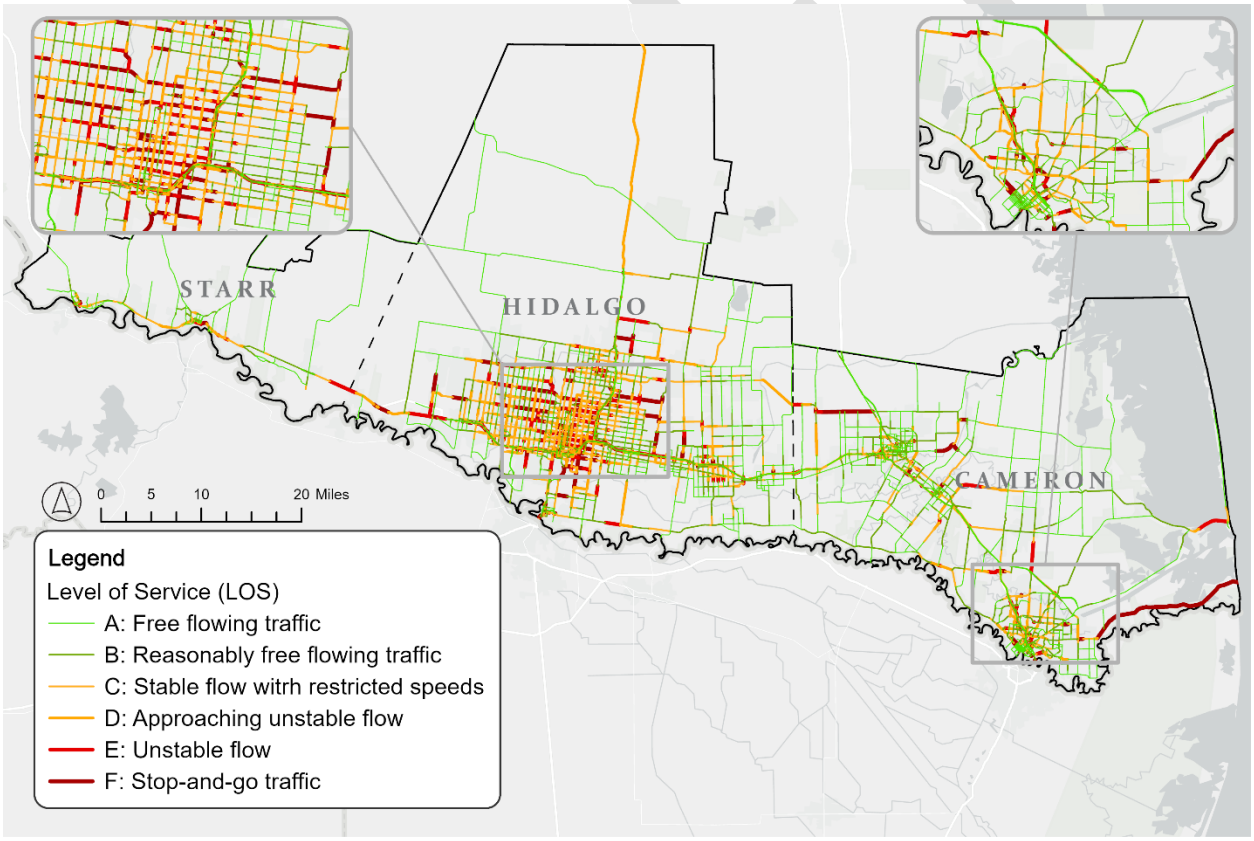
- Boca Chica Boulevard from Oklahoma Avenue to end
- TX 107 from FM 506 to BUS 77
- E Canton Road from Gregg Dr to Val Verde Road/FM 1423.

It is expected that some of the majorly congested roadway segments in 2050 will be:

- Boca Chica Boulevard from Oklahoma Avenue to end
- N Expressway 281 from TX186/FM 1017 to Hidalgo County Line
- US 83 from Vanderpool Road to Bernardo St

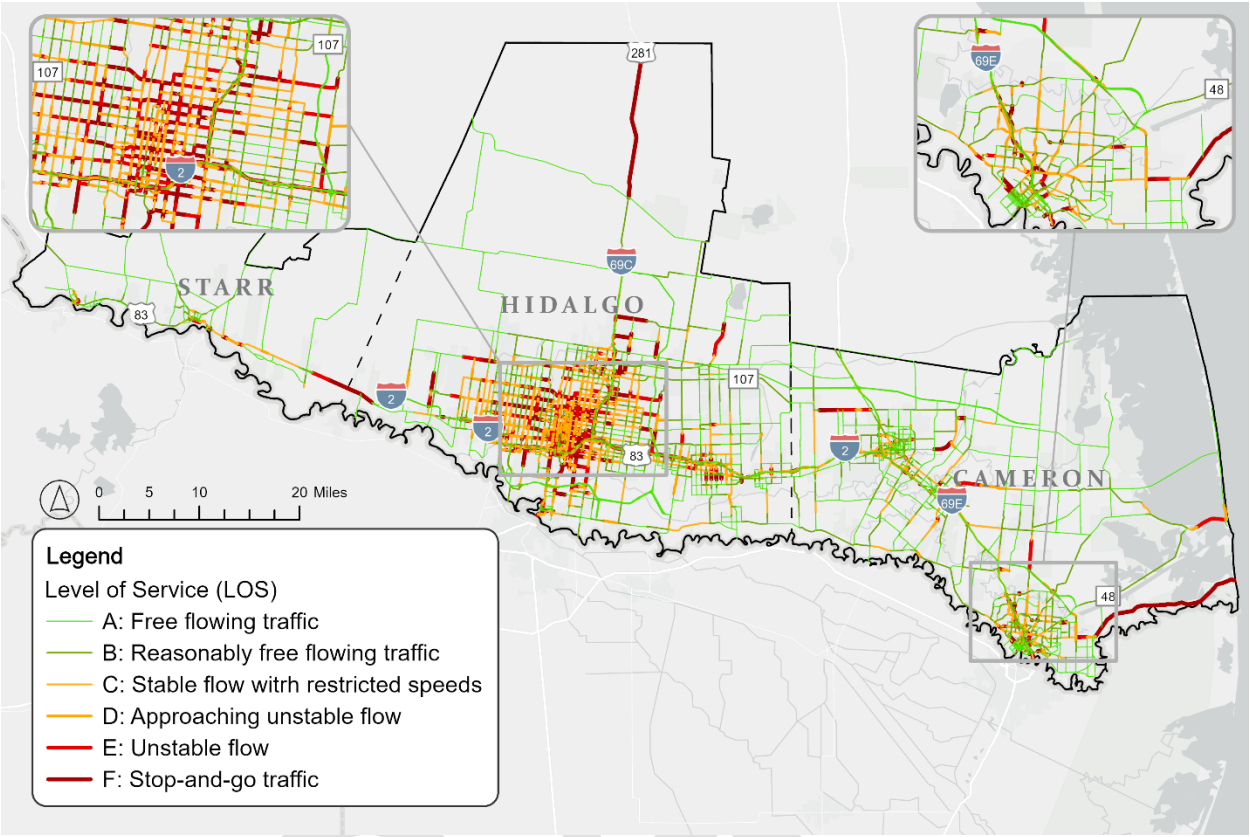
Figure 4-7 shows congestion in the roadway network for 2024, and Figure 4-8 shows 2050 congestion.

Figure 4-7: 2024 Level of Service



Source: RGVMPO Travel Demand Model (TxDOT and TTI, 2025)

Figure 4-8: 2050 Level of Service



Source: RGVMPO Travel Demand Model (TxDOT and TTI, 2025)

Note: The RGVMPO TDM projects congestion conditions projected for 2050 for the existing network with committed transportation improvements (E+C).

Reliability

Data Source: The reliability analysis used Level of Travel Time Reliability (LOTTR) and Truck Travel Time Reliability (TTTR) data from 2020, 2021, 2022, and 2023 as accessed through the National Performance Research Data Set (NPMRDS).

The reliability analysis provides an understanding of the state of RGVMPO's planning area roadways. More specifically, this analysis serves to point out roadways where improvements towards improving travel time reliability and freight resilience may have the highest impact.

National Performance Metrics for System Reliability

Travel time reliability is a measure of "the consistency or dependability of travel times from day to day or across different times of day" for a given roadway[1]. While congestion typically focuses on the average roadway conditions in terms of delay, travel time reliability indicates the level to which traffic or roadway conditions can be anticipated for travelers to plan around expected delays. Reliability of the roadway network allows travelers to reach their destinations at their planned time. This is important for passenger travel and goods movement as well as for transit services as route planning plays an important role in how people manage their day-to-day lives.

To ensure a complete understanding of existing conditions on the RGVMPO roadway network and federal compliance, the 2050 MTP uses FHWA's National Performance Management Research Data Set Measures (NPMRDS) to calculate roadway performance measures for the existing system. The measures for reliability include:

National Performance Management Measures for System Performance

- Level of Travel Time Reliability (LOTTR)
- Percent of Interstate segments that are reliable
- Percent of non-Interstate NHS segments that are reliable.

Level of Travel Time Reliability

Level of Travel Time Reliability (LOTTR) is calculated using a ratio of the 50th and 80th percentile travel time for all vehicles traveling a given roadway segment. Travel time data is provided as part of FHWA's NPMRDS. For the RGVMPO Metropolitan Area Boundaries (RGVMAB), 2020, 2021, 2022 and 2023 travel time data the defined RGVMPO NPMRDS roadway network. In this case, "unreliable" means that travelers of a roadway segment cannot reasonably predict the time it would take to travel the roadway during peak traffic time periods. Multiple years were examined to provide an overview of changes to reliability year over year as well as to identify possible segments with persistent issues with reliability. It is worth noting that decreased roadway volumes during the COVID-19 lockdown may have affected the resulting reliability of the roadway system in 2020.

[1] FHWA; National Performance Measures for Congestion, Reliability, and Freight, and CMAQ Traffic Congestion – General Guidance and Step-by-Step Metric Calculation Procedures; https://fhwa.dot.gov/tpm/guidance/hif18040.pdf

Interstate Level of Travel Time Reliability

In comparison to TxDOT reliability targets, regional performance measures for Interstate reliability within the RGVMAB are shown to be better than or in line with the statewide baseline as of 2023 as well as the 2-year and 4-year targets set by both state DOTs. This comparison is shown in Table 4-6.

Table 4-6: Interstate LOTTR

Year	RGVMAB	TxDOT Baseline	TxDOT 2-Year Target	TxDOT 4-Year Target
2020	97.3%	84.6%	70%	70%
2021	92.2%			
2022	91.5%			
2023	91.6%			

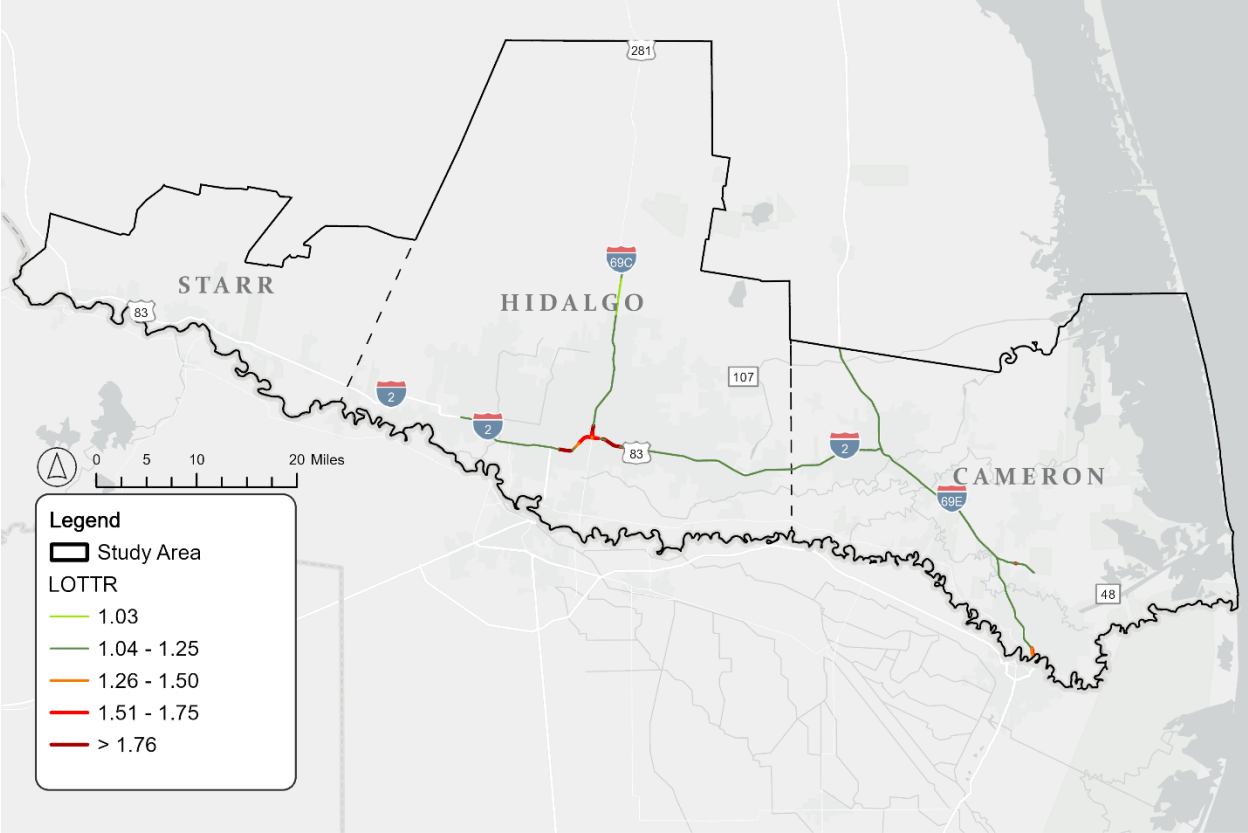
Source: National Performance Research Data Set (NPMRDS)

The following map illustrates where system reliability varies within the study area for interstate travel between 2020 and 2023. The interstate serves as a major connector for cross regional travel and provides critical linkages to the global market. As such the mapped data will help inform further decision making for long term investment strategies and future project prioritization considerations.

Figure 4-9 displays the LOTTR for segments on the Interstate system in 2023. Some failing segments are located around downtown McAllen on IH 2 and IH 69C, and in Brownsville near the US-Mexico border.

DRAFT

Figure 4-9: 2023 Interstate LOTTR



Source: National Performance Research Data Set (NPMRDS)

Non-Interstate Level of Travel Time Reliability

Except in 2020, performance measures for non-Interstate NHS reliability within the RGVMAB are shown to be performing better than or in line with the statewide baselines as of 2023 as well as the 2-year and 4-year targets set by TxDOT. Comparisons of the regional measures to statewide baselines and targets are shown in Table 4-7.

Table 4-7: Non-IH NHS LOTTR

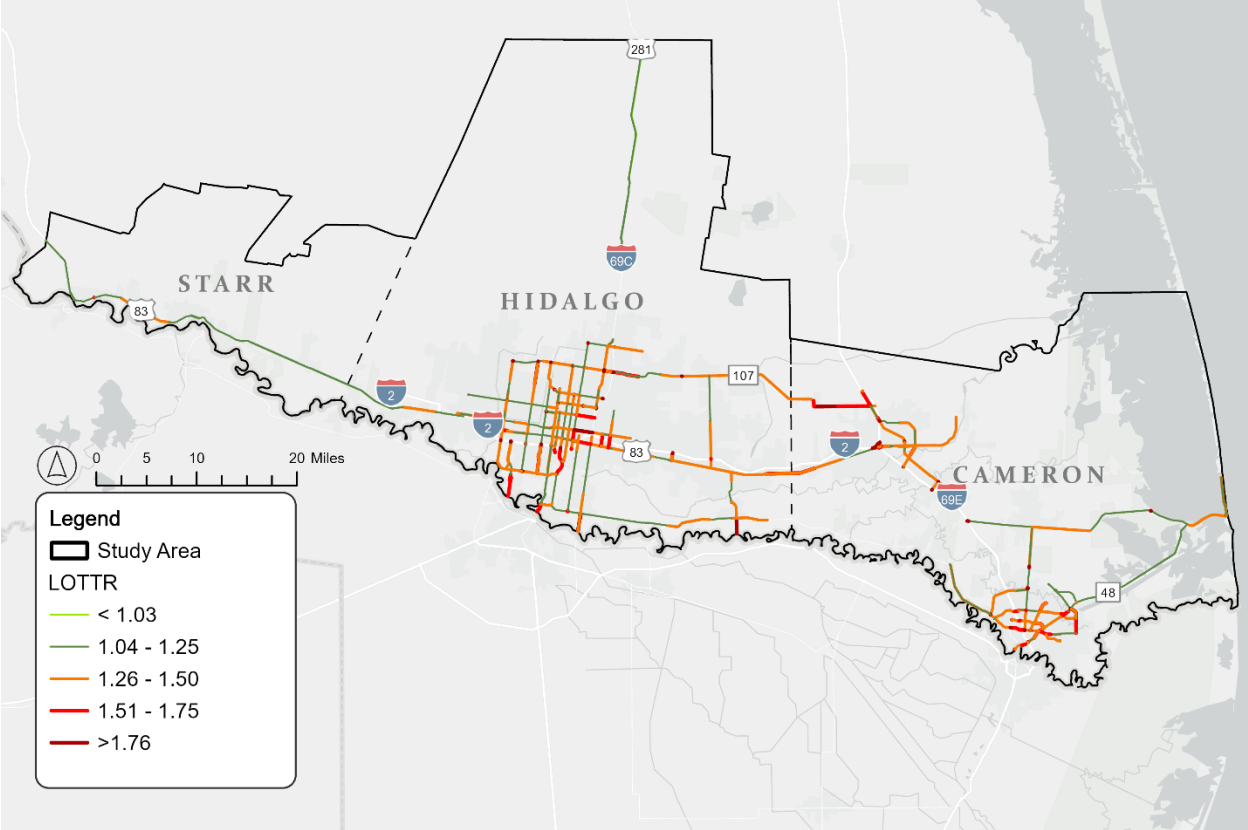
Year	RGVMAB	TxDOT Baseline	TxDOT 2-Year Target	TxDOT 4-Year Target
2020	91.2%	90.3%	70%	55%
2021	94.7%			
2022	95.9%			
2023	93.5%			

Source: National Performance Research Data Set (NPMRDS)

As with the interstate, the non-interstate NHS also serves as an important connector for inter-regional travel and likewise provides critical links to the global market. Reliability on the non-interstate NHS also affects quality of life for many residents of the study area and provides the basis for reliable route planning for the movement of

goods. As such the mapped data will help inform further decision making for long term investment strategies and future project prioritization considerations. Figure 4-10 shows where system reliability varies within the study area for non-interstate NHS travel. The network has some unreliable segments around urban areas and near the border. The most unreliable roads include FM 1015, Ware Road, East Harrison Avenue, and TX 54 Spur.

Figure 4-10: 2023 Non-Interstate NHS LOTTR



Source: National Performance Research Data Set (NPMRDS)

Truck Travel Time Reliability

The movement of goods supports economic resilience and economic competitiveness in regional, national, and even international markets. If supply chains that rely on consistent deliveries are interrupted due to congestion and poor reliability, industries and local businesses may incur additional costs. Regionally, unreliable roadway segments, congestion, and/or delays on the freight network can make an area unattractive to business development that needs reliable roadways that support safe, efficient freight mobility. Furthermore, poor system performance on the primary freight routes can cause freight spillover to facilities that are not meant for such tonnage, causing strain on roadways and creating potential safety issues for surrounding communities.

The Truck Travel Time Reliability (TTTR) Index is an indicator of unexpected delays or the predictability of travel times specific to freight movement. In addition to being a federally required performance measure, TTTR is an important measure to consider for freight analysis as many businesses rely on predictable, just-in-time freight deliveries as part of their operations. A value above 1.5 indicates a segment that is unreliable for truck travel, and the higher the value, the more unreliable the segment. Comparisons of the regional measures to statewide baselines and targets are shown in Table 4-8.

Table 4-8: Truck Travel Time Reliability

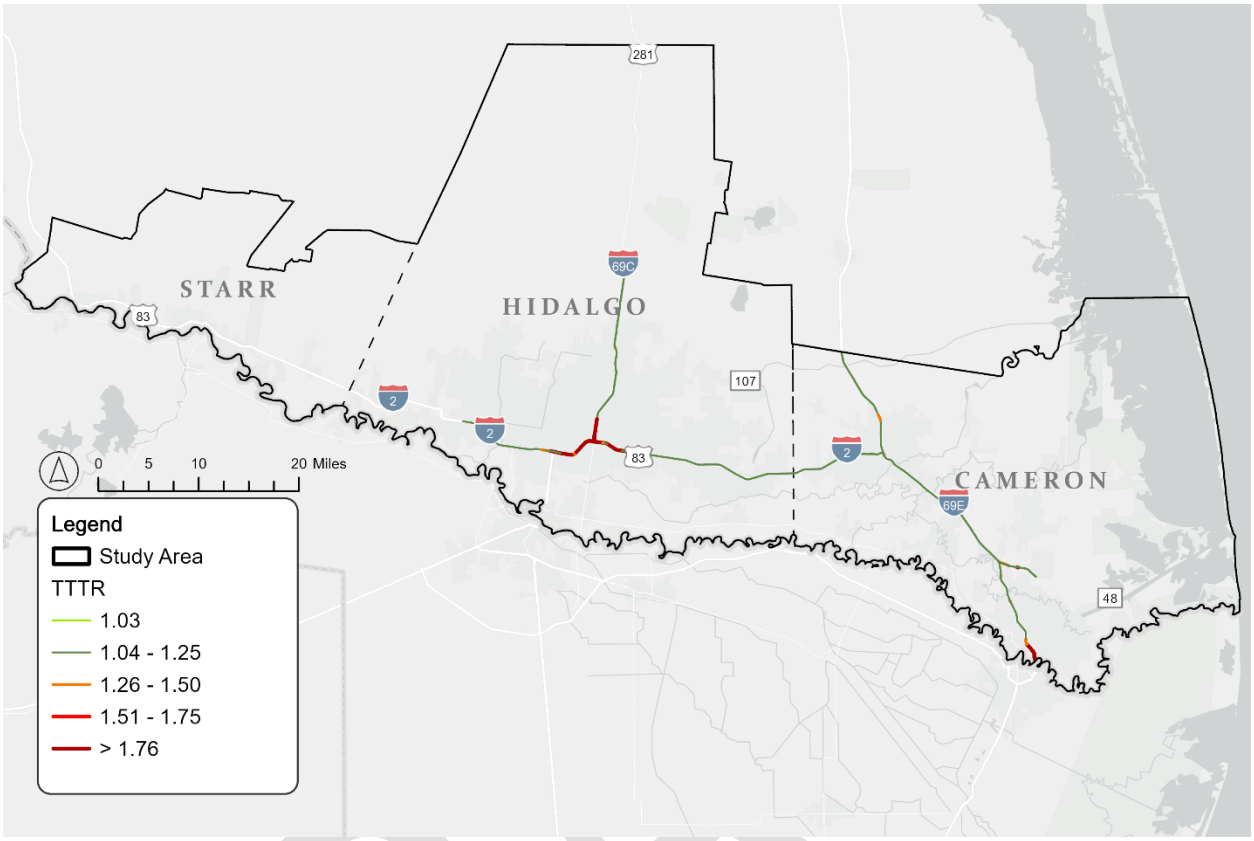
Year	RGVMAB	TxDOT Baseline	TxDOT 2-Year Target	TxDOT 4-Year Target
2020	1.32	1.39	1.55	1.55
2021	1.39			
2022	1.34			
2023	1.42			

Source: National Performance Research Data Set (NPMRDS)

According to NPMRDS data, segments of IH 2 and IH 69C in downtown McAllen, IH 69E near the Mexican border in Brownsville, and TX 550 near Palo Alto Battlefield Historic National Park have low levels of reliability. Reliability on IH 2 and IH 69 was greater than six in some places in 2022, which is significantly higher than the threshold defined for unreliability (TTTR score of 1.5). Figure 4-11 shows TTTR for 2022.

DRAFT

Figure 4-11: Truck Travel Time Reliability, 2022



Source: National Performance Research Data Set (NPMRDS)

Freight

In addition to the Truck Travel Time Reliability (TTTR) as previously discussed, this section examines existing freight flows and other freight considerations for the region. Due to the high importance of freight movement to the state and RGV area, numerous plans and documents analyze multimodal freight components. The following plans, studies, and reports were consulted for this freight analysis:

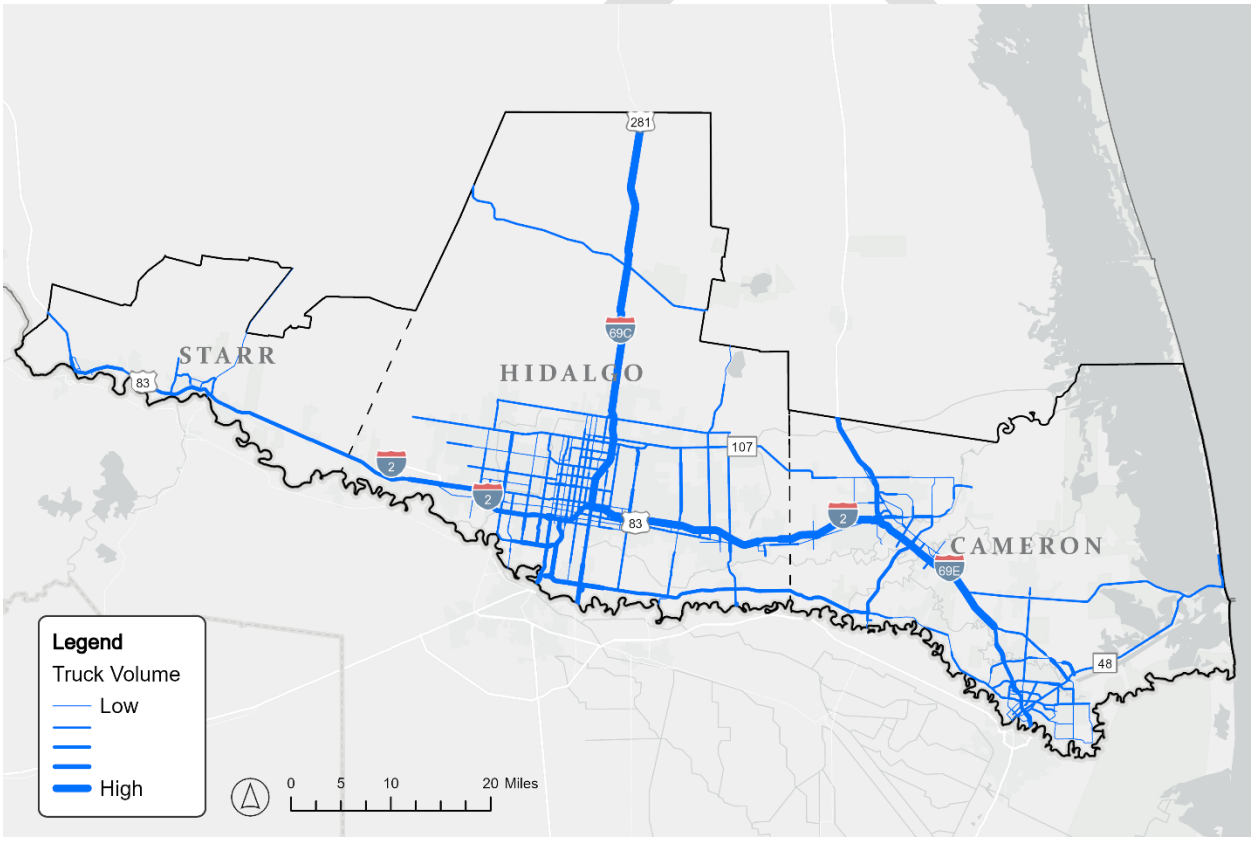
- TxDOT Rio Grande Valley Regional Freight and Trade Plan
- TxDOT Rio Grande Valley Regional Freight and Trade Plan Modal Profile and Needs Assessment
- TxDOT Texas Mexico International Border Crossings Guide
- TxDOT Texas Statewide Truck Parking Study
- TxDOT Truck Parking Inventory and Utilization Memo
- TxDOT Texas Mexico Border Transportation Plan
- TxDOT 2022 Texas Port Profiles

The RGVMPO study area is a multimodal freight and international trade hotspot due to its strategic location on the United States-Mexico border and the Gulf of Mexico. This creates a unique and critical need for major interstate, highway, railroad, seaport, inland port, and airport freight connectivity.

Freight Roadway Network

According to the Rio Grande Valley Freight and Trade Transportation Plan, trucking is the most significant mode of freight movement in the Rio Grande Valley, accounting for over three-quarters of total tonnage and total value in 2018 and forecasted to remain the most significant mode of transportation through 2050. Figure 4-12 illustrates truck volumes in the study area by Annual Average Daily Traffic (AADT).

Figure 4-12: Truck Flows

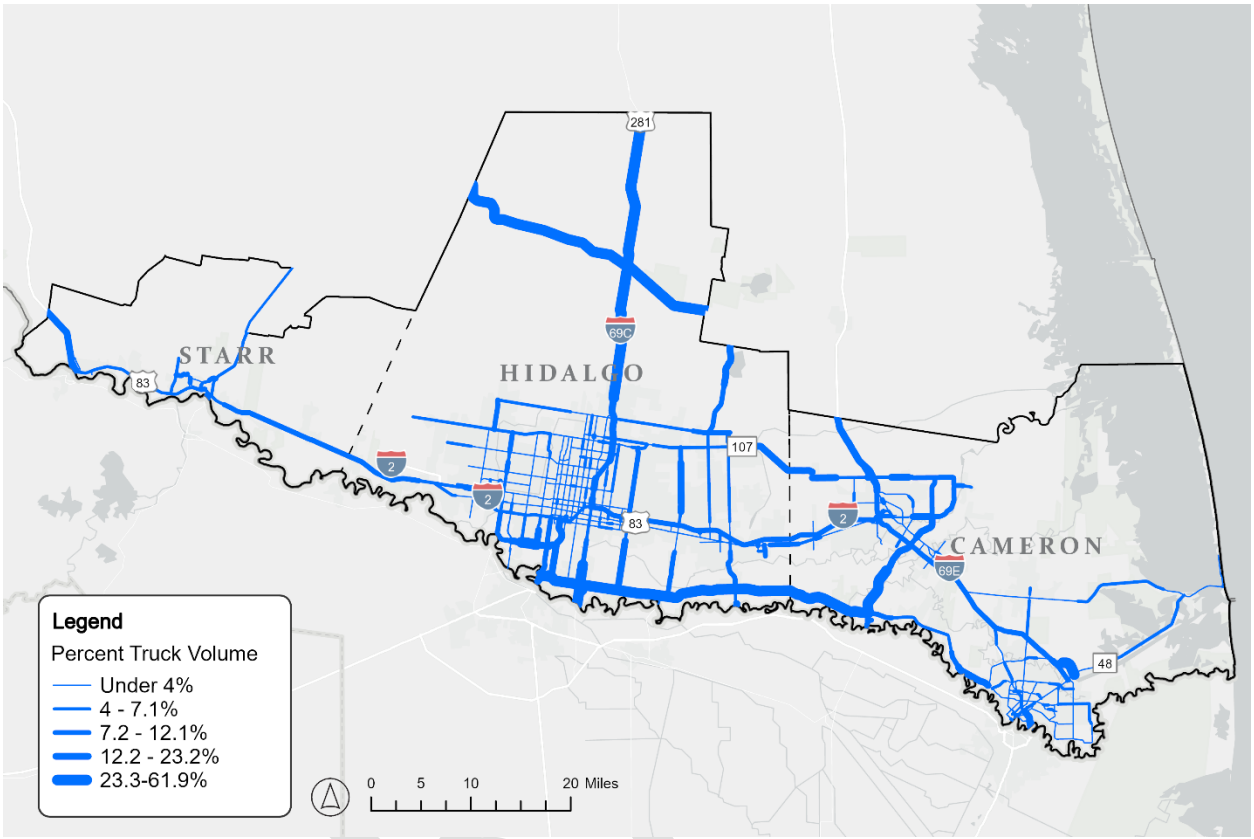


Source: TxDOT Truck Percent Open GIS - 2024

Figure 4-13 shows the percent AADT for arterial roads and highways, or the percentage of truck traffic within the overall average annual daily traffic. By examining the percent AADTT, the team will identify not only both major freight corridors, but also roadways which exhibit relatively high volumes of freight traffic—for example TX- 186/FM-1017 in Hidalgo County, and TX-107 connecting Harlingen to

Edinburg. Examining percent AADTT is also useful to identify patterns of freight movement.

Figure 4-13: AADT Percent Truck Volume



Source: TxDOT Truck Percent Open GIS - 2024

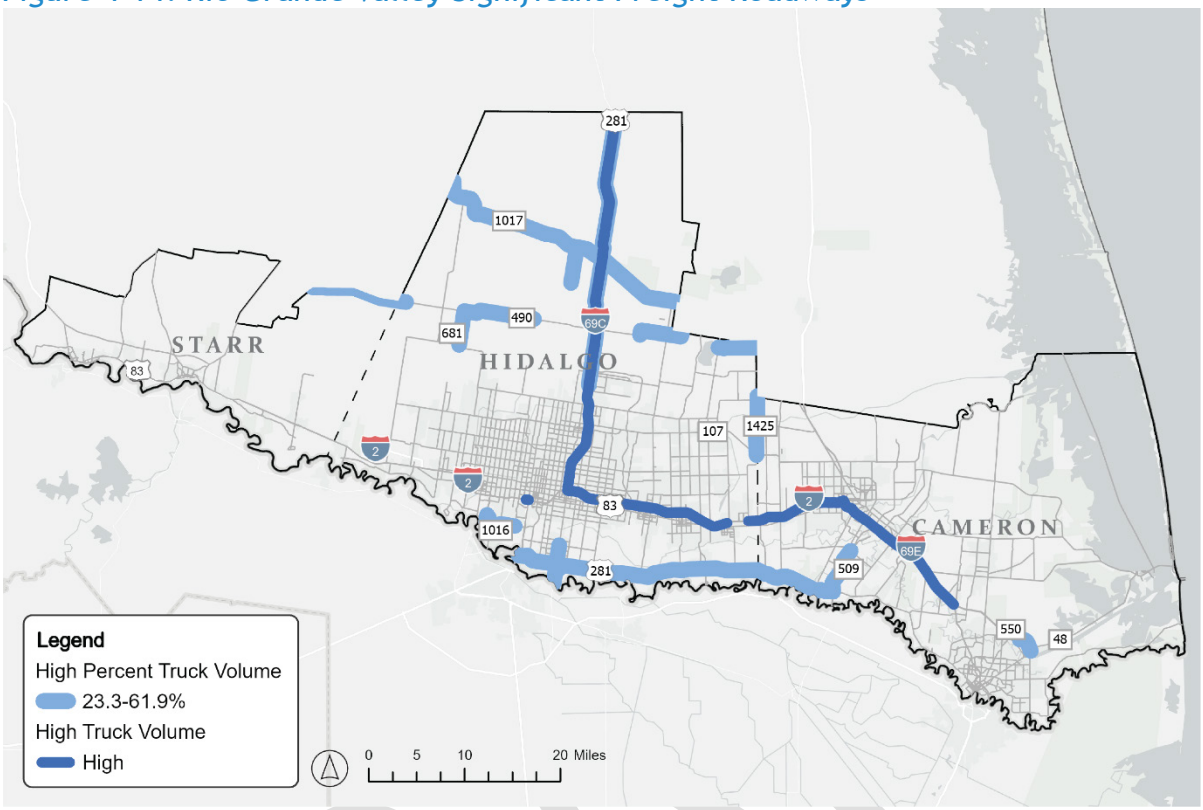
Table 4-9 is an inventory of freight roadways and the percentage of the overall AADT that is truck traffic. Roadways are listed in order of highest to lowest percent truck volume. It is important to note that not all segments listed are consecutive, but rather some have various segments of note along a specified roadway; the limits shown in the table are the outer limits of such roadways. These significant freight roadways are also shown in Figure 4-14.

Table 4-9: Rio Grande Valley Significant Freight Roadways

Roadway	From	To	Significance
I-69 C	I-2	Brooks Co. Line	High Volume and High Percent Volume
I-2	S 26th (McAllen)	I-69 E	High Volume
I-69 E	I-2	TX-550	High Volume
S Cage Blvd (Phar-Reynosa Int'l Bridge)	Texas-Mexico Border	Dicker Rd	High Percent Volume
FM-1425	FM-107	FM-2629	High Percent Volume
US-281	International Blvd	US-509	High Percent Volume
FM-490	RGVMAB Boundary (Starr Co.)	Willacy Co. Line	High Percent Volume
FM-3250	Miller Rd	FM-1017	High Percent Volume
FM-1017/TX-186	Starr Co. Line	Cameron Co. Line	High Percent Volume
SH-550	0.1mi N of Old Texas 48	4mi E of Old Port Isabel Rd	High Percent Volume
FM-509	US-281	Jim Bowie Rd	High Percent Volume
Bryan Rd	FM-1016	Los Indios Rd	High Percent Volume
San Mateo Rd	Bryan Rd	Anzalduas Highway	High Percent Volume
FM-1921	FM-1015	Willacy Co Line	High Percent Volume
FM-1016	FM-494	S 37th St	High Percent Volume
FM-681	Mile 14 Rd	FM-490	High Percent Volume

DRAFT

Figure 4-14: Rio Grande Valley Significant Freight Roadways



Source: TxDOT Truck Percent Open GIS - 2024

Congestion and Delay Costs for Freight

As previously described, traffic congestion and delays are not only inconvenient and frustrating for drivers but also incur extra costs for both time-sensitive shipments and motor carrier labor. National Performance Measures Reporting Data Set (NPMRDS) data of the total costs of congestion-induced delays throughout Starr, Hidalgo, and Cameron Counties for commercial vehicles is presented in this section. NPMRDS delay costs are in cost per hour for every day of the year, along with cumulative yearly totals for each traffic hour, as well as an overall total delay cost for the year.

Overall, congestion-induced delays incurred from 2021-2023 was approximately $430 million in additional costs.

In 2023, most weeks' weekday peak hour costs followed a similar pattern as that of 2021 and 2022 - fluctuating between $40,000 and $60,000, with some weeks reaching averages as high as about $68,000. The most costly 2023 delay occurred in April outside of the peak hour, at $84,100 during the 4 o'clock hour. The overall average weekday peak hour delay cost totaled to approximately $54,000 in 2023, and the yearly total peak hour cost was the highest of the three years examined at $155.4 million.

Freight Generators and Intermodal Facilities

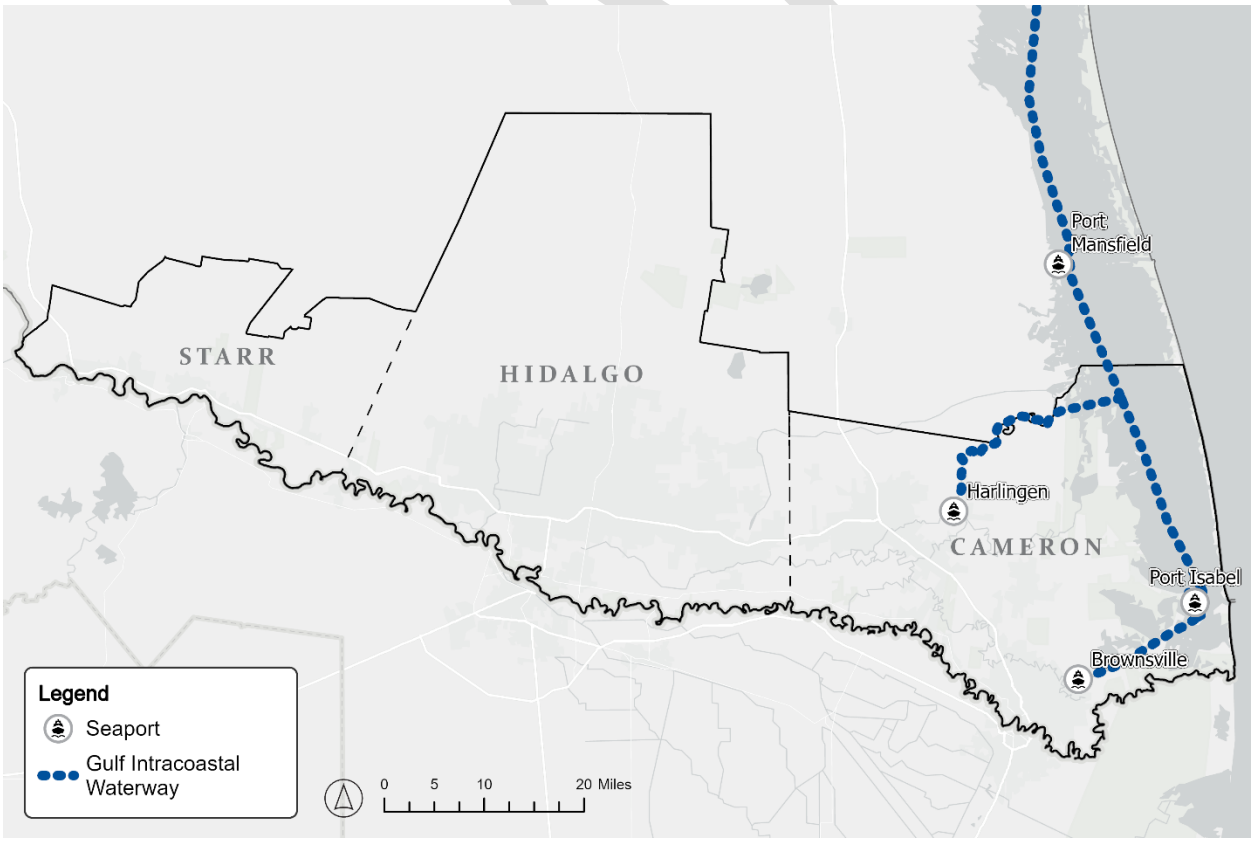
The Rio Grande Valley, as a hub for domestic and international trade, boasts a network of freight infrastructure that accommodates various modes, in addition to its freight roadway network, including seaports for ships and barges, airports for air cargo, railroads, and pipelines.

Seaports

The RGVMAB contains three active seaports that provide multimodal freight connectivity and allow the region to access the Gulf Intracoastal Waterway (GIWW), a shallow-draft waterway spanning 1,100 miles along the Gulf of Mexico, designated as Marine Highway 10. The GIWW provides connectivity to coastal ports across the southeastern US. Figure 4-15 shows the ports in the region. Ports in the area include:

- Port of Brownsville
- Port Isabel
- Port of Harlingen

Figure 4-15: Rio Grande Valley Ports

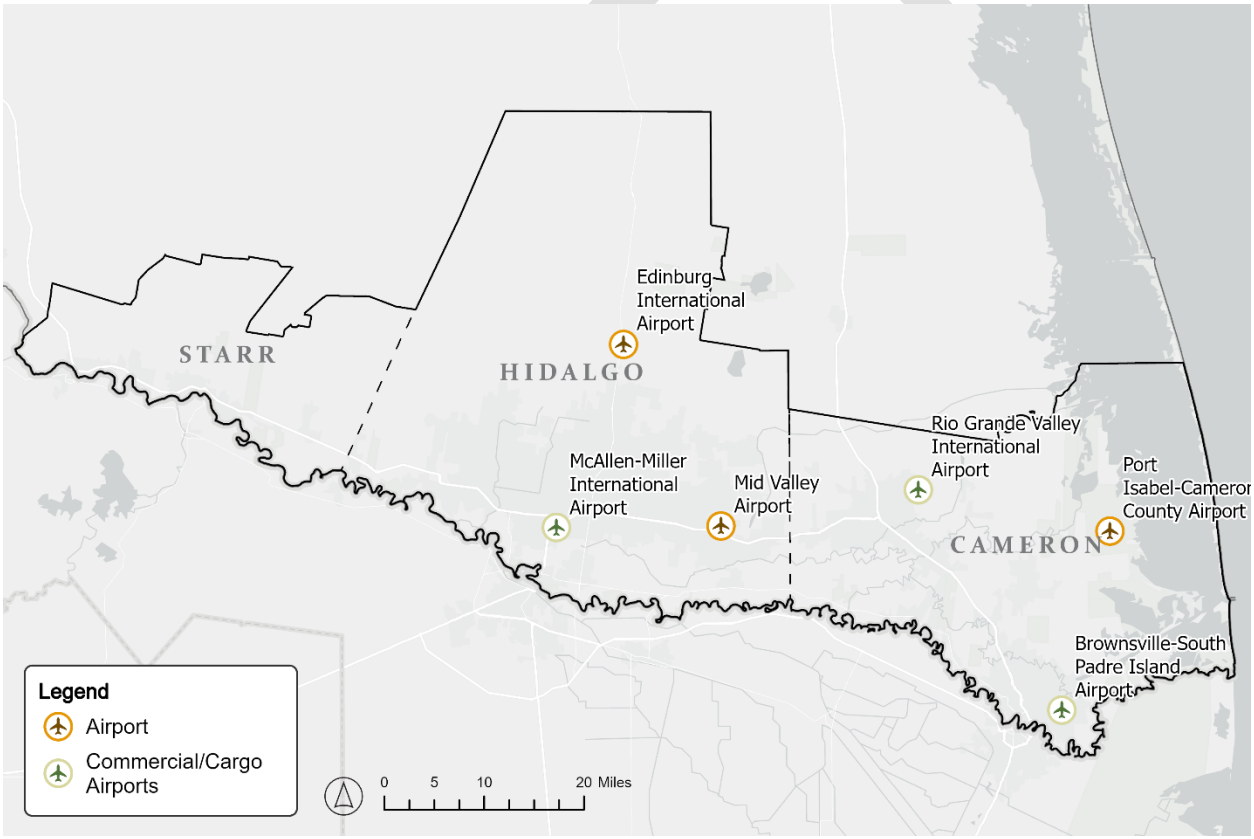


Source: TxDOT Open Data Portal - 2024

Airports

The RGVMAB is home to six airports, three of which offer commercial flights and have capacity for freight: Harlingen's Rio Grande Valley International Airport (HRL), Brownsville South Padre Island International Airport (BRO), and McAllen International Airport (MFE). Although air cargo is only a small part of the overall freight activity in the Rio Grande Valley, airports are critical multimodal freight infrastructure. Given the relatively high cost of air shipping, air transportation in the region is typically reserved for time-sensitive, high-value, low-weight freight; in the Rio Grande Valley, such cargo typically includes aerospace and automotive components, inputs for other manufacturing industries, and consumer goods. HRL processes the most air cargo. Figure 4-16 indicates the location of each airport in the Rio Grande Valley MAB.

Figure 4-16: Rio Grande Valley Airports



Source: TxDOT Open Data Portal - 2024

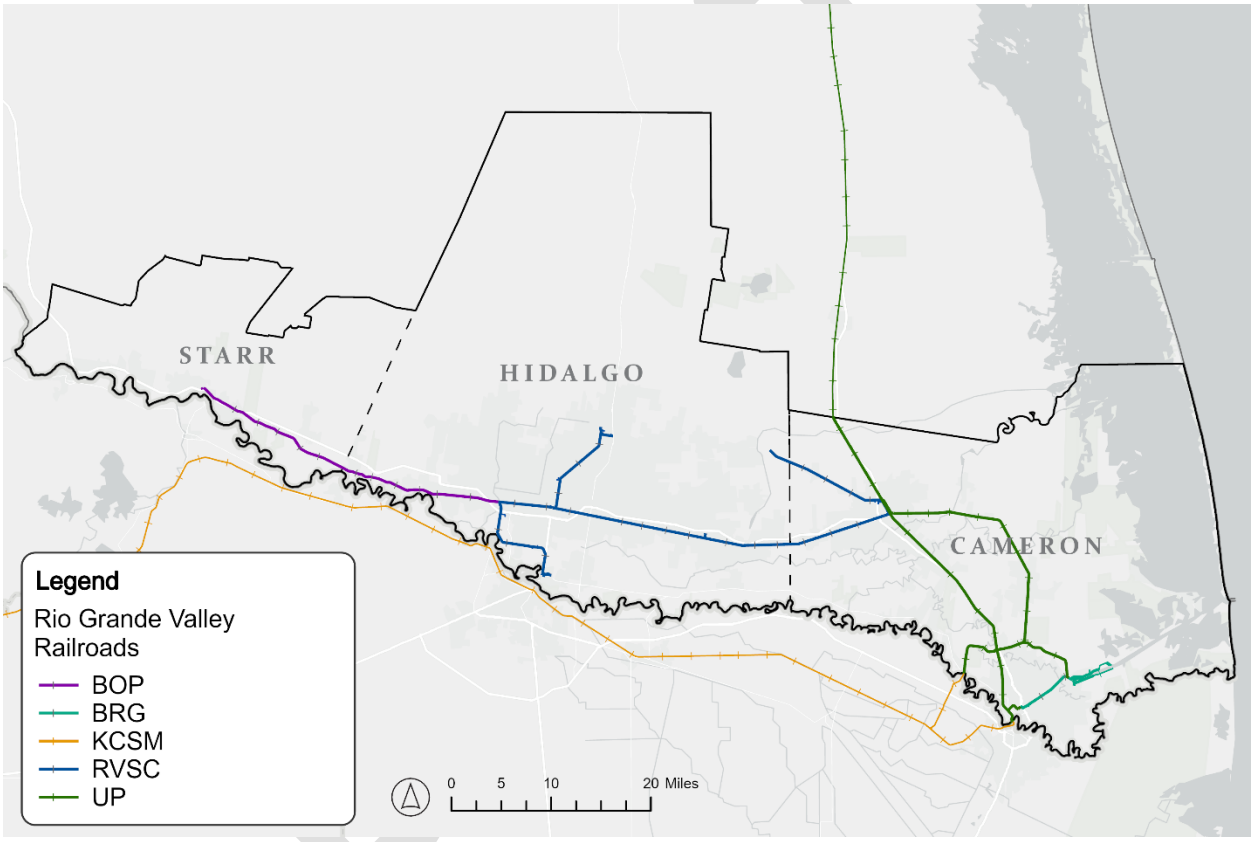
Railroad Network

The railroad network in the Rio Grande Valley (including Willacy and Kenedy Counties) is comprised of approximately 330 miles of railroad infrastructure that currently serve freight movement exclusively owned by the following companies: Union Pacific (UP), Kansas City Southern de Mexico (KCSM), Border Pacific Railroad (BOP), Brownsville &

Rio Grande International Railroad (BRG), and Rio Valley Switching Company (RVSC). All railroads in the RGVMAB are Class III or short line railroads, with the exception of Union Pacific and KCSM which are the region's Class I railroad.

The Rio Grande Valley is home to one international rail crossing, the Brownsville West Rail Bridge, which was built in 2015 and connects Brownsville and Matamoros, Tamaulipas, Mexico. Operations at the Brownsville West Rail Bridge are handled jointly by Union Pacific (UP) and Kansas City Southern Mexico (KCSM), which operates the rail line on the Mexican side of the border. Figure 4-17 is an inventory of the Rio Grande Valley's rail network, classified by company.

Figure 4-17: Rail Network



Source: TxDOT Open Data Portal - 2024

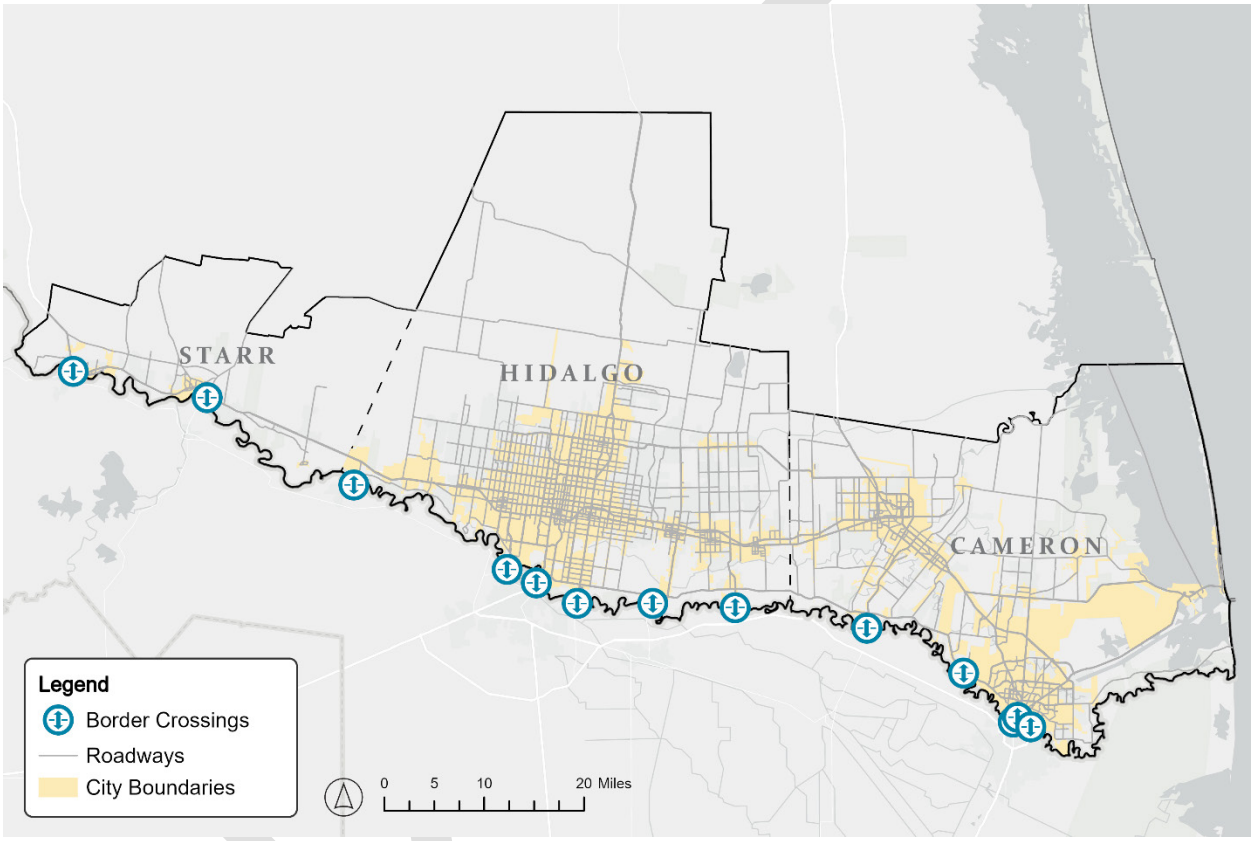
Pipeline Assets

The Rio Grande Valley hosts an extensive network of pipeline assets that are used to transport liquid cargo including natural gas, petroleum products, and hydrocarbon gas liquid. Natural gas pipelines make up the majority of the pipeline mileage, scattered throughout the region, while other liquid cargo is transported in mainlines that connect the Rio Grande Valley to Corpus Cristi and Reynosa, Mexico.

Border Crossings

There are thirteen border crossings within the RGVMAB that accommodate the movement of people and freight between the US and Mexico, via privately owned vehicles (POV), pedestrian, bus, commercial vehicle (truck), and rail traffic. Table 4-10 presents an inventory of the border crossing facilities within the RGVMAB and which modes each one accommodates. Figure 4-18 shows the geographic location of each border crossing.

Figure 4-18: Border Crossings



Source: TxDOT Open Data Portal - 2024

Table 4-10: Rio Grande Valley MAB Border Crossings (East to West)

Border Crossing	POV	Pedestrian	Bus	Commercial	Rail
Veterans Int'l Bridge at Los Tomates	X	X	X	X	
Gateway Int'l Bridge	X	X	X		
Brownsville and Matamoros Express Bridge	X	X			
Brownsville West Rail Bridge					X
Free Trade Int'l Bridge	X	X	X	X	
Progreso Int'l Bridge	X	X	X	X	
Donna-Rio Bravo Int'l Bridge	X				
Pharr Int'l Bridge	X	X	X	X	

McAllen/Hidalgo Int'l Bridge	X	X	X		
Anzalduas Int'l Bridge	X		X		
Los Ebanos Ferry	X	X			
Starr-Camargo Bridge	X	X		X	
Roma-Ciudad Miguel Aleman Int'l Bridge	X	X	X	X	

Safety

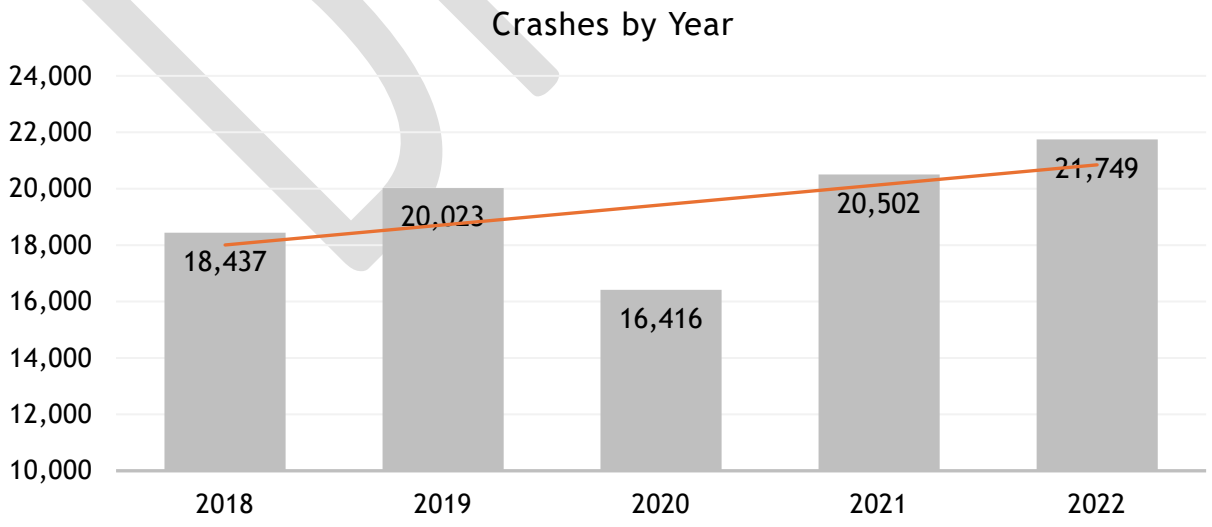
This section provides a safety analysis which is meant to inform proposed transportation projects by highlighting traffic safety concerns in this region. The analysis examines patterns and trends based on the recorded crash characteristics. This illuminates existing safety concerns and past trends in the region so that proposed transportation projects can attempt to address these issues and improve the overall safety of the transportation system for all users.

Data Source: The safety analysis utilizes data from the Crash Records Information System (CRIS). The data system was assessed for crashes that occurred in the study area from 2018 to 2022.

Total Crashes

Over the five year period (2018 – 2022) a total of 147,620 crashes occurred in the RGVMAB, with an annual trend in crashes rising as shown in Figure 4-19. About 65.80% of crashes in the MPA occurred within Hidalgo County, while 12.21% of crashes occurred within the Brownsville municipal boundary (see Table 4-11).

Figure 4-19: Total Crashes by Year (2018-2022)



Source: TxDOT Crash Records Information System (CRIS)

DRAFT

Table 4-11: Total Crashes by County and Municipality

County	Crashes	Percent Share of Total Crashes
Hidalgo	97,127	65.80%
Starr	4,476	3.03%
Cameron	46,017	31.17%
Total	147,620	100%
City	**Crashes**	**Percent Share of Total Crashes**
Brownsville	18,019	12.21%
Edinburg	14,019	9.50%
McAllen	13,324	9.03%
Pharr	11,800	7.99%
Harlingen	10,982	7.44%
Mission	8,297	5.62%
Weslaco	6,082	4.12%
San Juan	5,438	3.68%
San Benito	2,988	2.02%
Donna	2,939	1.99%

Source: TxDOT Crash Records Information System (CRIS)

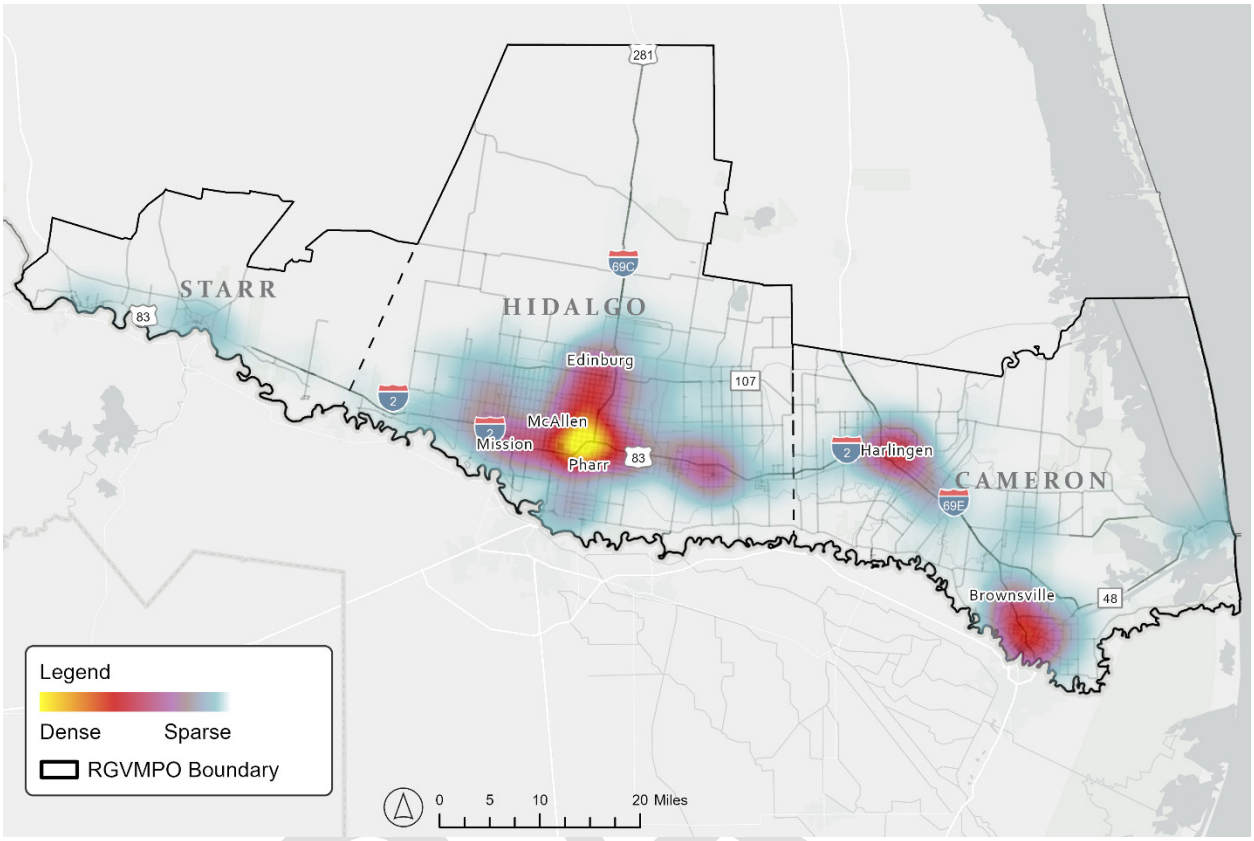
Crash occurrence density is mapped to reveal the occurrences of higher crashes from 2018 to 2022. The results of this analysis revealed that crashes occurred more frequently at or near the intersections of major roads.

Figure 4-20 shows the hot spots for all crashes over the five-year period at a regional level. To assess crashes that occurred at or near intersections a twenty-five-foot buffer was employed for each intersection in the transportation network. The top 5 high crash intersections, or intersections that experienced the most crashes while having proximity to other intersections with high crash counts, are listed below.

- SH 77 Sunshine Strip & S Ed Carey Dr (205 crashes)
- 69E Frontage Road & Morrison Rd (164 crashes)
- Ruben M Torres Blvd & Old Highway 77 (131 crashes)
- S 77 Sunshine Strip & Unnamed Alley (128 crashes)
- Boca Chica Blvd and Central Blvd (126 crashes)

DRAFT

Figure 4-20: RGVMPO Crashes (2018 - 2022)



Source: TxDOT Crash Records Information System (CRIS)

Crash Rates

Utilizing vehicle miles traveled (VMT) estimates from the TxDOT Roadway Inventory for the RGVMPO and five-year crash data (2018-2022), crash rates for the region were calculated and compared to statewide rates to track the region's relative performance.

For the RGVMPO, crashes occurred at a rate of 173.24 crashes per 100 million VMT for all crashes over the five-year period. The fatality and serious injury rates per 100 million VMT were 0.50 and 2.62, respectively. In comparison to the Texas statewide five-year rolling averages, the RGVMPO crash rates for all crashes, fatal crashes, and serious injury crashes is lower than that of the state. The MPO and statewide crash rate comparisons are shown in Table 4-12.

Table 4-12: Crash Rate Comparison for RGVMPO and Texas

Crash Type	RGVMPO Crash Rates per 100 million VMT	State of Texas Crash Rates per 100 million VMT
Total Crashes	173.24	191.22
Crashes Resulting Fatality	0.50	1.44
Crashes Resulting in Serious Injury	2.62	4.85

Source: TxDOT Crash Records Information System (CRIS)

Crash by Severity

Over the five-year period, most of the reported crashes (65.96%) in the RGVMAB resulted in no injuries. Overall, crashes that resulted in fatal or serious injury were about 1.80% of the total crashes in the region from 2018 to 2022. Table 4-13 shows the breakdown of crashes by severity for the five-year period.

Table 4-13: Crashes by Severity (2018-2022)

Crash Severity	RGVMPO		Starr County		Cameron County		Hidalgo County	
Fatal Injury	428	0.29%	22	0.49%	139	0.30%	267	0.27%
Suspected Serious Injury	2,229	1.51%	101	2.26%	709	1.54%	1,419	1.46%
Suspected Minor Injury	9,985	6.76%	231	5.16%	3,093	6.72%	6,661	6.86%
Possible Injury	29,309	19.85%	654	14.61%	8,520	18.51%	20,135	20.73%
Not Injured	97,366	65.96%	3,281	73.30%	30,759	66.84%	63,326	65.20%
Unknown	8,303	5.62%	187	4.18%	2,797	6.08%	5,319	5.48%
All Crashes	**147,620**	**100%**	**4,476**	**3.03%**	**46,017**	**31.17%**	**97,127**	**65.80%**

Source: TxDOT Crash Records Information System (CRIS)

Manner of Collision

The manner of collision determines the way a collision or non-collision (a crash with only one vehicle involved) occurred. The manner of collision can provide important context as to how the most severe crashes occur. **"Same Direction - One Straight, One Stopped"**, or a collision that occurred while both vehicles were oriented in the same direction while one was in motion going straight and the other was stopped, was the most common manner of collision for all crashes in the study area. The most common manner of collision resulting in fatal and serious injury crashes was **"One**

DRAFT

Motor Vehicle - Going Straight," which is any type of crash involving one motor vehicle leaving the roadway or colliding with another non-automobile road user.

Table 4-14: Crashes by Manner of Collision 2018-2022 (Top Eight Types)

Manner of Collision	Total Crash Count	
Same Direction - One Straight - One Stopped	26,676	18.07%
One Motor Vehicle - Going Straight	25,319	17.15%
Same Direction - Both Going Straight - Rear End	17,359	11.76%
Angle - Both Going Straight	16,557	11.22%
Same Direction - Both Going Straight - Sideswipe	11,194	7.58%
Angle - One Straight - One Left Turn	7,816	5.29%

Source: TxDOT Crash Records Information System (CRIS)

Crashes Involving Pedestrians or Bicyclists

Pedestrians and cyclists are particularly vulnerable road users. In the study area, there were 2,122 crashes involving either pedestrians or cyclists from 2018 to 2022. This is just over 1% of the total crashes that occurred in the region over that period, but 25.25% of crashes involving pedestrians resulted in either a fatal or suspected serious injury, and 9.59% of crashes involving cyclists resulted in either a fatal or suspected serious injury. Table 4-15 provides a breakdown of the severity of crashes involving pedestrians and cyclists.

Table 4-15: Crashes involving Pedestrians and Cyclists by Severity

Crash Severity	Pedestrian Involved Crashes		Bicycle Involved Crashes	
Fatal Injury	122	8.04%	9	1.49%
Suspected Serious Injury	261	17.21%	49	8.13%
Suspected Minor Injury	462	30.45%	192	31.84%
Possible Injury	553	36.45%	240	39.80%
No Injury	119	7.84%	113	18.74%
Total	1,517	100%	603	100%

Source: TxDOT Crash Records Information System (CRIS)

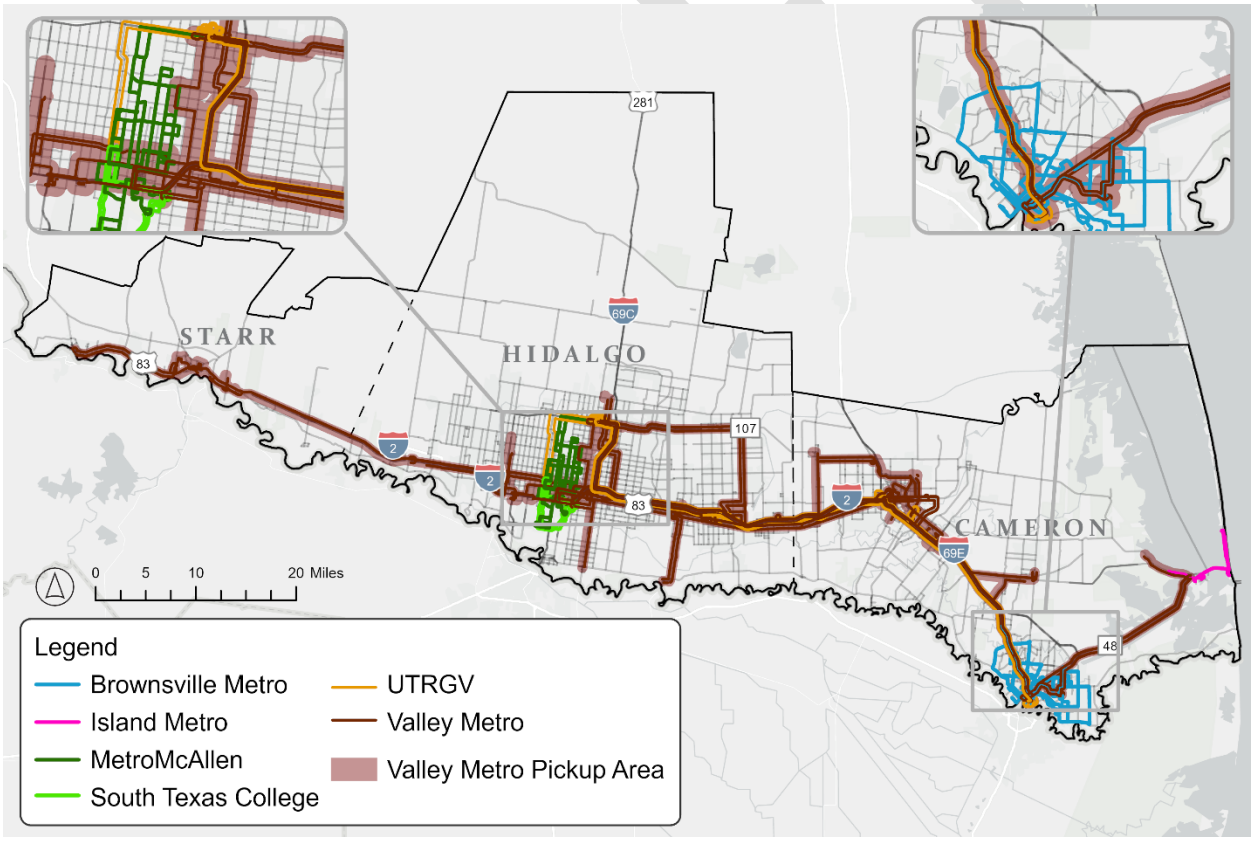
DRAFT

Transit

The RGVMAB encompasses a large and varied geographic area containing a rural-urban dichotomy and a community made up of residents from many different backgrounds as well as visitors attracted to the region. All of these characteristics make public transit an ideal service to offer in order to advance the transportation goals of the region and to empower residents and visitors through various modes of transportation options, while also combating traffic congestion.

Agencies who work to provide transit in the region include Metro McAllen, Brownsville Metro, Island Metro, Valley Metro and its partnerships with the University of Texas Rio Grande Valley (Vaquero Express) and South Texas College (JagExpress). Figure 4-21 illustrates the location of bus stops throughout the Valley as well as the bus routes operated by each agency.

Figure 4-21: Transit



Source: National Transit Map 2025. Note: Route data set does not reflect updates or planned service changes identified by individual agencies since June 26, 2025.

Brownsville Metro

Brownsville Metro provides local urban fixed route service throughout the city of Brownsville with several local routes. Most of these routes originate from the Brownsville Multimodal Terminal at La Plaza in the city's downtown area. The terminal serves as a hub which provides connections to many intercity bus providers with bus service to cities throughout the United States and Mexico. All Brownsville Metro fixed route vehicles accommodate bicycles and are fully accessible for persons who use mobility aids. Brownsville Metro also offers curb-to-curb paratransit service with an advance reservation for those passengers with disabilities who might not be able to ride the fixed route buses.

Island Metro

Island Metro provides deviated fixed route transit service between the hours of 7:00 AM and 9:00 PM. For routes that operate on South Padre Island, buses will stop anywhere along the route that it is safe to do so. Passengers are instructed to safely wave down the bus when needing a ride, or to pull the stop request cable a block before needing to be dropped off.

The routes service South Padre Island as well as Port Isabel and Laguna Heights communities. Passengers can connect to Valley Metro Route 50 in Port Isabel to reach Brownsville and the rest of the Valley from there. Island Metro buses are fare-free, as the agency is funded by TxDOT and the cities of Port Isabel and South Padre Island.

Metro McAllen

Metro McAllen provides local urban transit services to residents and visitors of the city of McAllen with 12 fixed routes, as well as paratransit and microtransit services. Paratransit is offered during the same hours for transit users with disabilities that prevent them from accessing public transportation. Buses are equipped to accommodate bicycles and passengers who use mobility aids. Micro McAllen is a microtransit ride-sharing option offered for residents of the northwest McAllen area. Rides are provided for local trips, or to connect residents to other transit routes, and can be scheduled in advance. Fares are accessible at $1.00 per ride with qualifying residents eligible for a discounted 50 cent fare.

Valley Metro

Valley Metro, overseen by the Lower Rio Grande Valley Development Council (LRGVDC), is a regional-urban public transportation provider. Valley Metro currently operates over 25 fixed flex routes and 2 demand response services. These routes serve

DRAFT

as the principal connection between the Valley's communities and local transit services. Flex route service operates throughout Cameron, Hidalgo, and Starr Counties. Flex service allows passengers to request deviations within a half mile from the fixed routes for curbside pickup and drop-off with an advance reservation. Demand response services are offered for Willacy County on weekdays between the hours of 7:00 AM and 4:00 PM, and Zapata and Starr Counties from 8:00 AM to 5:00 PM on weekdays with service to Laredo on Mondays, Wednesdays, and Fridays.

University of Texas Rio Grande Valley Vaquero Express

The University of Texas Rio Grande Valley's Vaquero Express service offers students routes that connect the school's campuses, as well as routes that circulate students on campus. Vaquero Express partners with Valley Metro to offer the Orange Line, a route free for UTRGV students and open to the general public that connects the Edinburg, Weslaco, Harlingen, and Brownsville campuses, with various other stops along the way. UTRGV also offers VOLT, a micromobility program comprised of 23 zero-emission vehicles that circulate students on the Edinburg and Brownsville campuses. VOLT also provides service that deviates from established circuits with an advance reservation.

South Texas College JagExpress

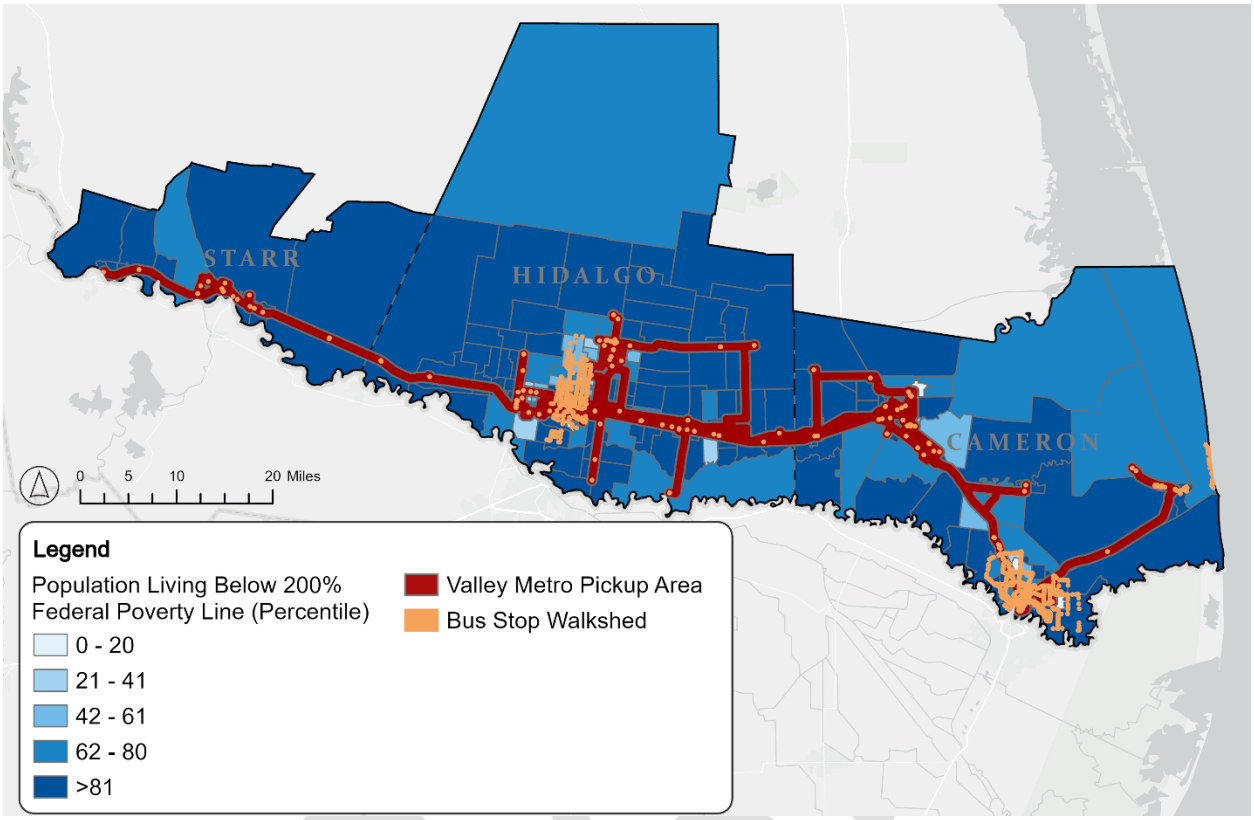
The South Texas College JagExpress partners with Valley Metro to operate its Green Line and Green Line Route 60, which connect South Texas College campuses in McAllen and Rio Grande City, along with several other destinations extending from McAllen to Roma. They also offer the Purple Line which connects STC Mid-Valley Campus in McAllen with their Nursing and Allied Health Campus in Weslaco. South Texas College independently operates the Yellow Line, which connects the three campuses located in McAllen. JagExpress routes are open to the public fare-free.

Transit

Figure 4-22 illustrates poverty levels in the study area, measured as a percentile of the amount of people living at 200% below the poverty level. The map demonstrates that most tracts, especially those in rural communities outside of the urbanized area of the Valley, rank between the 80th and 99th percentile of this level of poverty nationwide. The data could indicate an opportunity for transportation solutions that serve rural communities to alleviate a burden for those who may not be able to access traditional fixed route transit services or afford personal vehicles.

DRAFT

Figure 4-22: Population Living Below 200% Federal Poverty Line



Source: American Community Survey (ACS); RGVMPO

As part of the 2050 MTP development, the RGVMPO solicited feedback from the public and interested stakeholders (see Chapter on Public Engagement for more details). Transit and connectivity were two common themes that emerged during outreach efforts. Several respondents expressed a desire for further developing transit services. Suggestions for transit improvements included increasing education for riders and other roadway users, increasing routes and stop amenities, and creating a regional transit authority to consolidate efforts. Transit issues include a lack of funding, navigating multiple transit agencies, limited hours of operation and other issues such as a lack of public information accessible in Spanish.

Active Transportation

Active transportation refers to non-motorized transportation, such as bicycling and walking, but it can include other modes such as wheelchair use, skateboards and other human powered movement. Active transportation infrastructure is a vital component of a well-connected transportation system, because it increases accessibility to transportation options and expands the reach of public transit.

Additional benefits of active transportation include improved public health through physical activity, environmental stewardship, and a potential for economic stimulation through the cultivation of active tourism. This section provides an inventory and profile of active transportation facilities and projects within the RGVMAB.

The RGVMPO created a Bicycle and Pedestrian Advisory Committee (BPAC) with the purpose of advising the RGVMPO's Technical Advisory Committee (TAC) and Transportation Policy Board (TPB) on bicycle and pedestrian projects, initiatives, and issues. Along with representatives of local and regional government entities and stakeholder groups, the BPAC involves representatives of the public, including bicyclists and pedestrians among other interested parties, to ensure that public concerns be heard and considered in the development of regional policies, programs, and projects. The BPAC has played a significant role in the identification and prioritization of alternative transportation projects.

The Caracara Trails Project

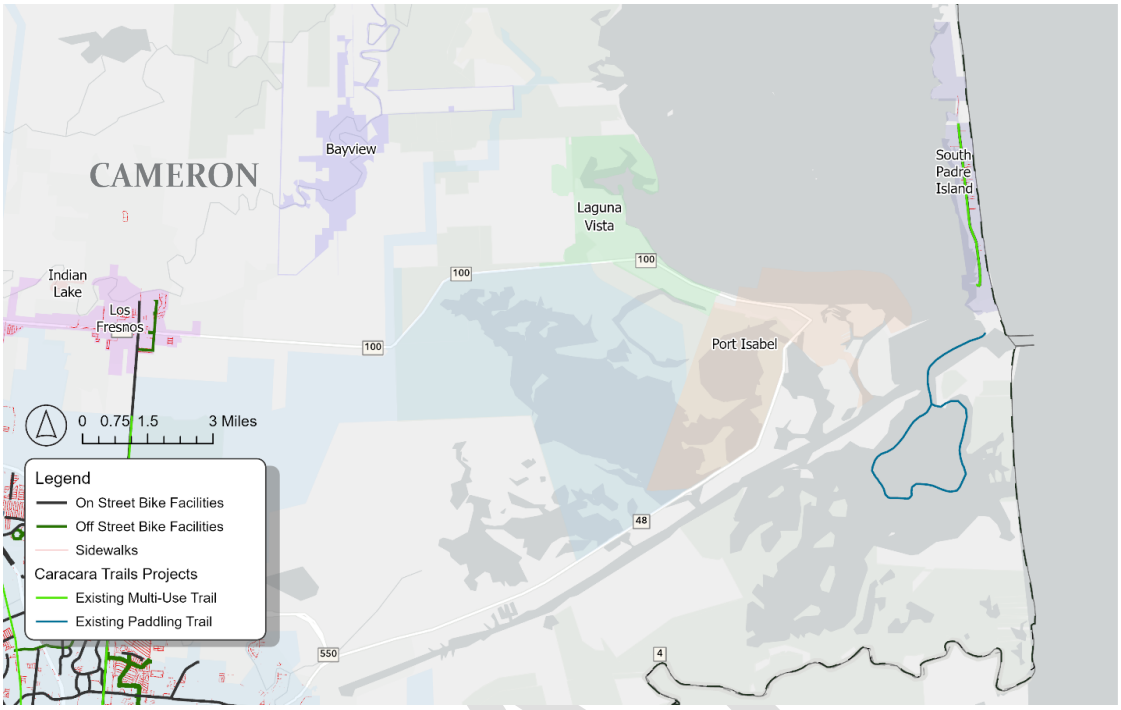
The Caracara Trails project envisions a 428-mile trail network in the Lower Rio Grande Valley with the goal of creating a unified regional identity for outdoor tourism, promoting healthier lifestyles, and generating a sense of community for residents. When complete, the Caracara Trails will consist of 230 miles of multi-use trails, 78 miles of paddling trails, and 120 miles of dedicated U.S. Bicycle Routes (USBR), expanding a nation-wide network of long-distance bicycle routes connecting urban and rural communities through various types of bicycle infrastructure. The project is planned in phases, with the first phase consisting of six "catalyst projects," selected for their potential to connect existing local trails and recreational resources. These six projects include 57.5 miles of multi-use trails and on-road biking routes, as well as 18 miles of paddling trails.

Existing Facilities

Data illustrating the location of existing bicycle and pedestrian facilities is provided by the RGVMPO. The available data is limited and may not be comprehensive as it might not completely capture all regional sidewalks or bikelanes as built. Figure 4-23 through Figure 4-27 are maps at various extents that provide a snapshot of the regional active transportation in communities throughout the region. There is a lack of data for active transportation facilities in Starr County.

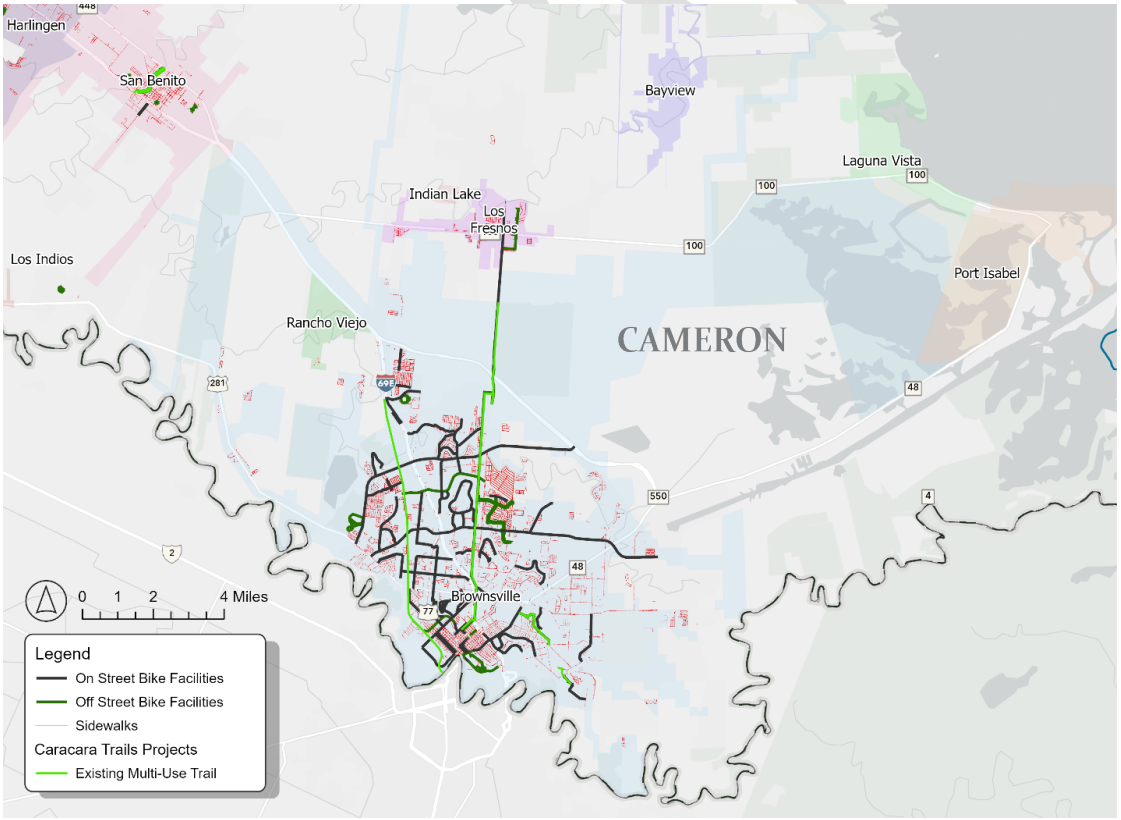
DRAFT

Figure 4-23: South Padre Island Area Existing Active Transportation Facilities



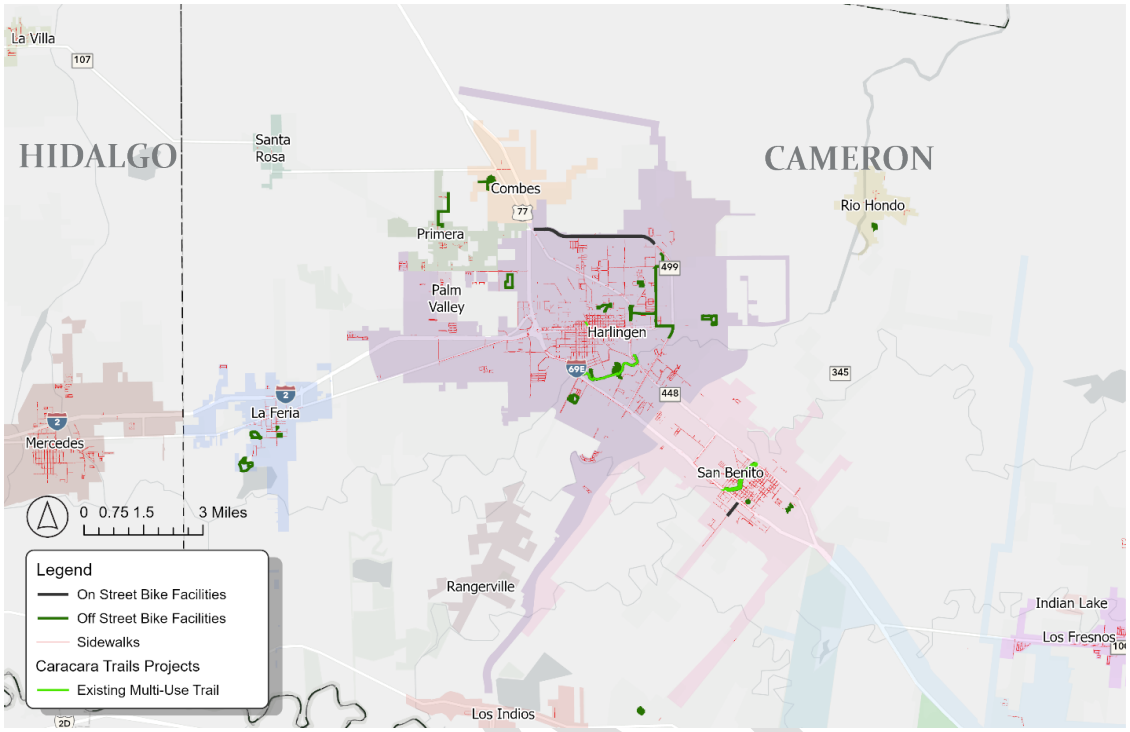
Source: RGVMPO

Figure 4-24: Brownsville Area Existing Active Transportation Facilities



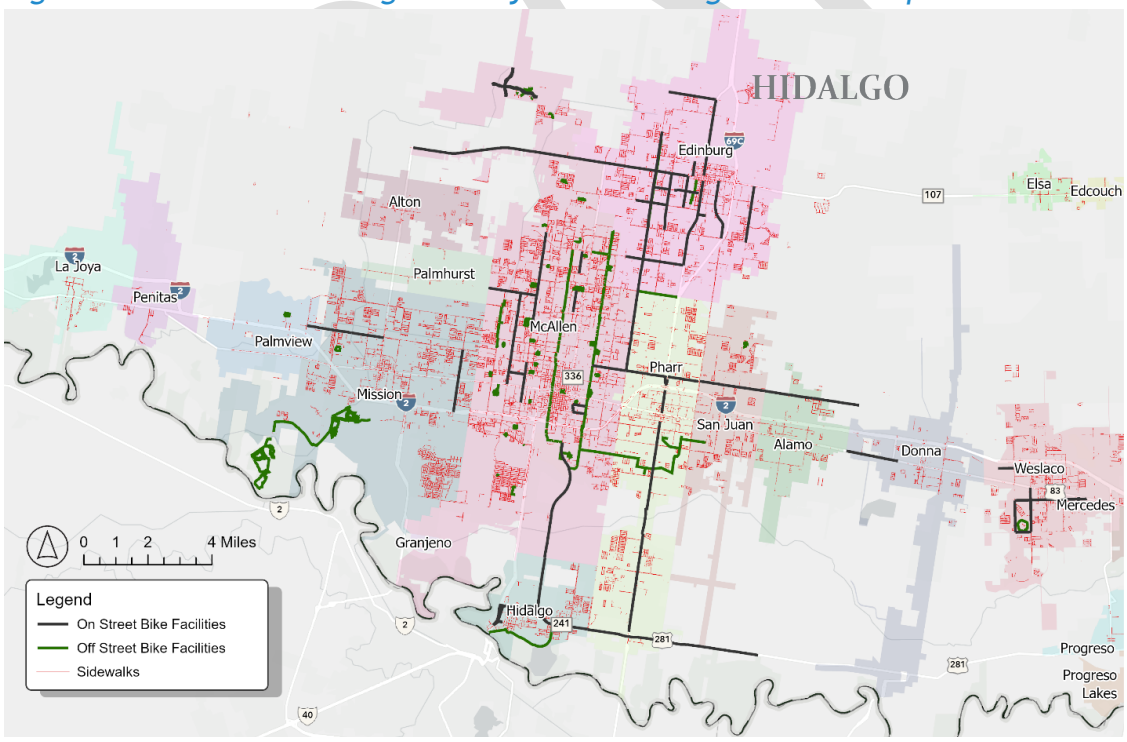
Source: RGVMPO

Figure 4-25: Harlingen-San Benito Area Existing Active Transportation Facilities



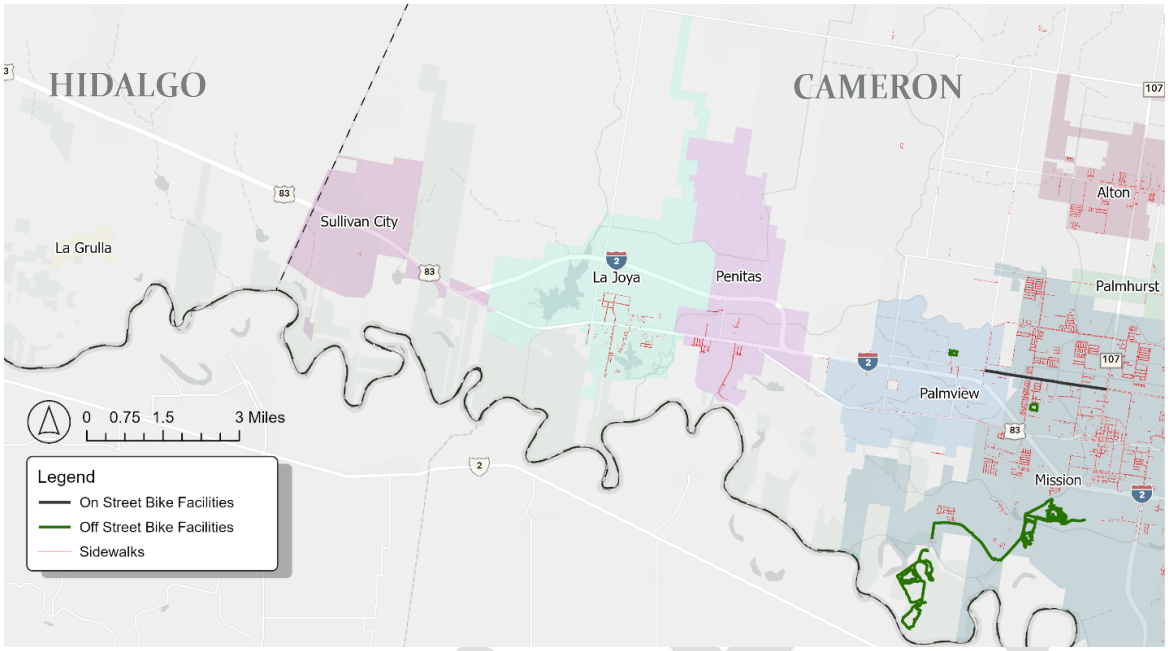
Source: RGVMPO

Figure 4-26: Central Hidalgo County Area Existing Active Transportation Facilities



Source: RGVMPO

Figure 4-27: West Hidalgo County Area Existing Active Transportation Facilities



Source: RGVMPO

Planned Projects

Active transportation projects identified by the RGVMPO are Transportation Alternatives Set-Aside (TASA) projects qualifying for Category 9 Transportation Alternatives funding. The bulk of planned projects are within Cameron County and include regional multi-use trails, paddling trails, and USBRs that will connect the Lower Rio Grande Valley region.

Conclusion

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) has conducted a thorough multimodal needs assessment for the 2050 Metropolitan Transportation Plan (MTP). This assessment aims to address the region's transportation needs within budgetary constraints, focusing on existing conditions and projected future scenarios using statistical forecasting tools like the Travel Demand Model (TDM). The analysis covered various aspects, including demographic context, roadway conditions, safety, transit, active transportation, and freight movement.

The demographic analysis highlights significant population and employment growth, which will impact transportation choices and behaviors. Roadway conditions reveal areas needing improvement, particularly in pavement and bridge conditions. Safety analysis identifies crash hotspots and trends, emphasizing the need for targeted interventions to enhance traffic safety.

Transit services in the region are varied, with multiple agencies providing fixed-route, paratransit, and microtransit options. Active transportation infrastructure, including the Caracara Trails project, aims to promote healthier lifestyles and improve connectivity. Freight movement is crucial for the region's economic resilience, with trucking being the dominant mode of transportation.

The strategies proposed in the next chapter for the RGVMPO's 2050 MTP are developed to help address the needs identified in this chapter and are intended to provide a comprehensive framework for addressing the region's transportation needs and enhancing the quality of life for residents and visitors.

DRAFT

Chapter 5

Strategies for Regional Mobility

Chapter 5: Strategies for Regional Mobility

This chapter is intended to serve as a toolkit and reference point of current and possible strategies to address several factors, summarized here as regional mobility. Beyond the implementation of the planning initiatives, goals, and objectives discussed in Chapter 2, this toolkit provides a review of strategies beyond infrastructure investment and capacity projects that can, in concert, help provide scalable alternatives that address regional issues.

Additionally, due to inherent fiscal constraints involved in infrastructure investment, it is critical to understand and implement strategies including available technology, coordination, policy, and alternative modes of travel.

The following sections provide a comprehensive description of possible strategies beyond the fiscal constraints of typical infrastructure investments and provides a broader palette of methods for meeting the RGVMPO transportation needs discussed in the Multimodal Needs Analysis (Chapter 4).

Technology Strategies

The following section details strategies to address mobility needs related to Transportation and System Management Operations (TSMO). These strategies focus on the utilization of up-to-date transportation facility technologies that aim to help the RGVMPO meet its mobility needs.

Intelligent Transportation Systems

Transportation infrastructure is no longer limited to concrete pavement and asphalt. Recent improvements in operations and data collection have led to digital controls and integrated computer networks that require maintenance and management. Opportunities for advancing the RGVMPO's electronic infrastructure comes in the form of Intelligent Transportation Systems (ITS), as outlined in the RGVMPO's Congestion Management Process (CMP). The CMP identifies, analyses, and monitors traffic congestion to provide data-driven strategies to ease congestion and improve efficiency of the network. ITS is an important tool in furthering this goal.

ITS includes technologies that improve transportation safety and mobility by integrating advanced communications into infrastructure and vehicles. The RGVMPO, as an entity, serves as a stakeholder giving input on the Lower Rio Grande Valley Regional ITS Architecture and works in close coordination with the TxDOT Pharr

DRAFT

District office as they implement, maintain, and record/monitor ITS performance in the region. The following electronic infrastructure has the potential to provide the RGVMPO with a favorable return on investment in terms of improved safety and mobility for the transportation network.

Ramp Meters

Ramp meters are traffic signals installed on the entrance ramps of freeways that alternate between red and green light signals to control the flow of vehicles as they enter the freeway facility. This infrastructure allows for more controlled merging movements and could therefore provide benefit on major roadway entrance ramps where merging has proven to be particularly dangerous.

Traveler Information Systems (TIS)

TIS is a strategy that involves making information about trip departures, routes, and travel time readily available to travelers and can be used for a variety of modes of transportation. This can be accomplished via websites, telephone hotlines, television, and radio, and particularly with dynamic messaging signs, which are digital signs that are installed along roadways and are updated with real-time travel information. Examples of the latter can be found on I-2 near the I-69C junction in Pharr/San Juan.

Signal Preemption for Emergency Vehicles

Signal preemption is a technology that allows emergency vehicles to change signal cycles, allowing them to advance through traffic lights efficiently and safely. A preemption device is located on mast arms and detects/alters signal cycles when emergency vehicles approach the intersection. This technology is most effective along roadways in which emergency vehicles will typically need to travel longer distances, or intersections where minor arterials/roads connect to larger road classifications. The end goal for signal preemption is to reduce overall response times for emergency vehicles.

Video Detection (Non-Pavement-Invasive Detection)

Video detection is a form of non-pavement-invasive detection, also known as a traffic detector, which allows for the collection of traffic information, such as vehicle presence, volume, speed, and occupancy. Video detection provides a method of data gathering that does not require invasive procedures to be carried out on the pavement and thus has little to no impact on pavement resilience. This detail of information allows for more informed decisions when making infrastructure improvements.

DRAFT

Traffic Signal and Intersection Improvements

Roadway users encounter traffic control signage and intersection signals on nearly every route they travel. While the primary function of intersection traffic control is to improve safety at intersections, it is also often a significant source of delay. Improper signage and poor signal timing results in unnecessarily long queues and impacts the reliability of the transportation system. Improving signage, signal timing, and equipment is a cost-effective way to facilitate traffic flow along a corridor.

This strategy has been implemented in Hidalgo County through expenditure of $1 million in Category 7 funding to address operational improvements. The funds were used to purchase new control boxes, clocks, etc. for McAllen, Pharr, Mission, and Edinburg in a regional attempt to address light synchronization. Similar efforts have also been undertaken in the Brownsville area to improve intersections for pedestrians along wide or highspeed corridors, such as installing median pedestrian islands on Boca Chica Blvd. to make conditions for pedestrians safer. Safety considerations include the installation, where appropriate, and maintenance of audible traffic signals and audible signs at street crossings. The RGVMPO continues to work with its planning partners to identify corridors that would benefit from traffic signal and intersection improvements and to prioritize projects accordingly.

Traffic Signal Optimization

As noted in the RGVMPO CMP, traffic signal optimization is critical to managing congestion and traffic flow. The timing and phasing of signalized intersections should be reviewed periodically, especially in areas of the region experiencing rapid development or increased commercial activity. Traffic signals can also be coordinated along a corridor or throughout an entire system. As traffic volumes increase, signal coordination can be used to optimize high priority traffic corridors and increase the throughput of critical thoroughfares.

Adaptive signal control, which adjusts the timing of traffic lights based on real-time travel conditions, can also provide significant relief to congested corridors and cut costs associated with traffic signal timing data collection and computation.

Significant investments were recently made in the Brownsville area to improve traffic flow by setting aside a dedicated portion of Category 7 for CMP-related improvements. This type of improvement is far less expensive for the MPO than a build or capacity-oriented solution for solving congestion issues. While success is not yet quantifiable, the RGVMPO received feedback from the public who have praised the installation of adjacent sidewalks, pushbuttons, and crosswalk signals related to the traffic signal upgrades.

DRAFT

Traffic Data Collection

As transportation technology grows increasingly sophisticated, obtaining the amount of data required by new traffic optimization interfaces presents significant challenges due to fiscal constraints. Automated traffic data collection creates an opportunity for transportation management agencies to receive a continuous supply of traffic data at a low cost. Because automated traffic data collection gathers data in real time, it facilitates many of the demand responsive TSMO strategies discussed earlier in this section (such as traffic signal optimization). New types of traffic data collection, such as Bluetooth and Wi-Fi detectors, are particularly appealing due to their lower operational and maintenance costs compared to in-road loop detectors. These types of detectors have the added benefit of being able to gather traveler information beyond traditional roadway vehicles to include bicycle and pedestrian roadway users.

Emerging Technologies

In addition to the implementation of some of the ITS capability mentioned above, the emergence of new technologies and the adoption of policies and legislation will provide future decision makers with a new set of strategies to consider.

Connected & Autonomous Vehicles

Connected and autonomous vehicles (AV) can be integrated into existing ITS architecture and could potentially improve mobility, traffic operations, and safety. Automated public transportation could help reduce congestion and the space needed to accommodate single-occupant vehicles, while also potentially improving efficiency and reducing fatalities and severe injuries due to fewer drivers on the road. This technology could also benefit freight and economic growth since improved travel times and traffic operations could have positive impacts on the economic vitality of rural and urbanized areas within the region. The National Association of City Transportation Officials (NACTO) provides further advice and guidance about AV in their “Blueprint for Autonomous Urbanism”. Similarly, the Society of Automotive Engineers (SAE) and the National Highway Traffic Safety Administration (NHTSA) are working to provide guidance for safety and programming levels of automation. Staff of the urban area can help the development and deployment of these technologies throughout the region by beginning discussions on policy and land use, as well as keeping its planning partners informed about developments in autonomous vehicle technology.

DRAFT

Smartphone Applications

As previously mentioned, TNCs and rideshare applications for smartphones are already influencing how people are choosing to commute. For example, Uber's "Express Pool" service in the Washington D.C. Metro Area uses traffic analytics and routing software to reduce backtracking and rerouting to pick up multiple passengers, as was the case with their "UberPool" service. In exchange for significant discounts and more direct routing, riders are picked up within two blocks of their origins and dropped off within two blocks of their destinations, which entails passengers walking more at the beginning and end of their trips.

Smartphones are also already being used at Metro McAllen, Valley Metro, and Brownsville Metro to improve transit service and user experience through route information apps. The Metro McAllen, Brownsville Metro, and Valley Metro Transit Agencies can continue to work with its planning partners to develop or enhance the functionality of smartphone transit applications to further encourage travelers to use transit.

Coordination and Policy Strategies

The following section details strategies to utilize coordination and policy programs and aim to help the RGVMPO meet its mobility needs.

Transportation Performance Management

The RGVMPO Performance Management Framework, approved in 2023, is intended to guide the management of a performance-based planning process to ensure that decisions being made are effective at moving plans toward their goal and meeting federal, state, and local requirements. Transportation Performance Management (TPM) is defined as the balance between predicting expected performance and reporting ongoing performance. The Performance Management Framework provides a list of recommendations for internal and external collaboration with the RGVMPO and partner agencies, establishment of formal processes, and monitoring and reporting practices, among other recommendations, in an effort to effectively promote projects and programs that help the region perform well against federal performance measures.

Operations and Maintenance Considerations

Operations & Maintenance (O&M) involves planning for and executing activities, such as operating the system, monitoring system performance, making repairs, hiring and

DRAFT

training operators, testing the system after any changes are made, and tuning the system. All systems require regular maintenance.

Infrastructure maintenance is a critical aspect of Transportation Systems Management and Operations (TSMO). Most infrastructure management agencies prefer to schedule routine repairs and inspections instead of embarking on ad-hoc patching and repairing. Schedule management for inspection and street repairs will enable city and county personnel to efficiently use limited resources. Regularly scheduled roadway resurfacing is necessary to provide uniform improvements to the existing roadways and to extend their useful life. Older roads, especially those built according to discontinued standards, should be reviewed to upgrade deficient sections based on modern design standards.

When adding capacity to the roadway network, the MPO considers the long-term costs associated with the upkeep of the system. Utilizing financial projections, historic costs, and expected revenue sources allows the MPO to plan for upkeep of the network while remaining fiscally constrained, per federal guidance.[1]

Transportation Demand Management

Transportation demand management strategies seek to reduce congestion on existing roadways by reducing the overall number of cars using roads or by redistributing cars away from congested areas and peak periods of travel. Encouraging the use of alternative modes of transportation (such as transit, biking, or walking) and increasing the number of travelers in each vehicle are the primary ways in which transportation demand management strategies reduce single-occupant vehicle demand on existing roadways. Simply put, transportation demand can be managed by providing travelers with a wide range of efficient and accessible choices for reaching their destination.

With limited funding available to address congestion through increasing roadway capacity, transportation demand management is a cost-effective means to improve use of the transportation system. Transportation demand management strategies are designed to accomplish the following:

- Improve mobility and accessibility by expanding and enhancing the range and quality of available travel choices.
- Reduce congestion and improve system reliability by decreasing the number of vehicles using the roadway.
- Reduce congestion and improve system reliability by shifting vehicle travel to non-peak periods.

[1] 23 CFR Part 450

DRAFT

- Increase safety by addressing congestion, which is generally related to higher occurrences of traffic incidents.
- Improve air quality by reducing the number of vehicle miles traveled, thereby saving energy, and decreasing the number of short vehicle trips.

The following sections detail best practices for transportation demand management.

Strategies to Reduce Single Occupancy Vehicle Trips

Carpool, vanpool, and school-pool programs encourage travelers with common destinations, particularly employment and school destinations, to share vehicles. These can be based on informal arrangements between individuals or formally arranged through ride-matching services. Available research indicates that improving awareness, trust, and willingness to ride with strangers, as well as flexibility in scheduling, may help to increase carpool use. Incentives are another effective tool for encouraging ridesharing.

Resources that may help to increase the use of carpooling, vanpooling, and school-pooling include publishing a webpage with "Frequently Asked Questions" (FAQs) that address the benefits of carpooling, tips for finding other carpoolers, advice on how to organize pick-ups and drop-offs, carpooling etiquette, and safety concerns, among others.

Additionally, some entities have used websites to facilitate the matching of individuals with other carpoolers by either hosting their own free ride-matching service using online ride share software, or publicizing ride-matching applications available to the public, such as web-based carpooling apps.

Incentives

The RGVMPO can play a valuable role in working to develop tools that encourage multimodality ridesharing by making these options easy and streamlined.

Mobility as a Service (MaaS)

MaaS involves integrating transportation technologies to create a seamless process by which users can access various mobility options through a single digital platform. An example of MaaS in action would be a user being able to pay for a bus ride, rent a scooter, and book a rideshare all from the same app. This has the potential to reduce traffic congestion by limiting the number of single occupancy vehicles on the road. The ease of use from MaaS incentivizes users to reduce car trips in favor of multimodal options.

DRAFT

Mobility on Demand (MoD)

Similar to MaaS, Mobility on Demand is technology-driven strategy for creating a multimodal network accessed through a digital platform. MoD increases access to reliable, convenient, and efficient transportation options, encouraging the shift from a car-centric system to a multimodal one.

Transportation Management Organizations

Transportation Management Organizations (TMOs) are non-profit organizations voluntarily created by a group of businesses – often with local government support – to coordinate transportation services in a defined area (typically a commercial district, medical center, or industrial park). Because they tend to serve a small geographic area and constituency, these groups can be very responsive to members' needs. TMOs provide a variety of transportation demand management services that encourage more efficient use of transportation and parking resources, particularly through commute trip reduction strategies and ridesharing.

Employer-Based Tools & Incentives

The commute to and from work is a significant contributor to traffic congestion along area roadways, particularly during peak travel times. Transportation demand management strategies that focus on employer-based tools and incentives can be an effective way to reduce travel by single occupant vehicles by coordinating ridesharing among employees, encouraging the use of alternative transportation modes for work trips, shifting work trips away from peak hours, and reducing work travel times and the number of overall trips. Examples of alternate modes of transportation include walking, biking, using transit, skateboarding, etc.

Employer-based transportation demand management strategies fall into several categories:

- Encouraging employees to travel by alternate modes.
- Shifting trips away from peak periods of travel and reducing the total number of trips.
- Providing route information to divert commuters from congested routes.
- Using location-specific solutions - such as locating in developments with a mix of employment, residential, and service uses - to shorten the work commute.

Regional transportation planning entities can actively work with area employers to reduce congestion by expanding the transportation options available to their employees. This type of information can be provided on a website or delivered

DRAFT

through a "speaker series" for educating area employers regarding options available and their benefits to employers, employees, and the community.

Parking Management & Incentives

Parking management strategies and incentives encourage the use of alternate modes and can be implemented by both local jurisdictions and employers. These strategies typically rely on dis-incentivizing travel by single occupant vehicle by passing along more of the cost of parking to employees and/or limiting the availability of parking. Improved management of parking facilities can result in potential savings for communities and may reduce parking requirements.

Complete Streets

The concept of "Complete Streets" is rooted in the idea that roads should be built with all users in mind, not just the private automobile. While Complete Streets principles include many transportation demand management and TSMO strategies, the concept focuses less on improving traffic conditions and more on the livability of places through a combination of safety, efficiency, and comfort. Complete Streets strategies address the needs of all users of the transportation system, including the young and the old, the disabled, and users of transit or non-motorized forms of transportation. They yield a wide range of benefits related to safety, access, economic development, air quality, health, and livability.

Per the HCMPO 2014 Pedestrian Plan and 2018 HCMPO Bicycle Plan, several cities had noted efforts to implement Complete Streets, including Alton, Donna, McAllen, Mercedes, Mission, Palmhurst, and Weslaco. However, specific methods were not provided.

While policies adopted by local governments represent most Complete Streets policies adopted nationwide, MPOs can be integral partners in promoting and implementing Complete Streets strategies. Moving forward, it will be crucial for the RGVMPO and BPAC to continue to engage with localities and their community members to implement more Complete Streets practices.

Access Management

Access management refers to the regulation of the number of access points between a development and the adjacent roadway network. Many access management solutions involve installation of roadway medians where feasible to guide turning movements to the appropriate locations and improve traffic flow and safety. Another example of access management is optimizing the number and locations of driveway curb cuts in commercial or industrial zones.

DRAFT

Previous endeavors within the RGVMAB included MPO staff helping sponsor access management workshops for TAC members and city staff to attend. The RGVMPO sees many benefits from access management tools such as placement of laminations on the number and spots that curb cuts are permitted along a roadway.

Targeted Traffic Enforcement

Consistent and reliable enforcement of traffic laws help address public concerns about traffic issues. Focused speed studies (using radar trailers and traffic counters) and enforcement can be employed in the RGVMAB to discourage speeding on roadways within the region.

Safe Passing Ordinances are an example of traffic enforcement that can help encourage RGVMAB citizens to use alternative modes of transportation as they increase bicycle and pedestrian safety. These ordinances protect vulnerable road users by requiring a safe passing distance of 3 feet by motor vehicles and 6 feet for commercial vehicles when conditions allow. Currently, several cities within the RGVMAB have enacted such safe passing ordinances, including Brownsville, Edinburg, Harlingen, McAllen, Mission, Pharr, San Benito, San Juan, and Weslaco.

The same can be said for parking enforcement laws, which prevent automobiles from parking in ways that may be harmful to or discourage pedestrian and bicycle travel. For example, Edinburg, Pharr, and San Juan currently have such enforcements in place.

Traffic Calming

Because there are many instances where the number of aggressive drivers is greater than the capacity to enforce traffic laws, many cities and counties have implemented various “self-enforcing” speed and volume control devices. Most of these measures are referred to as “traffic calming.” These physical devices can assist law enforcement in influencing driver behavior.

Most traffic calming measures are applied to residential streets, though certain measures can be applied to higher volume roadways as well. Broadly defined, the goals of traffic calming measures are:

- To slow down the average vehicle speeds for a roadway.
- To address excessive volumes for a roadway.
- To make drivers aware of the context and surroundings of roadways.

Traffic calming measures can sometimes impact access and response time for emergency personnel. Representatives of fire, police, and emergency services

DRAFT

departments should be involved in the review of proposed traffic calming devices. The RGVMPO can work with its planning partners and emergency response agencies to identify locations suitable for traffic calming implementation. Common examples of traffic calming installations include:

- Speed humps or cushions
- Bulb outs
- Chicanes
- Raised crosswalks
- Traffic circles

Traffic Incident Management

Traffic Incident Management (TIM) consists of a planned and coordinated process to detect, respond to, and quickly clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. Effective TIM strategies reduce the duration and impacts of traffic incidents and improve the safety of motorists, crash victims, and emergency responders. Traffic incident management involves coordination among several public and private sector partners, including:

- Law enforcement
- Emergency management and preparedness
- Fire and rescue
- Emergency medical services
- Towing and recovery
- Transportation departments
- Hazardous materials contractors
- Public safety communications
- Traffic information media

All Ages and Abilities Facilities

Active transportation facilities which are designed and built to provide a high comfort level for all users-- including young, old, or disabled-- create an active transportation network that can be used by everyone. All ages and abilities facility types focus on intuitive design, separation from motor vehicles, and a high level of comfort along all segments of the route. Occasionally, bike facilities may often have gaps which place vulnerable users in an uncomfortable position on the roadway, whereas all ages and abilities facility types will have a continuous and connected system. An example of an all ages and abilities facility in the RGVMAB is the Heavin Resaca Trail which connects BUS-77 with W. Stenger St. in San Benito and provides a separated, paved pathway which is comfortable for all users.

DRAFT

Safe Routes to School Programs

Safe Routes to School (SRTS) programs aim to improve the ability to walk, bike, or wheel to schools. The program works with parents, schools, and local governments to prioritize and select projects that improve active transportation access to schools and ensure safe and comfortable routes for all students. Moving forward, the TxDOT Transportation Alternatives Set-Aside Program/Safe Routes to School Program Guide can be used as a guideline for SRTS implementation.

Open Streets Events

Open Street events, also known as "CicloBias" or Sunday Parkways, are dedicated to non-vehicle use for a pre-determined period of time. Residents use the streets for activities such as exercise, games, or playing music. Community vendors and businesses may be involved to incorporate local traditions. The purpose of Open Streets events is two-fold: first, to provide an opportunity to build community and enjoy public space in a safe, quiet environment, and secondly, to promote and encourage residents to use active modes of travel such as walking, biking, or transit, for daily activities.

Municipalities or local non-profits group can both host such events, and often the two work in unison to accomplish the event. The City of Brownsville currently hosts "CycloBia", its Open Streets event which makes selected Brownsville streets available to residents for recreational and sport activities. The City of Harlingen has also hosted similar events known as "Viva Streets". The Open Streets Project provides many resources and tools for communities who would like to start an open streets event.

Social Behavior Change Programs

Many urban areas have started to offer additional information and support to residents who are interested in learning more about using active modes of travel. Municipalities, transit agencies, and non-profit groups have maintained such programs to help reduce single occupancy vehicle trips and increase trips made by walking, biking, or taking transit. Generally, programs work with individuals who are already interested, or who have considered making such changes, as not to waste effort with those residents who are not interested or ready to change their mode of travel. Community events, social media campaigns, and door to door marketing are all methods used to communicate with residents who choose to participate with the program. Successful programs have been shown to accomplish reductions in vehicle miles traveled within the communities the program is active.

DRAFT

Safety and Security

The FAST Act requires that the transportation planning process address both the safety and security of the transportation system for motorized and non-motorized users. Federal guidelines define safety as "freedom from unintentional harm," and define security as "freedom from intentional harm."

The RGVMPO is responsible for addressing safety and security through the programming of transportation improvements. The MPO's role in coordinating regional transportation needs between the various local, state, and federal transportation agencies are vital to creating successful safety and security policies and enhancing regional mobility. By integrating the safety and security goals and objectives of regional stakeholders into the transportation planning and evaluation process, the MPO can ensure that its plans and studies are consistent with and help support safety and security planning in the RGVMPO.

This also helps ensure that planning efforts contain strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users. The following sections discuss the various safety and security initiatives relevant to the RGVMAB and focus on implementation strategies. Please refer to Chapter 2 for full descriptions of referenced plans.

TxDOT 2022-2027 Texas Strategic Highway Safety Plan (SHSP)

The SHSP focuses on a vision of zero traffic fatalities and serious injuries. Some examples of safety strategies from the plan are to keep vehicles from encroaching on the opposite lane, reduce speeding over the limit, expand intersection safety practices through planning and design, and increase public education and outreach efforts.

TxDOT 2021 Highway Safety Improvement Program (HSIP)

The HSIP focuses on the emphasis areas and strategies identified by the SHSP. Its objective is to significantly reduce traffic fatalities and serious injuries on all public roads by providing a standardized approach for identifying and reviewing specific traffic safety concerns throughout the state of Texas. Planning projects in line with these goals will be eligible for program funds.

DRAFT

Texas Department of Emergency Management

The state emergency management program is coordinated by the Texas Division of Emergency Management (TDEM). This program is intended to ensure that the State of Texas and its local governments respond to and recover from emergencies and disasters. The program also implements plans and programs to help prevent or lessen the impact of emergencies and disasters, as well as programs to increase public awareness about threats and hazards.

The TDEM also coordinates emergency planning and administers disaster recovery, hazard mitigation, and homeland security grant programs in the state of Texas.

RGVMPO SS4A Safety Action Plan

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) created a Comprehensive Safety Action Plan under the Safe Streets for All (SS4A) program. The plan outlines data-driven initiatives to minimize the number of fatalities and serious injuries that are related to transportation across the MPO planning area.

The comprehensive safety action plan includes:

- Analysis of recent crash trends and contributing factors based on crash data
- Emphasis areas and priorities for safety improvements
- System-wide safety countermeasures and location-specific project recommendations
- Methods to coordinate efforts across jurisdictions within the MPO region
- Performance measures to track and monitor progress toward reducing fatalities and serious injuries

Strategies to Increase Alternative Modes of Transportation

Strategies to increase travel by alternative modes (i.e. transit and active transportation) can also help the RGVMPO reduce the number of automobile trips and enhance regional mobility. These strategies typically focus on the following objectives:

- Expand the service area of transit (regional and local) and connect bicycle and pedestrian infrastructure to transit facilities to reach more citizens, increasing connectivity to key destinations within the region.
- Improve the quality of transit service to increase convenience, comfort, ease of access, and affordability to encourage mode switch by providing various levels of service focused on community context.

DRAFT

- Educate the public on the availability of various alternative transportation modes and services and provide intuitive and accessible resources to help travelers navigate the region.
- Understand and reduce congestion to allow for more efficient and safe travel of alternative transportation modes on the RGVMAB roadway network.

The following sections detail mode-specific strategies based on plans currently under development which will provide the RGVMPO with recommendations for alternative transportation mode implementation.

RGVMPO Active Transportation Plan

Active transportation refers to non-motorized modes of travel, such as walking, bicycling, or using a wheelchair or mobility device. Because these modes provide fundamental means of mobility and accessibility to individuals, it is crucial for the metropolitan planning process to consider the needs of active transportation users. In addition, active transportation can provide communities with opportunities for enhanced recreation, leisure, and tourism by creating pedestrian and bicycle networks that allow people to spend time outdoors and encourage economic development. Some standard strategies include:

- Increasing bicycle/pedestrian safety through signage, lighting, facility type upgrades, etc.
- Increasing the continuity of facility networks
- Increasing availability of parking/storage and availability of amenities (e.g. RGVMPO Bike Friendly Business Program)

The RGVMPO Active Transportation Plan was conducted in tandem with the previous MTP update to help address such strategies. The plan contains robust analysis on the RGVMPO's current state of active transportation infrastructure and ensuing needs; a set of network recommendations with a staged implementation plan; and facility design guidelines. The plan also conducted public engagement efforts alongside the MTP process to consider community priorities and locally identified needs.

To maintain focus on active transportation issues, the Bicycle and Pedestrian Advisory Committee (BPAC) exists to address pertinent active transportation matters and present recommendations to the TAC. This subcommittee contains a mixture of TAC members, bicycle advocates, pedestrian advocates, and other relevant stakeholders. Continued support from the RGVMPO BPAC will be essential to the enhancement of the RGVMPO active transportation network.

DRAFT

RGVMPO 2030 Transit Development Plan

While personal automobiles typically offer comfort and ease to users, traveling by transit typically requires longer travel times and less flexibility in schedule. Improving transit services involves strategies and planning that makes the option of taking transit competitive to that of using a personal automobile by creating time and cost savings. Such strategies include:

- Shortening overall travel times
- Increasing traveler comfort
- Providing added flexibility regarding travel times and destinations

Certain aspects of bus travel will always be less convenient than travel by car, however, there are several improvements that can be made to existing regional (i.e. Valley Metro) and local (i.e. Brownsville Metro, Island Metro, McAllen Metro, UTRGV) service to influence a future transition to transit ridership.

The RGVMPO conducted the 2030 Transportation Development Plan (TDP) in concurrence with the previous MTP update to ensure a coordinated effort in the multimodal transportation planning process. The TDP contains in depth analysis on the RGVMPO's existing transit conditions and needs; a set of service standards to create a unified regional state of transit; scenario alternatives for Valley Metro to efficiently connect to existing service providers; and a transit investment analysis detailing the level of funding necessary to achieve the scenarios developed. The plan also conducted a series of public engagement events alongside the MTP outreach efforts to understand community priorities and obtain local input on specific areas of need. These engagement findings were paired with the TDP's technical analyses to provide better mobility options within the RGVMPO via transit.

The addition of the TDP allows for the RGVMPO and its planning partners to better understand how to enhance the existing transit system, in turn reducing single occupancy vehicle travel and improving multimodal options for RGVMPO citizens.

Pedestrian Egress Study

The document focuses on the **Texas General Land Office's** study and recommendations for improving pedestrian evacuation routes in the Lower Rio Grande Valley (LRGV) region, particularly in response to severe flooding events. The study assesses the current infrastructure, identifies vulnerabilities, and proposes enhancements to support safe and effective evacuation.

DRAFT

Key Takeaways

1. **Emergency Planning and Vulnerability**:
    - The study highlights the need for improved evacuation routes in the LRGV, focusing on areas with high concentrations of socially vulnerable populations.
    - Recommendations include creating priority registries for individuals needing extra time and care during evacuations and enhancing communication systems.
2. **Infrastructure Improvements**:
    - Proposals include developing elevated trails and pathways, incorporating flood mitigation features like bioswales and retention ponds, and ensuring ADA compliance for all evacuation routes.
    - The study emphasizes the importance of integrating these improvements into existing emergency management protocols.
3. **Community Engagement and Resilience**:
    - Extensive community outreach was conducted to gather feedback and identify low-lying flooding hotspots and potential shelter locations.
    - The concept of **Resilience Hubs** is introduced, which are community-serving facilities designed to support residents before, during, and after disasters.
4. **Funding Opportunities**:
    - The document outlines various state and federal funding sources available for implementing the proposed recommendations.
5. **Special Considerations for Rural Areas**:
    - Specific recommendations for rural areas which face unique challenges due to their lack of comprehensive transportation infrastructure.
    - Suggestions include developing a countywide Master Drainage Plan and incorporating trails to direct people to shelters.
6. **Future Planning and Implementation**:
    - Emphasis on the need for ongoing planning and coordination among local, regional, and state entities to ensure the effective implementation of the proposed measures.
    - The importance of maintaining momentum and public engagement to support long-term community capacity to respond to hazards.

These takeaways provide a comprehensive overview of the document's focus on enhancing pedestrian evacuation routes and community capacity in the LRGV region.

DRAFT

Congestion Management Process

A Congestion Management Process (CMP) is a federally mandated set of procedures to be documented and sustained by Metropolitan Planning Organizations (MPO). The purpose of a CMP is to identify, analyze, and monitor traffic congestion in urban areas to provide data-driven implementation strategies and evaluate their effectiveness over time.

The RGVMPO's CMP identifies congestion management strategies organized by TxDOT funding category, utilizing unique funding opportunities to improve congestion and encourage alternative modes of transportation. The strategies and their funding sources are as follows:

- Category 7 – Metropolitan Mobility and Rehabilitation (Highway): The RGVMPO has been actively restructuring its project scoring system for the Category 7 program to prioritize congestion relief. By incorporating congestion metrics, the RGVMPO seeks to identify and support projects that will significantly improve traffic flow, reduce travel time, and enhance overall mobility within the region.
- Category 9 – Transportation Alternatives Set-Aside Program (TASA): RGVMPO utilizes Category 9 program funding to address congestion by promoting alternative transportation options. By investing in projects like trails, sidewalks, and bike paths, the RGVMPO aims to reduce the reliance on vehicular travel, thereby alleviating congestion on roads.
- Category 10 – Carbon Reduction Program (Transit & Highway): The RGVMPO leverages Category 10 funding to mitigate congestion through projects that also contribute to lowering carbon emissions. These initiatives not only help reduce greenhouse gas emissions but also improve traffic flow and decrease congestion by promoting alternative modes of transport and optimizing existing infrastructure.
- Section 5307 – Urbanized Area Formula Funding program (Transit): The RGVMPO has $69,060,479 programmed in FY 2025-2028 TIP with Section 5307 funding. Project descriptions include but are not limited to Preventive Maintenance, Dispatching and Scheduling Software, Operations, and Facility Improvements. These projects will make transit more frequent, efficient, and safer, increasing usage of transit facilities.
- Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities (Transit): The RGVMPO has $4,610,205 programmed in the FY 2025-2028 TIP with Section 5310 funding. Project descriptions include but are not limited to ADA Coordinator, Paratransit, Mobility Management, and Administration and

DRAFT

Capital. Individuals who require assistance will be able to travel safely and efficiently to destinations, reducing their dependency on using passenger vehicles.

- Section 5339 – Bus and Facilities (Transit): The RGVMPO has $3,082,672 programmed in FY 2025-2028 TIP with Section 5339 funding. Project descriptions include but are not limited to Rehab/Renovate Stations/ Stops/Terminals, Capital Improvement, Fleet Overhauls, and Support Equipment. Transit can remove a significant number of single-occupancy vehicles from the most congested roadways and utilize road space systematically.

Infrastructure Investment Strategies

The following section outlines the steps taken to address or mitigate the deficiencies identified through the multimodal needs analysis (Chapter 4). Steps include the development of a fiscally constrained list of potential infrastructure projects, completing a project prioritization process based on the 10 FAST Act planning factors and community values, and creating a staged implementation plan for the MTP planning horizon (Chapter 6). This process allows for the RGVMPO to build off data-driven analyses and community input to create a subjective project prioritization which will in turn allow the region to implement projects that address gaps in transportation infrastructure in a timely and fiscally feasible manner.

Project Identification

RGVMPO 2050 MTP projects were identified from the previous MTP project listing and from a call for projects sent out to local governments.

Project List Adoption and Staged Improvement Plan

The TPB oversees final approval of the draft project list after the prioritization process is finalized. Once the TAC completed their project selection process, the draft list of prioritized projects was sent to the TPB, which approved the draft list for public review and feedback. Following public comment, the TPB approved the final project list upon adoption of the RGVMPO 2050 MTP.

The final list of prioritized projects is presented in the following chapter, which displays the project list in a phased plan for fiscally constrained implementation over the 26-year plan horizon. The implementation phases are listed below:

- Short-Term Stage (2025 – 2028)

DRAFT

- Medium-Term Stage (2029 – 2035)
- Long-Term Stage (2036 – 2050)

Chapter 7 also provides corresponding maps to identify projects in each stage of the plan.

DRAFT

Chapter 6

Financial Planning

Chapter 6: Financial Planning

Federal regulations mandate that investments proposed in an MTP must show fiscal constraint by providing enough information to demonstrate that projects included in the plan can likely be implemented using committed, available, or reasonably available revenue sources. This means that the funding available for projects must be able to reasonably support anticipated costs of the projects and demonstrate reasonable assurances that the transportation system is being adequately operated and maintained. This chapter includes a primer on funding categories, sources, and dollar amounts reasonably anticipated to be available to fund projects included in the 2050 MTP.

Funding Sources

The following is a list of programs incorporated into the financial analysis. Programs identified as funding opportunities include federal formula programs, federal discretionary grants, funding programs from the state, and local funding opportunities for transportation improvements.

Federal Formula Funding

Federal formula funding allocates a set amount of money to each recipient (such as states) to achieve a specified purpose. The laws that approve federal funding for transportation improvements have changed over time. In 2015, the federal government enacted the Fixing America's Surface Transportation Act (FAST Act), which provides funds for surface transportation activities. The FAST Act builds upon the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was enacted in 2012, by expanding its scope to include improving highway mobility, supporting economic growth by creating jobs, and accelerating project delivery and promoting innovation.

In November of 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) was enacted. It increased available funding for transportation projects by authorizing over $1 trillion for transportation and infrastructure spending. The IIJA replaced the FAST Act but largely preserved its core programs and included changes to address current transportation priorities. It also established new programs and new eligibilities for transportation project funding. The IIJA created four new formula programs: the PROTECT Formula Program, Carbon Reduction Program, Bridge Formula Program, and National Electric Vehicle Infrastructure Formula Program. Federal formula funding programs are described below.

Bridge Formula Program

The Bridge Formula Program was created by the IIJA and provides funding to states for bridge rehabilitation, protection, construction, and replacement. The program apportions 75% of the funds for replacement of bridges in poor condition, and 25% for rehabilitation of bridges in fair condition. Projects funded from the Bridge Formula Program are subject to the requirement of accommodation for pedestrians and cyclists.

Carbon Reduction Program

The Carbon Reduction Program was established by the IIJA and provides funds to states to reduce emissions and develop carbon reduction strategies. States are required to work with MPOs to develop and update a carbon reduction strategy to receive funding. Eligible projects include public transportation, congestion management, alternative fuel infrastructure, and pedestrian and nonmotorized transportation projects.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Urban areas that do not meet ambient air quality standards are designated as non-attainment areas by the U.S. Environmental Protection Agency (EPA). CMAQ funds are apportioned to those urban areas for use on projects that contribute to the reduction of mobile source air pollution through reducing vehicle miles traveled, fuel consumption, or other identifiable factors. Both roadway and transit projects are eligible for CMAQ funds. The IIJA continued the CMAQ program, with around $2.6 billion in apportionment each year until 2026. The RGV metropolitan area is not currently eligible for CMAQ funds, as it does not have nonattainment status for air quality.

Highway Safety Improvement Program (HSIP)

The purpose of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. States are required to allocate HSIP using a safety data system to perform problem identification and countermeasure analysis on all public roads, adopt strategic and performance-based goals, advance data collection, analysis, and integration capabilities, determine priorities for the correction of identified safety problems, and establish evaluation procedures. The IIJA continued and increased HISP program funding.

Metropolitan Planning Program

The program funds the cooperative, continuous, and comprehensive (3C) planning activities of metropolitan planning organizations (MPOs). The IIJA provided an annual average of $456 million for this program. Funds are apportioned to states, which are then made available to MPOs.

National Electric Vehicle Infrastructure (NEVI) Formula Program

The IIJA also established the NEVI Formula Program, with a total of $5 billion available over five years.[1] The purpose of this program is to deploy a nationwide network of public electric vehicle charging stations along Alternative Fuels Corridors. States are required to create a state plan for electric vehicle infrastructure deployment. Thus, TxDOT determines how NEVI formula funds will be spent.

National Highway Freight Program (NHFP)

This program helps states and MPOs to address impediments to the movement of freight. Examples of eligible activities include truck parking facilities, traffic signal optimization, and highway or bridge projects. The IIJA expanded the eligible road mileage under the program and apportioned an annual average of $1.43 billion through FY2026.

National Highway Performance Program (NHPP)

The IIJA allocated over $28 billion for NHPP funding each year from 2022 to 2026.[2] The purpose of the NHPP is to preserve the condition, performance, and durability of the National Highway System (NHS). NHPP funds can also be used to construct new NHS facilities and ensure that projects are making progress toward performance goals set out in each state's asset management plan. NHPP provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used ("flexed") to fund transit improvements in NHS corridors. NHPP funds are distributed under Categories 1, 4, and 12 of TxDOT funding.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program

[1] Joint Office of Energy & Transportation (2023). NEVI Formula Program Annual Report.

[2] Kalla, H. (2022). FHWA Memorandum: Implementation Guidance for the National Highway Performance Program (NHPP) as Revised by the Bipartisan Infrastructure Law. Pg. 9.

The PROTECT Program, established by the IIJA, provides funding to states for planning activities, transportation durability improvements, evacuation route activities, and natural infrastructure to protect transportation assets. The goal of the program is to make the transportation system more durable against natural hazards. From 2022-2026, the total amount of available funding from the PROTECT Formula Program is $7.3 billion.[3]

Railroad Rehabilitation and Improvement Financing (RRIF) Program

The Railroad Rehabilitation and Improvement Financing (RRIF) Program authorizes the Federal Railroad Administration (FRA) to provide direct loans and loan guarantees for projects that acquire, improve, rehabilitate, or build intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, and shops. Up to $35 billion per year of financing is available, with at least $7 billion reserved for projects not on Class I railroads. Financing can be provided for up to 100% of project costs with repayment periods of up to 35 years. Recipients benefit from interest rates that are equal to the cost of borrowing from the government. The FAST Act also authorized the USDOT to enter into Master Credit Agreements. These agreements include one or more loans to be made in the future on a program of related projects. State and local governments, government-sponsored authorities and corporations, and railroads are all eligible to borrow under RRIF.

Surface Transportation Block Grant (STBG) Program

The STBG Program is a block grant funding program with subcategories for states and urban areas. These funds can be used for any road, including an NHS roadway. The IIJA continued all STBG requirements, but added the provision that states may use up to 15% of certain categories of STBG funds on roadways classified as local roads or rural minor collectors. The state portion of funding can be used on roads inside or outside an urbanized area, while the urban portion can only be used on roads within an urbanized area. The funding ratio is 80%/20% (federal/local). For urban areas with a population of greater than 200,000 people, the MPO is the lead agency for funding allocation in consultation with the State. In urban areas with a population of less than 200,000 people, the state is the leading agency for fund allocation in consultation with regional planning organizations.

Transportation Alternatives (TA) Program

The Transportation Alternatives (TA) Program is a set-aside of STBG Program funding to provide funding for a variety of alternative transportation projects. From fiscal

[3] USDOT (2022). Bipartisan Infrastructure Law Fact Sheets. PROTECT Formula Program.

years 2022-2026, a total of around $1.4 billion is available for the TA program each year.[4] Eligible TA project activities include:

- Facilities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Safe routes to school
- Conversion and use of abandoned railroad corridors for trails
- Community improvement activities
- Environmental mitigation related to stormwater and habitat connectivity

States and MPOs conduct a competitive application process for use of the sub-allocated funds. Other than a recreational trails set-aside, states are given broad flexibility to use these funds. A 20% local funding match is required for most projects.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

The Transportation Infrastructure Finance and Innovation Act (TIFIA) Program provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. Transportation Projects eligible for federal assistance through existing transportation programs are eligible for the TIFIA credit program. Eligible projects must be included in the State Transportation Improvement Program (STIP) and have a capital cost of at least $50 million, except ITS projects which have a $15 million minimum eligibility requirement. TIFIA financing should attract public and private investment, result in a project proceeding earlier and/or more efficiently, and reduce use of federal grant assistance to the project.

FTA Funding Programs

Several FTA formula programs could be used to provide funding for public transportation service improvements, facilities, or equipment. These include:

- **Section 5307** - Urbanized Area Formula Grants: This grant makes federal resources available to urbanized areas and to governors for transit capital and

[4] US FHWA (2022). Fact Sheets. Transportation Alternatives (TA).

operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more.

- **Section 5339** - Grants for Buses and Bus Facilities: This formula grant provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities.
- **Section 5310** - Enhanced Mobility of Seniors and Individuals with Disabilities: This program provides formula funding to states for the purpose of meeting transportation needs of the elderly and persons with disabilities. Eligible recipients include private nonprofit groups, states, public transportation operators, and local governments.
- **Section 5311** - The Formula Grants for Rural Areas Program: This program provides formula funding to states for the purpose of providing capital, planning, and operating assistance for public transportation providers in rural areas with populations of less than 50,000. Additionally, the program provides funding for training and technical assistance under the Rural Transportation Assistance Program.

Federal Discretionary Funding

There are many discretionary, or competitive, grant programs available at the federal level. MPOs are eligible to apply or partner with other agencies to receive grant funding for a wide range of transportation improvement and planning activities. The DOT Discretionary Grants Dashboard is an excellent resource for navigating the many grant programs available along with their eligibility requirements.[5] Federal guidance should be used for the most current information on the availability and requirements of grant programs. Examples of grant programs are listed below:

- Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Program
- Airport Improvement Program (AIP)
- Airport Terminals Program
- Areas of Persistent Poverty Program (AoPP)
- Bridge Investment Program (BIP)
- Capital Investment Grant (CIG) Program
- Charging and Fueling Infrastructure Grant Program
- Commercial Driver's License Program Implementation (CDLPI)

[5] https://www.transportation.gov/grants/dashboard

- Commercial Motor Vehicle (CMV) Operator Safety Training Grant
- Community Safety Grant (CSG)
- Diesel Emissions Reduction Act (DERA) National Grants
- Economic Impact Initiative Grant Program
- Grants for Buses and Bus Facilities Competitive Program
- Infrastructure For Rebuilding America (INFRA) Grant Program
- Innovative Coordinated Access and Mobility (ICAM) Pilot Program
- Low- or No-Emission Grant Program
- National Infrastructure Project Assistance (Mega) Grant Program
- Pilot Program for Transit-Oriented Development (TOD) Planning
- Port Infrastructure Development Program (PIDP)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant Program
- Public Transportation Emergency Relief Program
- Better Utilizing Investments to Leverage Development (BUILD) Grant Program
- Reconnecting Communities Pilot (RCP) Program
- Safe Streets and Roads for All (SS4A) Grant Program
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grants
- Thriving Communities Program
- Wildlife Crossings Pilot Program

State Funding

States receive formula funds from the Federal Aid Highway Program Highway Trust Fund. In addition, states receive transportation funds from taxes and fees such as motor fuels taxes and vehicle registration fees. States typically use funding sources to meet match funding requirements and fund operations. The following section describes state transportation funding sources from Texas.

The State of Texas maintains categorized funding programs that coincide with federal funding programs. Traditionally, this funding is used to meet any required match of federal sources and to fund the operations of the state Department of Transportation. The primary funding source for Texas transportation programs includes motor fuel taxes allocations, motor vehicle registration fees, severance taxes allocations, and many other revenue sources and fees, including voter approved constitutional amendments Proposition 1 and Proposition 7, which redirect funding from the general fund to be spent on transportation projects. Categories 1-9 of the Texas Unified Transportation Program (UTP) are federal and state programmatic funding categories, while Categories 10, 11, and 12 are strategic and discretionary funding categories. Definitions and criteria for funding categories are summarized in Table 6-1.

Table 6-1: TxDOT Funding Categories

Category	Allocation/Distribution	Project Selection Guidelines
Preventative Maintenance and Rehabilitation (1)	Funding is allocated to each district	District wide performance-based prioritization process
Metropolitan and Urban Area Corridor Projects (2)	Funding is allocated to each MPO based on population of under or over 200,000 (TMA)	MPOs select projects with TxDOT district
Non-Traditionally Funded Transportation Projects (3)	Determined by Commission approved minute order	Projects selected by state legislation, minute order, or local government commitments
Statewide Connectivity Corridor Projects (4)	Rural funds are distributed to specific projects, Urban funds are distributed same as category 2	TxDOT districts select projects in consultation with TxDOT's Transportation Planning and Programming Division using a performance-based prioritization process or in consultation with MPOs
Congestion Mitigation and Air Quality Improvement (CMAQ) (5)	Funds are distributed to non-attainment areas	TxDOT districts oversee selection of MPO projects
Structures Replacement and Rehabilitation (Bridge) (6)	Funding is allocated to TxDOT's Bridge Division	TxDOT's Bridge Division selects projects using a performance-based prioritization process
Metropolitan Mobility and Rehabilitation (7)	Distribution is based on the population of each TMA	MPOs use a performance-based prioritization process
Safety (8)	Funding is allocated to TxDOT's Traffic Safety Division	Projects are evaluated, prioritized, and selected at the district level
Transportation Alternatives Set-Aside Program (9)	TMA MPOs administer funds and TxDOT distributes funds through a competitive process	Projects selected competitively by TxDOT's Public Transportation Division or by MPOs
Supplemental Transportation Programs (10)	Transportation-related projects that do not qualify for funding in other categories, including landscape and aesthetic improvement, erosion control and environmental mitigation, construction and rehabilitation of roadways within or adjacent to state parks, maintenance of railroad signals, construction or replacement of curb ramps, and miscellaneous federal programs.	
District Discretionary (11)	includes projects eligible for federal or state funding selected at the TXDOT District Engineer's discretion.	
Strategic Priority (12)	Funds projects with specific importance to the state, including those that generally improve congestion and connectivity, energy sector access, and border and port connectivity, promote economic opportunity, increase efficiency on military deployment routes, and maintain the ability to respond to both manmade and natural emergencies.	

Local Funding

It is typically the responsibility of the local government jurisdictions (cities and counties) to cover any costs not covered by state and federal programs. Local funding can come from a variety of sources including property taxes, sales taxes, user fees, special assessments, and impact fees. Match requirements make local funds critical to maintain eligibility for several federal and state funding sources, which is typically around 20% of total project costs for federal funding sources.

Advanced Transportation District

Legislation authorizing the creation of Advanced Transportation Districts and authorization of a local sales tax for advanced transportation was enacted by the Texas Legislature during the 76th session in 1999. Advanced transportation as defined in the legislation includes:

- Light rail
- Commuter rail
- Fixed guideways
- Traffic management systems
- Busways
- Bus lanes
- Technologically advanced bus transit vehicles and systems
- Bus rapid transit systems
- Transit centers
- Stations
- Electronic transit-related information, fare, and operating systems
- High occupancy vehicle lanes
- Traffic signal prioritization and coordination systems
- Monitoring systems
- Other associated services

Bond Issues

Property tax and sales tax funds can be used on a pay-as-you-go basis, or the revenues from these taxes can be used to repay general obligation or revenue bonds. These bonds are issued by local governments upon approval of the voting public.

Economic Development Corporation

In Texas, the Development Corporation Act of 1979 gives cities the ability to finance new and expanded business enterprises in their local communities through economic development corporations (EDCs). Chapters 501, 504, and 505 of the Local Government Code outline the authorization of certain EDCs to implement sales taxes to fund streets, roads, and other infrastructure improvements.

General Sales Taxes

The general sales and use taxes are also an important funding source for local governments. The most commonly known form of the general sales tax is the retail sales tax. The retail sales tax is imposed on a wide range of commodities, and the rate is usually a uniform percentage of the selling price.

Property Taxes

Property taxation has historically been the primary source of funding for local governments in the United States. Property taxes account for more than 80% of all local tax revenues. Property is not subject to federal government taxation and is a significant generator of tax revenue within the state of Texas given the lack of state and local-option income taxes.

Public-Private Partnerships

A Public-Private Partnership (P3) is a contractual agreement between a public agency (federal, state, or local) and a private entity for a long-term, performance-based approach to procuring public infrastructure. The private entity assumes the major share of the risk in terms of financing, constructing, and the performance of the project in return for the right to collect revenue from the project over a set period of time.

Special Assessments

Special assessment is a method of generating funds for public improvements, whereby the cost of a public improvement is collected from those who directly benefit from the improvement. Areas in which this scenario occurs are often called “Special Assessment Districts.” Within these districts, property owners—typically business owners—will vote to dedicate a portion of their sales tax or property tax to fund some improvement or service that benefits the district. In many instances, new streets are financed by special assessment. The owners of property located adjacent to the new streets are assessed a portion of the cost of the new streets based on the amount of frontage they own along the new streets.

Tax Increment Reinvestment Zone or District

One of the tools many states use to obtain funds not provided by federal and state funding is through Tax Increment Financing (TIF), which is a public financing method used for redevelopment and community improvement projects. A tax increment reinvestment zone (TIRZ) is a political subdivision of a municipality or county created to implement tax increment financing, which may be initiated by the city or county. The assessed values of properties within the new TIRZ are frozen for a period of time.

As property values increase over the lifetime of the TIRZ, the property taxes collected through this increase (the "increment") are used to pay for the improvement project. A TIRZ may not be created without justification. In its current state, the area must have a deleterious effect on the economic future of the creating body. To be eligible for funding, the project sponsor must be able to show that the project offsets the deleterious effect.

Traffic Or Development Impact Fees

Traffic or Development Impact Fees have been generally well received in other states and municipalities in the United States and have gained popularity in recent years. New developments create increased traffic volume on the streets around them, and development impact fees are a way of attempting to place a portion of the burden of funding improvements on developers who are creating or adding to the need for improvements.

User Fees

User fees are fees collected from those who use a service or facility. The fees are collected to pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses. User fees are commonly charged for public parks, water and sewer services, transit systems, toll roads, express lanes, and solid waste facilities. The theory behind the user fee is that those who directly benefit from these public services pay for the costs.

Projected Costs and Revenues

The process of developing reasonable expectations for future revenues included reviewing the most current Transportation Improvement Program (TIP) (2025-2028) and 2025 Unified Transportation Program (UTP) in close coordination with the TxDOT Pharr District. This coordination served to verify assumptions of funding levels including additional projected funding factors and funding targets. Based on the historical and near-term funding expectations, a set of revenue projections were developed for expected federal, state, and local funding for the stages of this plan.

Funding within the first two stages of the plan is corollary to projects programmed in the TIP, while the long-term stage of expected funding is tied to planning targets for the current UTP. Long-term funding projections assume no growth in funding and that 80% of district wide funds are spent within the MPO area.

In addition to TIP and UTP funding, local funding is included in projected revenues. Local jurisdictions were asked to provide their anticipated local funding through 2041. These totals include Grouped Category 9 TA-SA, Category 7 ROW, and CAT 10 CRP

projects. Additionally, in fiscal year 2027, SH 4 (0039-10-091) is a fully state funded TXDOT project that is not listed on the STIP. It accounts for $124,800,000 of undetermined Other/Local funds on MTP. The full results of these alternative funding sources are shown in Table 6-2.

The outlying stages cover the remaining years of the plan and incorporates the historical and current funding level growth rates to project reasonable expectations for available funding for the remaining years of the planning horizon.

- Short-Term Stage: 2025-2028
- Medium-Term Stage: 2029-2035
- Long-Term Stage: 2036-2050

Table 6-2 shows committed revenue, additional projected revenue summaries, anticipated project costs, and Year of Expenditure (YOE) costs over the 25-year planning horizon.[6]

Table 6-2: Projected Revenue Summaries and Costs

Stage	Committed Revenue	Add'l Federal & State Funding Estimate	Local Funding Estimate	Total Project Cost Estimate	Year of Expenditure Cost Estimate
Short (2025-2028)	$1,606,538,000	$571,179,000	$372,390,000	$1,988,544,000	$1,606,538,000
Medium (2029-2035)	$4,788,250,000	$1,309,382,000	$664,870,000	$5,377,509,000	$4,788,250,000
Long (2036-2050)	$742,480,000	$5,821,165,000	$3,109,590,000	$933,733,000	$742,480,000

Table 6-3 shows transit funding estimates based on the FY 2025-2028 Transportation Improvement Program - August 2025 Revision Cycle Transit Financial Summary. Future estimates are based on 2025-2028 averages and a 2% growth factor. Transit funding depends in part on population size and discretionary grant awards, and is therefore subject to change over the lifespan of the MTP plan. Transit funding is used to pay for the service operation of the multiple transit agencies in the RGV metropolitan area, along with other expenses such as vehicle purchases.

[6] Because local revenue is part of fiscal constraint, an ongoing dialogue between the RGVMPO and local governments is required to ensure that the local portion of project funding continues to be available over the duration of the short-, medium-, and long-term time bands.

Table 6-3: Transit Funding Estimates (Federal, State, and Other)

Stage	Short (2025-2028)	Medium (2029-2035)	Long (2036-2050)
Sec. 5307 - Urbanized Formula >200K	$93,776,897	$87,613,837	$234,107,648
Sec. 5307 - Urbanized Formula <200K	$9,869,836	$37,421,330	$99,991,280
Sec. 5309 - Discretionary	-	-	-
Sec. 5310 - Elderly &Individuals w/Disabilities	$4,620,743	$17,519,476	$46,812,734
Sec. 5339 - Bus & Bus Facilities	$4,866,136	$18,449,879	$49,298,810
Other FTA - 5311 (f)	-	-	-
Regionally Significant or Other	$4,499,138	$34,116,824	$91,161,508
Total Funds	**$117,632,750**	**$195,121,346**	**$521,371,979**

Operations and Maintenance

While roadway and construction projects are valuable for creating an efficient and safe transportation network, maintaining a state of good repair on existing roadways is important for preserving the functionality and cost effectiveness of the transportation system. In addition to RGVMPO, local, and other funds designated for construction expenditure, additional funding is spent on operating and maintaining existing facilities. TxDOT, Hidalgo County, Starr County, Cameron County, and local jurisdictions were asked to determine the amount of funds they would have available for operation and maintenance over the 25-year life of this plan. The results are shown in the table below.

Table 6-4: Fiscal Constraint for Operations and Maintenance

Jurisdiction	FY 2025-2028 Estimate	FY 2029-2035 Estimate	FY 2036-2050 Estimate	Total Estimate
Starr County	TBD	TBD	TBD	TBD
Cameron County	TBD	TBD	TBD	TBD
Hidalgo County	$105,155,000	$209,141,000	$580,274,000	$894,570,000
TxDOT Category 1 (Preventative Maintenance and Rehabilitation) *	$258,155,000	$363,223,000	$1,014,508,000	$1,635,886,000

** Values based on TxDOT 2026 UTP Draft planning targets. Forecast values based on targets with a growth factor of 1.02 and assumption that 80% of District funds will be spent within the MPO area.*

Chapter 7

Staged Project List

Chapter 7: Staged Project List

This chapter presents the RGVMPO 2050 MTP's fiscally constrained list of projects for a twenty-year period from 2025 to 2050 to satisfy federal and state requirements. Projects were selected and prioritized in accordance with the project prioritization process described below and the financial information described in Chapter 6.

Projects are sorted into three stages:

• Short-term stage (2025-2028): projects coincide with the current Transportation Improvement Program (TIP) and are currently committed or underway

• Medium-term stage (2029-2035): projects that coincide with the outlying years of the 2025 Unified Transportation Program (UTP)

• Long-term stage (2036-2050): remaining highest scoring projects for which there is projecting funding available

In addition, a listing of unfunded projects is also included for year 2050 and beyond. The vision projects were identified as potential improvements and should be considered for implementation should additional funding for transportation improvements become available.

• Vision stage (2050+): projects determined to be low-priority or lacking sufficient planning support to be included in fiscally constrained project list.

Prioritization

Projects were identified by reviewing existing MPO planning documents and ongoing planning efforts. In addition, MPO planning partners and member jurisdictions were invited to submit new projects, update, or maintain previously submitted projects considered from the 2045 MTP to be included in the 2050 plan. The complete list of 2045 projects were evaluated against existing conditions and regional priorities to rank them in the project list. A draft project list was provided to the MPO Technical Advisory Committee (TAC) and to MPO staff to solicit any necessary updates to project details for their agency's sponsored projects prior to project scoring.

Projects in the RGVMPO 2050 MTP update were evaluated and prioritized partly by their project readiness status. Project readiness is assessed using TxDOT's approved Milestones. These Milestones concern whether or not a project has an advanced funding agreement (AFA), environmental clearance, right-of-way acquisition, utility relocation, and railroad coordination (if applicable).

DRAFT

Short-Term Projects

Figure 7-1: Short-Term Projects, Cameron County

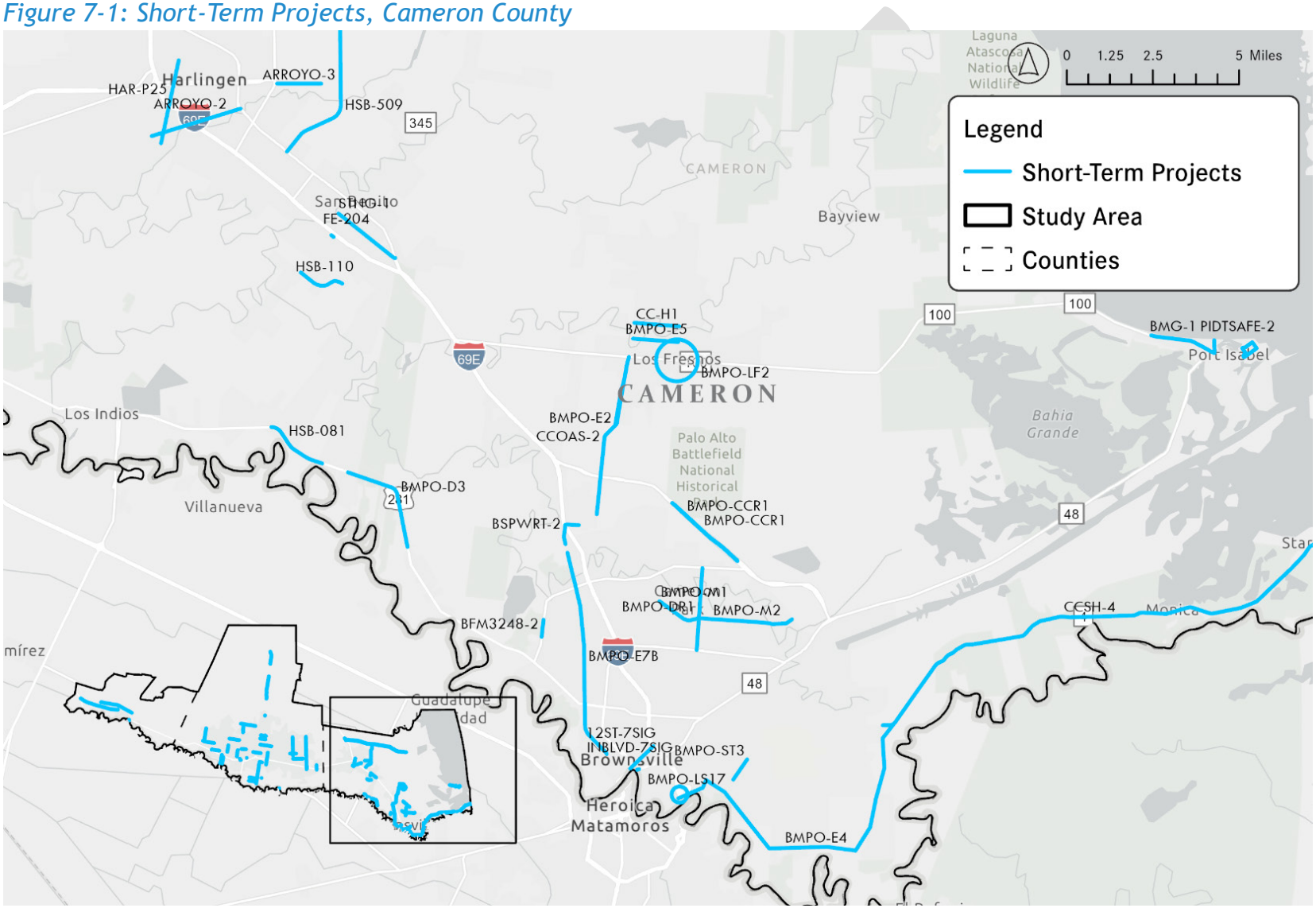


Figure 7-2: Short-Term Projects, Hidalgo County

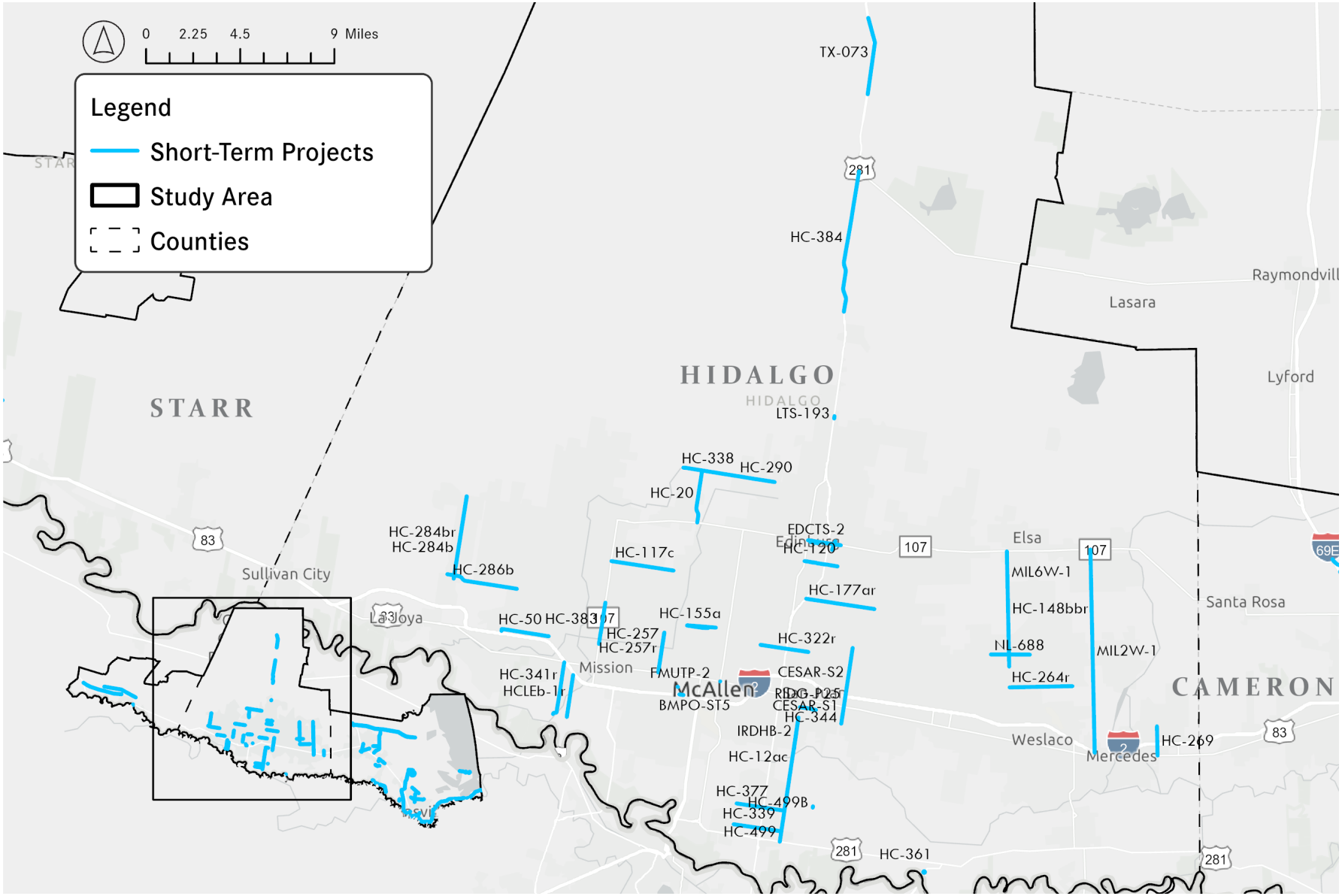


Figure 7-3: Short-Term Projects, Starr County

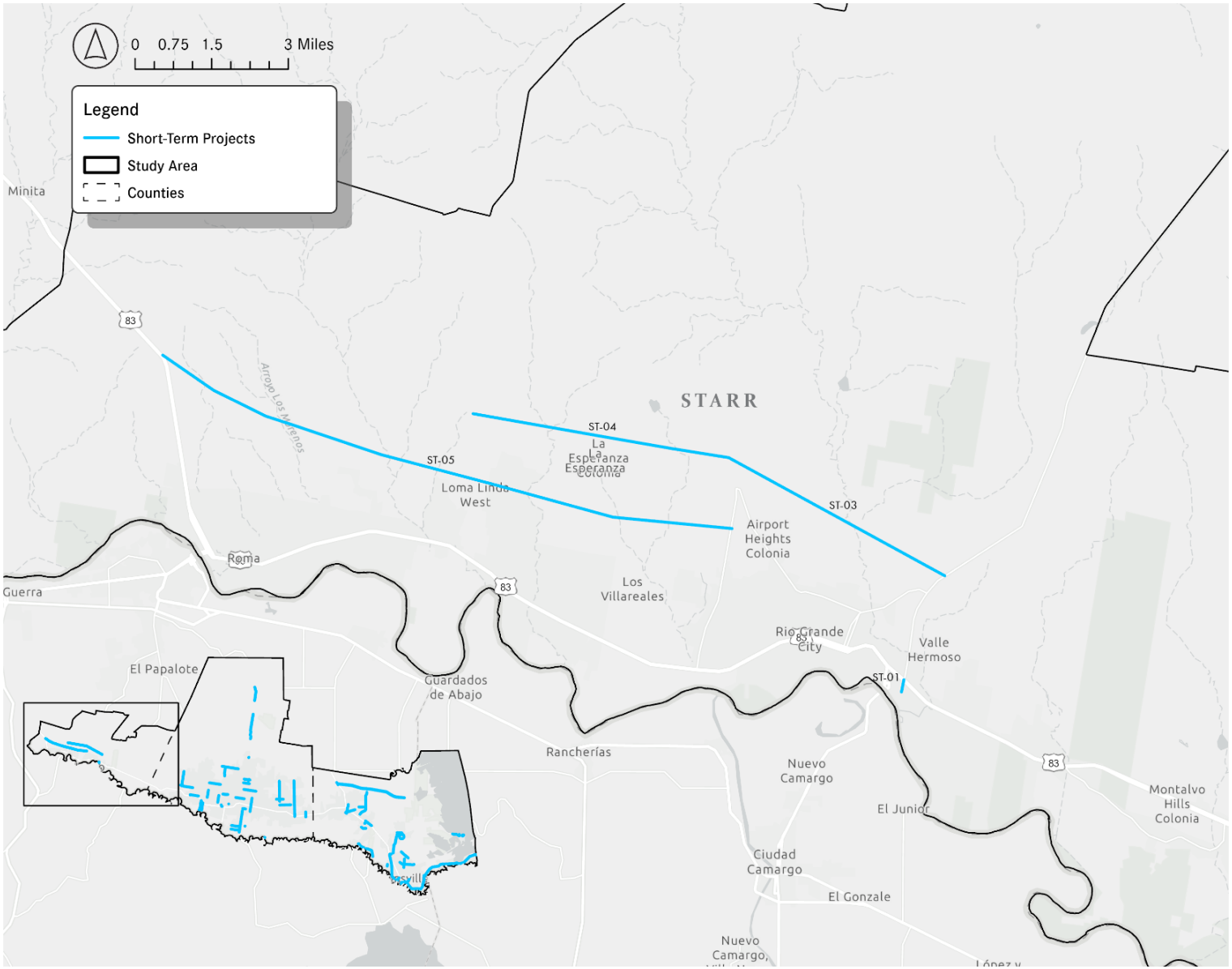


Table 7-1: Short-Term Projects

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
BMG-1	CS	On Bejarano-McFarland Galvan Trail Ext., from SH 100 & Roy St	Arturo Galvan Coastal Park Entrance	0921-06-351	Extend & Construct sidewalk, ADA ramps, and bus stop improvements	C	$724,714	$560,449
BMPO-E7B	CS	On West Rail Trail from Palm Blvd at Former Rail Line	I-69E SB Frontage Road, W. of Old Alice Road	0921-06-350	Purchase/Installation of Amenities at Former Rail Line	C	$1,647,836	$1,392,119
EDFG-1	CS	(FreddyGonz. Trail) Freddy Gonzalez Dr.& Closner Blvd	Municipal Park on Raul Longoria Rd.	0921-02-497	Construct 10 ft. wide concrete shared use path	C	$1,092,099	$1,092,099
ELGC-1	Elsa - Getting Connected	City-Wide		0921-02-495	Planning Studies for a city-wide Bike/Ped Trail System	E	$102,401	$102,401
HC-148bbr	CS	On Mile 6 W from SH 107	Mile 11 N	0921-02-286	ROW Acquisition for reconst. &Widen from 2 to 4 Lanes	R	$18,666,129	$4,616,129
HC-257	CS	On Taylor Rd at Mile 2 N	Business 83	0921-02-328	Widen from 2 to 4 lanes divided urban	C, CE	$20,068,905	$16,014,424
HC-257r	CS	On Taylor Rd at Mile 2 N	Business 83	0921-02-328	Widen from 2 lanes to 4 lane divided urban	R	$20,068,905	$2,011,852
HC-284b	CS	On Liberty Blvd., from FM 2221	Mile 3	0921-02-322	Construct 2 lane roadway with shoulders (on existing roadway from Mile 3 to Mile 4, on new location from Mile 4 to FM 2221)	C, E	$14,236,363	$10,875,384
HC-284br	CS	On Liberty Blvd. (Ph. II), from FM 2221	Mile 3 Rd.	0921-02-322	New Location (from Mile 4 to FM 2221) and reconstruction of existing roadway to a 2-lane rural facility with shoulders	R	$14,236,363	$2,030,000
HC-292b	FM 494	FM 676 (Mile 5)	FM 1924 (Mile 3)	0864-01-069	Widen from 2 to 4 lanes	C	$30,326,013	$17,210,747
HC-326r	CS	On Cesar Chavez from Business 83	Nolana Loop	0921-02-405	Widen from 2to 4 lanes	R	$30,208,040	$4,570,000

TPC= Total Project Cost; YOE= Year of Expenditure; Phases: Construction (C), Construction Engineering (CE), Engineering (E), Preliminary Engineering (PE), Right-of-Way (R)

DRAFT

Table 7-1: Short-Term Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
HC-344r	CS	On Cesar Chavez from Business 83	Ridge Rd.	0921-02-399	Widen from 2to 4 lanes	R	$9,423,399	$1,000,000
HC-384	US 281	0.273 mi S SH 186	0.023 mi N FM 490	0255-07-140	Rural Expy Facility- (Future I-69 Corridor)	C	$224,671,793	$182,768,238
STNG-1	Stenger St.	BUS 77 W.	Fannin St.	0921-06-370	Construct 10' Concrete Shared Use Path	C	$2,151,476	$1,820,162
12ST-7SIG	12th St.	E. Saint Charles St	I69E/US 77	0921-06-398	Traffic signal improvements along 12th St Corridor.	C	$6,096,490	$5,000,000
BFM3248-2	FM 3248	Morrison Rd.	193 ft. S. of Paris St.	2717-01-032	Preliminary engineering and environmental assessment planning for a 10' multi-use path from Morrision Rd to Monte Bella Trail Park	PE	$191,821	$191,821
BMPO-D3	US 281	0.5 Mi W of FM 1577	FM 1421	0220-04-049	Widen from 2 lanes to 4 lanes rural	C	$37,195,590	$27,388,925
BMPO-E2	CS	On Old Alice Road, from Sports Park Blvd.	SH 100	0921-06-290	Widen from 2 lane to 4 lane Urban Roadway	C & CE	$46,893,658	$41,083,527
BMPO-ST2	VA	Southmost Nature Trail, from La Posada Dr.	Alamada Dr./Monsees Rd	0921-06-289	Construct Bike Lane/ Sharrow with improved Sidewalks	C	$1,354,265	$1,138,702
BMPO-ST3	VA	Manzano St.	Morningside Rd.	0921-06-360	Construct 10' hike and bike trail	C	$3,312,561	$2,740,479
BRN2-7TSMO	VA	Within Brownsville City Limits		0921-06-400	Construction/installation of traffic monitoring & management systems including CCTV at critical intersections.	C	$2,969,555	$2,435,463
BRN-7ITS	VA	Within Brownsville City Limits		0921-06-397	Construction/installation of fiber line to 80 intersections w/P5G antennas for high-speed wireless traffic signal connectivity	C	$12,683,973	$10,402,685

DRAFT

Table 7-1: Short-Term Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
BRN-7TSMO	VA	Within Brownsville City Limits		0921-06-399	Construction of ITS enhancements for traffic safety & operational optimization	C	$5,583,166	$4,579,000
BSPWRT-2	WRT to BRN Sports Park	Stillman Rd. to Sports Park Blvd.	On Sports Park Blvd I69E to Old Alice Rd	0039-08-109	Preliminary engineering, environmental assessment, utilities relocation planning for a 10' multi-use path from WRT existing terminus to Brownsville Sports Park	PE	$407,275	$407,275
CC-H1	Henderson Rd.	FM 1847	FM 1575	0921-06-309	Widen from 2 to 4 lanes	PE	$8,543,735	$334, 834
CCOAS-2	Old Alice Rd. Sidewalks	SH 100	Sports Park Blvd.	0921-06-378	8'-wide sidewalks + signage/signal improvements + median/safety refuge/island at SH550 underpass.	C, CE	$5,035,649	$4,486,871
DIXIE-2	Dixieland Reservoir/ Park	Arroyo Colorado Trail	Dixieland Park	0921-06-374	Preliminary engineering and design planning to extend the Arroyo Colorado trail to Dixieland/Park corridor.	PE	$345,000	$345,000
FMUTP-2	FM 2220	Houston Ave. and Ware Rd.	Westside Park and Field	2094-01-074	Underground Trail Passing at Houston Ave & Ware Rd.	C	$5,380,161	$5,380,161
HAR-7TSMO	VA	Within Harlingen City Limits		0921-06-401	Traffic signal improvements and traffic signal timing optimization	C	$1,385,123	$1,136,000
HC-117c	FM 676	SH 107 (Conway)	Taylor Rd	1064-01-027	Widen from 2 to 4 Lanes w/ Left Turn Lane	C	$42,630,311	$35,262,482
HC-12ac	CS	On I Rd. from .4 Mi. South of Rancho Blanco Rd.	Dicker Rd.	0921-02-363	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	C, CE	$13,941,539	$12,487,103
HC-20	FM 2220 (Ware Rd)	FM 1925 (Monte Cristo)	SH 107	2094-01-063	Widen from 2 lanes to 6 lanes with median	C	$55,798,903	$41,335,822
HC-264r	CS	On Mile 10 N from Mile 6 W. (Westgate)	FM 1015	0921-02-360	Widen from 2 to 4 lanes divided	R	$30,206,233	$4,000,000

DRAFT

Table 7-1: Short-Term Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
HC-322	CS	On Eldora Rd., from FM 3362 (Jackson Rd)	Veterans Blvd (I Rd)	0921-02-403	Widen from 2 to 4 lanes divided	C, CE	$17,745,964	$14,698,890
HC-322r	CS	On Eldora Rd., from FM 3362 (Jackson Rd)	Veterans Blvd (I Rd)	0921-02-403	Widen from 2 to 4 Lane Divided	R	$17,745,964	$1,361,886
HC-361	CS	At Donna Int'l Bridge		0921-02-394	Construction of roadway & commercial facilities for NB loaded/empty & SB loaded trucks	C	$71,581,274	$62,381,858
HC-383	SH 107 (Conway)	SH 495	FM 1924 (Mile 3 N)	0528-01-118	Widen from 4 lanes to 6 lanes with raised median	C	$43,317,857	$36,807,790
HC-499	CS	On I Rd., from Dicker Rd.	Military Hwy (US 281)	0921-02-499	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	C, CE	$9,667,869	$8,659,279
HC-499B	I Rd at South Floodwater Channel	I Rd, NBI #: 211090AA0657001	at S. Floodwater Channel	0921-02-491	Bridge Replacement	C	$700,422	$600,000
HMM-7PL	VA	Within Harlingen City Limits		0921-06-396	Development of Mobility Plan to establish a safe, efficient, and inclusive multimodal transportation system	PE	$450,000	$450,000
INBLVD-7SIG	SH 4	E. Elizabeth St	I69E/US 77	0039-11-002	Traffic signal installation and traffic signal timing optimization	C	$6,650,355	$5,454,249
MIL2W-1	Mile 2 W.	SH 107	I-2	0921-02-565	Rehabilitate Roadway	C, CE	$13,400,000	$12,400,000
MISSIONTA-2	Mission TA Assessment	Within City Limits		0921-02-531	Comprehensive Assessment and Plan for Transportation Alternative Projects in the City of Mission.	PE	$250,000	$250,000
SIG-1	VA	Various Locations within Cameron County		0921-06-371	Signal Improvements	C	$1,085,926	$945,000

DRAFT

Table 7-1: Short-Term Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
ST-03	SL 195	New Location, FM 3167	FM 755	3632-01-001	Construct Rio Grande City/Roma Relief Route	C	$97,390,987	$81,609,087
TX-073	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	C	$103,462,521	$84,390,866
ED-534	W. Freddy Gonzalez DR.	9th St. Ave.	Closner Blvd.	0921-02-534	Intersection improvements, ADA ramps, pedestrian signals, 8-foot-wide sidewalk along Freddy Gonzalez Dr from 9th Street Ave to Closner Blvd	C	$898,313	$743,173
MC-563	VA	Within McAllen City Limits		0921-02-563	Development of ITS Master Plan to enhance traffic operations, safety, mobility and integration with TxDOT's TSMO Plan	PE	$650,000	$650,000
MC-564	VA	Within McAllen City Limits		0921-02-564	Development of Active Transportation Plan to improve mobility & safety and identify multimodal network needs citywide	PE	$350,000	$350,000
LTS-193	IH-69C	8420 N Expressway 281 Edinburg, TX		5000-00-193	Install 6 Direct Current Fast Charge ports along the Electric Alternative Fuel Corridors (IH 69C)	C	$1,613,262	$1,613,262
TI-198	IH-2	800 Convention Center Blvd, McAllen, TX		5000-00-198	Install 5 Direct Current Fast Charge ports along the Electric Alternative Fuel Corridors (IH 2)	C	$542,983	$542,983
FE-204	I-69E	877 S. Sam Houston Blvd, San Benito, TX		5000-00-204	Install 8 Direct Current Fast Charge ports along the Electric Alternative Fuel Corridors (IH 69E)	C	$2,154,332	$2,154,332
ARROYO-2	Arroyo Colorado Trail Improvements	Dixieland Rd.	McKelvey Park	0921-06-377	Design and installation of solar lighting and solar emergency call stations on the 3.9-Mile Arroyo Colorado Hike and Bike Trail	C	$1,654,746	$1,378,123
BMPO-CCR1	SH 550	0.203mi S of FM 1847	1.13mi SE of UPRR Overpass at FM 3248	0684-01-068	Construct Controlled Access Tolled Facility	C	$42,543,832	$34,770,947

DRAFT

Table 7-1: Short-Term Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
BMPO-DR1	Dana Ave.	FM 3248	FM 802	0921-06-330	Widening of Dana Ave from 2 Lane roadway to a 2-lane divided roadway with a continuous center turn lane, shoulders, a 10' shared use path on the north side and a sidewalk on the south side	R	$23,623,149	$1,000,000
BMPO-E4	CS	On East Loop, from I-69E	SH 4	0921-06-315	Construction of 4 to 6 lane roadway partially on new location	PE	$217,650,534	$8,467,493
BMPO-E4	CS	On East Loop, from I-69E	SH 4	0921-06-315	Construction of 4 to 6 lane roadway partially on new location	R	$217,650,534	$7,000,000
BMPO-LF2	VA	220 ft. N. of Alvarez St., along canal	56 ft. S. of Huisache St	0921-06-334	Construct Hike & Bike (Los Fresnos Hike & Bike Trail)	C	$4,586,882	$3,821,266
BMPO-ST5	VA	Southmost Nature Trail Ph. V, from International Blvd	McDavitt Blvd.	0921-06-361	Construct 10' concrete trail	C	$4,465,187	$4,000,000
BUSPASS-1	VA	Various locations throughout the City of Brownsville		0921-06-372	Construction of bus passenger loading areas and facility improvements	C	$1,244,057	$1,052,480
CCSH-4	SH 4	FM 1419	LBJ Blvd.	0039-10-091	Reconstruct & widen from 2 to 4 lane divided	C	$233,078,614	$192,400,000
CESAR-S1	Cesar Chavez Rd. Sec. 1	Ridge Rd.	BUS 83	0921-02-559	Construction of Sidewalk and Pedestrian Facilities	C	$874,415	$726,038
CESAR-S2	Cesar Chavez Rd. Sec. 2 Sidewalks Project	BUS 83	Nolana Loop	0921-02-562	Construction of 5ft sidewalks (NB and SB) as well as include lighting and pedestrian/bicycle signal crossings at intersections along Cesar Chavez Rd Sec II.	C	$1,652,151	$1,319,040
EDCTS-2	Cano Trail Safety Improvements	On Cano St, from 13th Ave to Veterans	On Veterans Blvd to 0.4 mi N of Canton Rd	0921-02-533	8’ wide concrete sidewalk trail with ADA ramps	C	$1,521,336	$1,267,015

DRAFT

Table 7-1: Short-Term Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
HC-269	CS	On Mile 1 East, from Bus 83	Mile 8 North	0921-02-254	Reconstruct & widen to urban 2 lanes & shoulders	R	$15,174,987	$1,159,550
HC-286b	CS	On Mile 3 N. (Phase II), from FM 2221	Tom Gill Rd.	0921-02-332	Construct New Location - 2 Lane Rural Roadway with Shoulders	R	$13,116,460	$750,000
HC-336	CS	On Hi-Line East, From Cage Blvd	Veterans Rd	0921-02-375	Widen to 2 lane with continuous left turn and shoulders	C	$19,973,074	$16,442,100
HC-337	SH 107	Bus 281-W	I-69C (US 281)	0342-01-093	Operational Improvements and Rehabilitation	C	$35,491,959	$30,226,276
HC-341r	CS	On Inspiration Rd., from IH-2	Military Pkwy.	0921-02-395	Reconstruct and widen from 2 lane to 4 lane divided	R	$45,438,998	$3,530,000
HC-344	CS	On Cesar Chavez Rd., from BUS 83	Ridge Rd.	0921-02-399	Widen from 2 to 4 lanes	C & CE	$12,841,947	$10,461,603
HC-50	SH 495	Veteran's Blvd, from IH-2	SH 364 (La Homa Rd)	0865-01-108	Construct 4 lane divided urban section	C	$29,497,012	$22,208,355
HSB-081	US 281	FM 732	.5 Mi. W. of FM 1577	0220-04-050	Widen from 2 to 4 Lane Rural	C	$30,767,125	$24,396,119
HSB-110	CS	On S. Parallel Corridor, from FM 2520	FM 1577	0921-06-257	New Location - 2 lane Rural roadway in a proposed 120 Foot ROW	C, CE	$15,956,631	$14,176,805
HSB-126	CS	On Outer Parkway, from IH 69E	FM 106/General Brant Rd	0921-06-283	New Location - Controlled Access 4 lane Toll Facility	E	$142,200,000	$2,800,000
IRDHB-2	I Road H&BPh-I	Regional Linear Park	Rancho Blanco Rd.	0921-02-532	10’ wide shared-use path	C	$1,860,995	$1,549,894

DRAFT

Table 7-1: Short-Term Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
PIDTSAFE-2	DT Bike & Ped Safety	Loop around Downtown Historic District & Garriga Elementary School from the Queen Isabella Memorial Causeway		0921-06-379	Construction of sidewalks and ADA ramps	C, CE	$2,039,426	$1,740,418
ST-04	SL 195	New Location, FM 649	FM 3167	3632-01-002	Construct Rio Grande City/Roma Relief Route	C	$117,866,557	$82,258,132
TX-103	SH 107	IH-69C	FM 1426	0342-01-103	Reconstruct and widen from 2 lane to 4 lane divided urban	C	$15,041,357	$12,525,006
ARROYO-3	Arroyo Colorado Hike & Bike Trail E. Ext.	Hugh Ramsey Nature Park/Loop 499	FM 509	0921-06-395	Construction of a 10' asphalt Hike & Bike Trail	C	$4,045,910	$3,380,617
BMPO-DR1	Dana Ave.	FM 3248	FM 802	0921-06-330	Widening of Dana Ave from 2 Lane roadway to a 2-lane divided roadway with a continuous center turn lane, shoulders, a 10' shared use path on the north side and a sidewalk on the south side	C, CE	$23,623,149	$20,141,028
BMPO-E5	CS	On Whipple Rd, from FM 1575	FM 1847	0921-06-292	Widening of Existing Roadway to include Continuous Left Turn Lane	R	$10,954,291	$139,339
BMPO-LS17	VA	Vicinity of GSA Facility at Brownsville	Veterans Intl Bridge at los Tomates	0921-06-207	Construction of Border Safety Inspection Facility	C	$27,178,123	$37,165,895
BMPO-M1	CS	On Morrison Rd., from FM 1847	Dana Rd	0921-06-291	Construct 4 lane urban roadway (Seg. 1)	R	$20,806,989	$1,000,000
BMPO-M2	CS	On Morrison Rd. from Dana Rd.	FM 511	0921-06-362	Construct 4 lane urban roadway	C	$49,120,085	$39,980,242

DRAFT

Table 7-1: Short-Term Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
BMPO-WBL	CS	On West Blvd., from FM 3248 (Alton Gloor)	FM 802 (Ruben Torres Blvd)	0921-06-340	Roadway/ Trail Construction Phase of Multi Modal Corridor	R	$16,168,199	$116,878
EDIN-P25	Edinburg - Bike-Ped Master Plan Update	Within Edinburg City Limits		0921-02-554	Update to the City of Edinburg's Bicycle & Pedestrian Master Plan	PE	$230,000	$230,000
HAR-P25	Harlingen N.-S. Corridor Link Feasibility Study	Dixieland Park/Dixieland Rd.	Lon C. Hill Park/Fair Park Blvd.	0921-06-394	A Plan to design an active transportation network comprised of high priority trails and protected bike lanes	PE	$430,000	$430,000
HC-120	CS	On Freddy Gonzalez Dr., from US BUS 281 (Closner Blvd.)	I-69C (US 281)	0921-02-440	Widen and Reconstruct Roadway (2 to 4 Lanes) Divided Urban	C	$8,270,660	$5,612,594
HC-155a	CS	On Nolana Ave., from FM 2220 (Ware Rd)	FM 1926 (23rd st)	0921-02-396	Widen from 4 to 6 Lanes w/ median, cont. left turn lane, & bike lanes	C, CE	$13,972,199	$11,416,797
HC-177ar	CS	On Trenton Rd., from I-69 C	FM 907	0921-02-442	Widen and Reconstruct Roadway (2 to 4 lanes) (divided) (urban)	R	$52,796,294	$2,480,648
HC-290	FM 1925	10th St	McColl Rd	1803-01-092	Widen from to 2 to 6 lane with raised median	C	$25,644,992	$17,258,873
HC-338	FM 1925	Wallace Rd	10th St	1803-01-094	Widen from 2 to 6 lanes with raised median	C	$74,077,747	$60,499,412
HC-339	CS	On Hi Line West, from Jackson Rd	Cage Blvd	0921-02-376	Widen to 2 lane with continuous left turn lane	R	$37,693,977	$3,382,440
HC-341-2	CS	On Military Pkwy., from Inspiration Rd.	FM 1016	0921-02-540	Reconstruct and widen from 2 lane to 4 lane divided	R	$25,628,355	$2,500,000

DRAFT

Table 7-1: Short-Term Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
HC-377	CS	On Las Milpas Rd. from Jackson Rd	Cage Blvd.	0921-02-434	Widen from 2 to 4 lane curb & gutter	R	$8,267,302	$792,000
HC-378	CS	On Las Milpas from Cage Blvd.	I Rd	0921-02-435	Widen from 2 to 4 lane curb & gutter	R	$7,264,399	$455,000
HCLEb-1r	CS	On Los Ebanos Rd., from I-2	Military Parkway	0921-02-521	Construct 4-lane Urban Roadway	R	$20,143,701	$1,255,000
HSB-509	FM 509	FM 508	FM 1599	0921-06-254	New Location - Construct 2 lane Rural Roadway	PE, C	$15,296,042	$11,483,703
M10N-1	Mile 10 N. Sidewalks Project	Mile 6 W,	FM 1015	0921-02-561	Construct a 6 ft. sidewalk and a 12 ft. shared use path with bike/ped facilities	C, CE	$2,832,104	$2,543,096
MIL6W-1	Mile 6 W.	SH 107	Mile 14 1/2 N.	0921-02-560	Construction of 5' Sidewalk (NB & SB) Include Lighting and Pedestrian/Bicycle Signal Crossings and Intersections	C	$983,124	$760,614
NL-688	CS	On Nolana Loop, from Mile 6 W.	FM 88	0921-02-538	On New Location, proposed 4 Lane Divided	C	$11,522,473	$8,236,800
NLOOP-1	Nolana Loop Trail	FM 2220	FM 1926	0921-02-558	Construction of Sidewalk, Shared Use Path, and Pedestrian Facilities.	C	$823,806	$688,343
NLV-6	CS	On Nolana Loop, from Victoria Rd.	Mile 6 W.	0921-02-537	On New Location, proposed 4 Lane Divided	C	$11,718,564	$9,009,000
PALM-P25	Palmview Hike & Bike Trail Plan	Within Palmview City Limits		0921-02-555	A Plan for recreational trails that will intersect with and expand existing trails	PE	$170,000	$170,000
RIDG-P25	Ridge Rd. Hike & Bike - TA	S. Nebraska	Veterans	0921-02-557	Develop a Plan to Construct Sidewalks, Shared Use Paths & Improve Bike & Ped Facilities	PE	$192,988	$192,988

DRAFT

Table 7-1: Short-Term Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
RUSS-P25	Russell Rd./Chapin St. Hike & Bike Trail	Mon Mack Rd.	Jackson Rd.	0921-02-556	To Develop a set of Plans to extend an existing 10' Hike & Bike Trail	PE	$542,154	$542,154
ST-01	CS	On International Dr., from Intersection of US 83/FM 755 S.	Starr-Camargo POE at Bridge Rd.	0921-26-113	Construct 4-lane rural roadway with shared use path	C	$23,188,310	$19,440,000
TX-043	SL 499	IH-69E NB Frontage Rd.	BUS 77	1137-02-043	Widen Roadway with Curb & Gutter, Raised Median	C	$401,606	$350,000

DRAFT

Medium-Term Projects

Figure 7-4: Medium-Term Projects, Cameron County

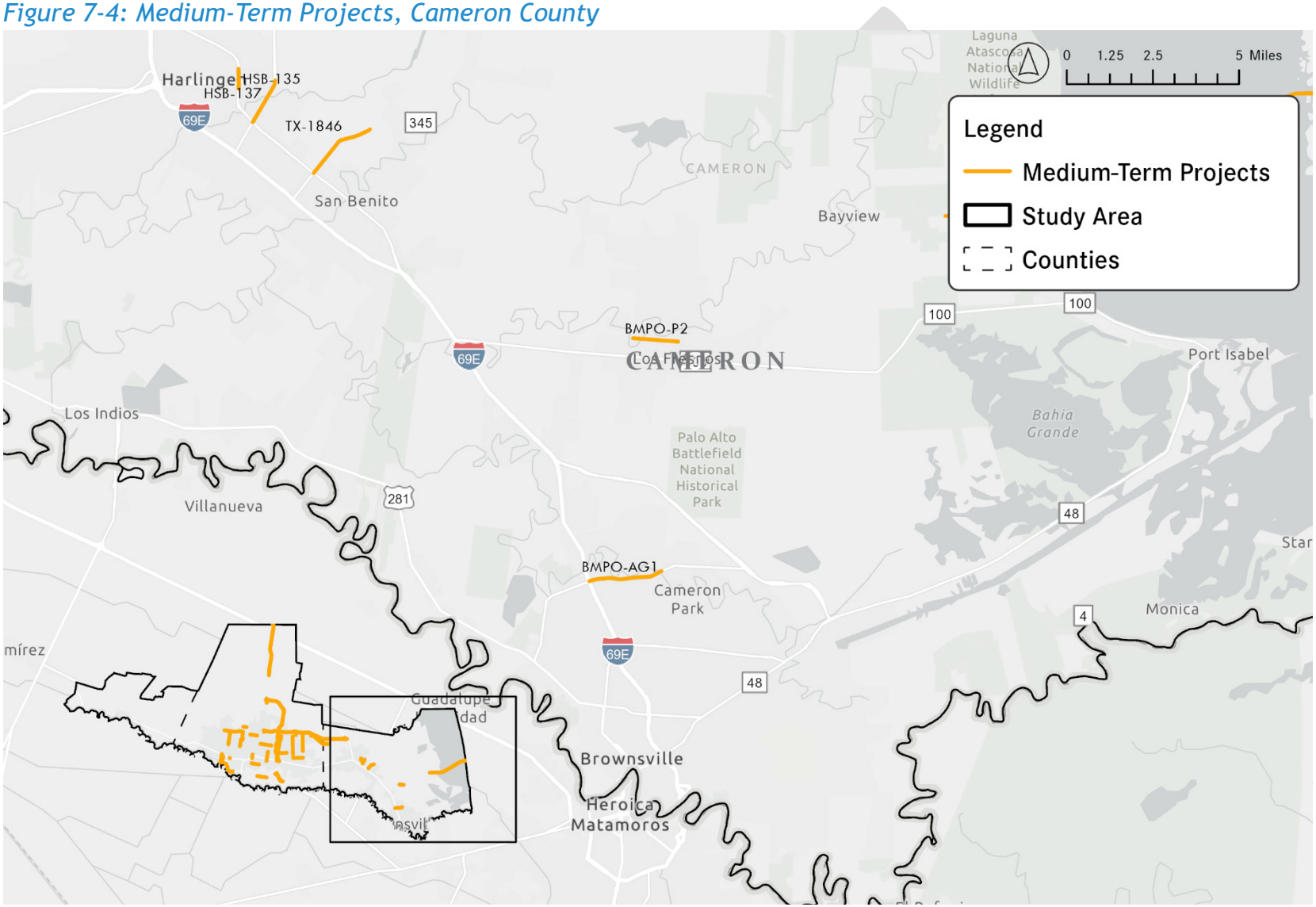


Figure 7-5: Medium-Term Projects, Hidalgo County

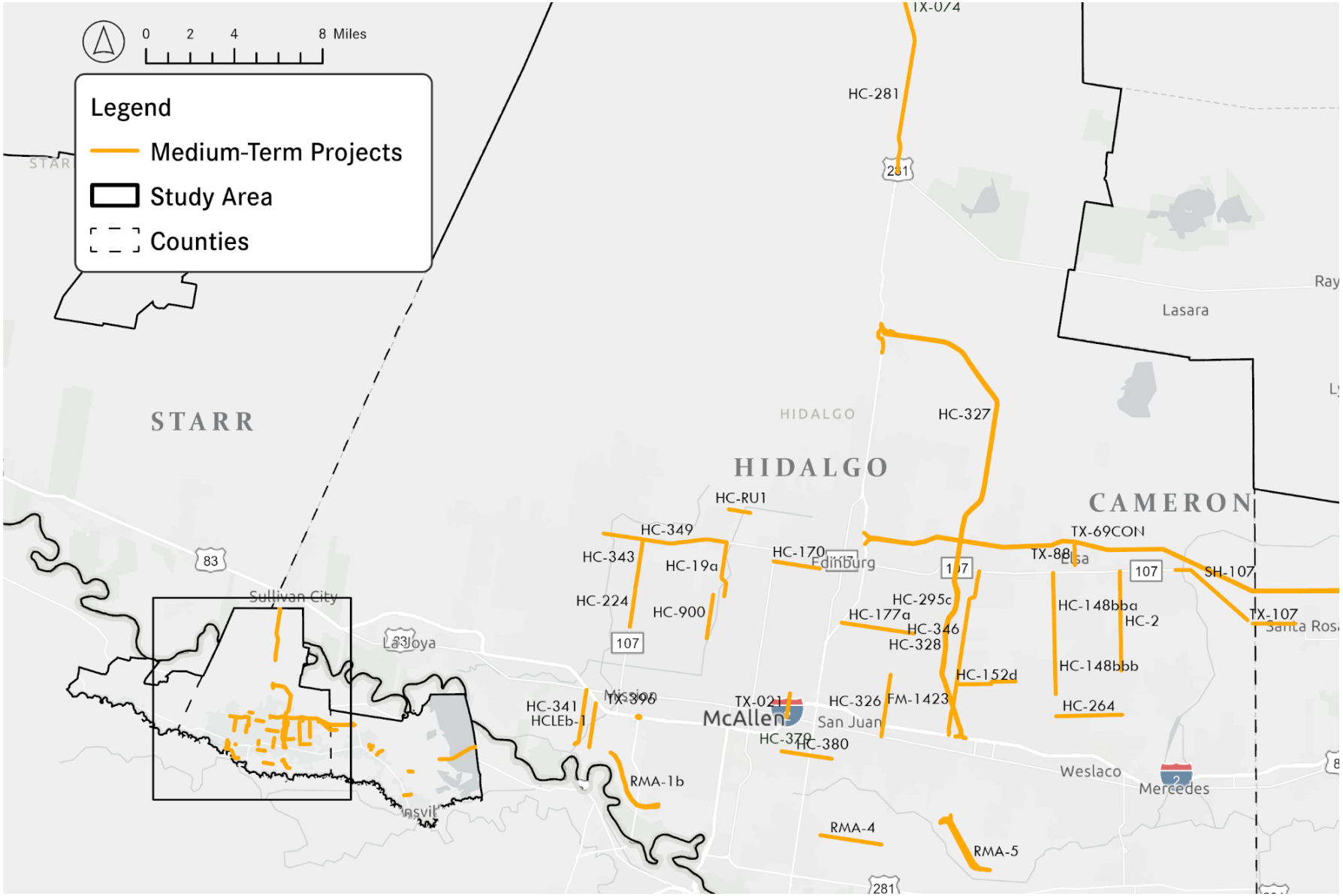


Table 7-2: Medium-Term Projects

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
BMPO-AG1	FM 3248	IH-69E	FM 1847	2717-01-027	Widen from 4 lanes to 6 lanes with raised median.	C	$55,247,807	$37,979,114
HC-148bba	CS	On Mile 6 W., from SH 107	Mile 14 1/2	0921-02-448	Widen from 2 to 4 Lanes Divided	C & CE	$21,133,344	$17,604,298
HC-19a	FM 2220 (Ware Rd)	SH 107	Mile 5 N (Auburn Ave)	2094-01-062	Widen from 2 to 6 lane w/ median	C	$69,883,800	$43,849,469
HC-2	FM 1015	SH 107	Mile 12 N.	1228-03-041	Reconstruct and widen from 2 lanes to 4 lanes divided urban	C	$52,792,132	$44,183,702
HC-295c	SH 68	US 83	FM 1925	3629-01-001	Construct new 4 lane divided rural highway facility	C	$397,584,499	$301,822,373
HSB-135	Bus 77X	Jefferson Ave	0.035 Mi S of SS 206	0327-08-102	Install Raised Median	C	$8,277,933	$7,305,241
RMA-3	SH 68	IH-2	FM 907 (Alamo Rd.)	3629-02-002	Phase 1, Construct non-tolled 4 lane divided (at grade) highway (interim)	C	$252,616,692	$180,973,886
RMA-4	FM 3072	Veterans Rd. (I Rd.)	FM 907 (Alamo Rd.)	3098-01-022	Phase 1, Construct non-tolled 4 lane divided (at grade) highway (interim)	C	$37,740,998	$26,481,950
RMA-5	SS 81	3.85 Mi. S. of IH-2 along SH 68	FM 493 @ 1.5 Mi. N. of US 281	3100-02-002	Phase 1, Construct non-tolled 4 lane divided (at grade) highway (interim)	C	$50,260,591	$42,380,809
TX-107	SH 107	Hidalgo/Cameron Co. Line	Lousiana St	0342-03-040	Widen from 2 to 4 lane roadway	C	$18,296,314	$15,419,684
TX-88	FM 88	FM 1925	5th Ave.	0698-02-060	Widen from 2 to 4 lanes	C	$34,247,908	$26,587,800
BMPO-E4	CS	On East Loop, from I-69E	SH 4	0921-06-315	Construction of 4 to 6 lane roadway partially on new location	C	$217,650,534	$176,599,605
BMPO-M1	CS	On Morrison Rd., from FM 1847	Dana Rd	0921-06-291	Construct 4 lane urban roadway (Seg. 1)	C,CE	$20,806,989	$17,567,134

DRAFT

Table 7-2: Medium-Term Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
HC-170	Sprague Ave	10th St.	Sugar Rd.	0921-02-466	Reconstruct and Widen from 2 Lanes to 4 Lanes, Urban	C	$6,878,283	$4,995,200
HC-224	SH 107 (Conway)	FM 1924 N (Mile 3 N)	FM 676 (Mile 5 N)	0528-01-113	Widen from 4 to 6 lane divided rural	C	$36,041,672	$30,375,034
HC-281	US 281	3.9 Mi. N. of SH 186	SH 186	0255-06-069	Contruct 4 Lanes with overpasses and two-2 lane frontage roads	C	$131,376,624	$103,219,971
HC-900	CS	On Bentsen Rd., from FM 676 (Mile 5)	FM 1924 (Mile 3)	0921-02-512	Widen from 2 to 4 lanes and continuous turn lane w/ curb and gutter	C	$16,916,325	$13,170,325
TX-021	FM 3362	SH 495	BUS 83 S	3468-01-021	Widen & reconstruct roadway (4 to 6 lanes divided urban)	C	$43,971,710	$36,843,729
TX-074	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	C	$105,254,659	$95,988,136
TX-075	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	C	$115,977,193	$94,721,894
HC-152d	CS	On Nolana Loop (4C) from FM 493	Victoria Rd.	0921-02-475	Widen & Reconstruct from 2 to 4 lane divided urban	C	$10,878,967	$6,940,267
HC-264	CS	On Mile 10 N. from Mile 6 W (Westgate Dr.)	FM 1015	0921-02-360	Widen from 2 to 4 Lanes Divided	C,CE	$30,206,233	$24,055,026
HC-379	CS	On Moore Rd. from Jackson Rd	Cage Blvd.	0921-02-436	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	C	$8,620,705	$7,223,256
BMPO-WBL	CS	On West Blvd. , from FM 3248 (Alton Gloor)	FM 802 (Ruben Torres Blvd)	0921-06-340	Roadway/ Trail Construction Phase of Multi Modal Corridor	C, CE	$16,168,199	$14,220,323
CC-H1	Henderson Rd.	FM 1847	FM 1575	0921-06-309	Widen from 2 to 4 lanes	C,CE	$8,543,735	$7,606,352

DRAFT

Table 7-2: Medium-Term Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
FM-1423	FM 1423	Minnesota Rd	IH-2	1427-01-037	Widen and reconstruct roadway (2 to 6 lanes) (divided) (urban)	C	$55,684,984	$46,929,934
HC-148bbb	CS	On Mile 6 W., from Mile 14 1/2	Mile 11 N	0921-02-447	Widen from 2 to 4 Lanes	C,CE	$29,768,311	$26,502,252
HC-341-2	CS	On Military Pkwy., from Inspiration Rd.	FM 1016	0921-02-540	Reconstruct and Widen from 2 lane to 4 lane divided	C,CE	$26,340,060	$21,144,129
HC-343	SH 107 (Conway)	FM 676	FM 681/FM 2993.	0528-01-112	Widen from 4 lanes to 6 lanes divided urban	C	$42,528,541	$35,842,008
HC-346	FM 1423 (Val Verde)	SH 107	MINNESOTA RD.	1427-01-032	PROPOSED 4 LANE DIVIDED URBAN	C	$62,805,875	$53,512,991
HSB-126	Outer Parkway	IH 69E	FM 106/General Brant Rd	0921-06-283	New Location - Four lane divided highway	C	$156,600,000	$134,400,000
HSB-509	FM 509	BUS 77	FM 508	2369-01-033	Widen to 4 Lane Divided Rural with Left Turn Lane	PE,C	$31,894,619	$26,880,000
TX-1846	FM 1846	BUS 77	San Jose Ranch Rd.	1065-02-042	Widen to 4 Lane Divided Rural with Left Turn Lane	C	$8,012,758	$6,720,000
TX-396	FM 396	at FM 396/IH-2 Intersection		3097-02-020	Construct Direct Connectors (NB & SB)	C	$129,756,681	$105,010,046
TX-69CON	CS	I-69 Connector, from IH-69C/US 281	IH-69E/US 77	0921-02-353	Construct 4 Lane Divided Rural Roadway on New Location	C	$270,112,333	$214,968,000
BMPO-P2	Whipple Rd	On Whipple Rd, FM 1575	FM 1847	0921-06-292	Proposed 2 lane roadway with continous left turn lane	C, CE	$10,954,291	$9,791,541
HC-286b	CS	On Mile 3 N. (Phase II), from FM 2221	Tom Gill Rd.	0921-02-332	Construct New Location - 2 Lane Rural Roadway with Shoulders	C,CE	$13,909,029	$11,779,656
HC-341	CS	On Inspiration Rd., from IH-2	Military Pkwy.	0921-02-395	Reconstruct and Widen from 2 lane to 4 lane divided	C,CE	$46,728,620	$38,313,543
HC-377	Las Milpas Rd West	Jackson Rd	Cage Blvd	0921-02-434	Widen to 4 lane curb and gutter rd	C,CE	$8,267,302	$6,655,141

DRAFT

Table 7-2: Medium-Term Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
HC-269	CS	On Mile 1 East, from Bus 83	Mile 8 North	0921-02-254	Reconstruct & widen to urban 2 lanes & shoulders	C,CE	$15,174,987	$11,909,917
HC-326	CS	On Cesar Chavez Rd., from BUS 83	Nolana Loop	0921-02-405	Widen from 2 to 4 lanes	C,CE	$30,885,330	$23,339,485
HC-RU1	CS	On Russell Rd., from FM 2220 (Ware Rd)	Rooth Rd	0921-02-362	Realignment - Widening from 2 to 4 lane urban roadway	C	$9,652,598	$7,840,000
BMPO-SPI2	SH 104	FM 106	PR 100	0775-02-002	Construct New Causeway at New Location (SPI 2nd Access)	C	$833,049,969	$772,211,148
HC-177a	Trenton Rd	I-69 C/US 281	FM 907	0921-02-442	Widen and Reconstruct Roadway (2 to 4 lanes) (divided) (urban)	C,CE	$52,796,294	$44,795,216
HC-327	SH 68 - Phase II	FM 1925	IH 69C / US 281	3629-01-002	DIVIDED RURAL HIGHWAY FACILITY (FRONTAGE ROADS)	C,R	$645,526,660	$504,862,908
HC-328	SH 68 - Phase III	IH 2 / US 83	IH 69C / US 281	3629-01-003	DIVIDED RURAL HIGHWAY FACILITY (PROPOSED MAIN LANES)	C	$10,751,635	$390,259,014
HC-339	CS	On Hi Line West, from Jackson Rd	Cage Blvd	0921-02-376	Widen to 2 lane with continuous left turn lane	C	$37,693,977	$16,788,942
HC-349	SH 107	FM 681	FM 2220	0528-01-116	Widen to 6 lane with raised median	C	$89,857,801	$69,300,403
HC-380	Moore Rd East	Cage Blvd	I Rd	0921-02-437	Widen to a 2-lane divided roadway with continuous center turning lane and shoulders	C	$9,898,495	$8,267,576
HCLEb-1	CS	On Los Ebanos Rd., from I-2	Military Parkway	0921-02-521	Construct 4-lane Urban Roadway	C	$20,729,878	$16,412,948
HSB-137	Loop 499	Business 77	SS 206	1137-02-038	Widen from 4 lanes to 6 lanes with Raised Median	C	$45,243,794	$38,130,357
RMA-1b	SH 365 (Phase III)	On 365 Toll, from FM 1016	FM 396	0921-02-498	Construct 4-lane controlled access tolled facility	C,E	$87,106,326	$72,800,000

DRAFT

Table 7-2: Medium-Term Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
RMA-3	International Bridge Trade Corridor (IBTC) - Phase II ultimate	365 Tollway at FM 493	IH-2	0921-02-202	Phase ii, non-tolled controlled access highway facility (ultimate)	C	$737,086,806	$630,960,588
SH-107	SH 107	West Levee	FM 1425	0342-02-052	Reconstruct and widen to 4 lane rural	C	$82,736,123	$63,808,000

DRAFT

Long-Term Projects

Figure 7-6: Long-Term Projects, Cameron County

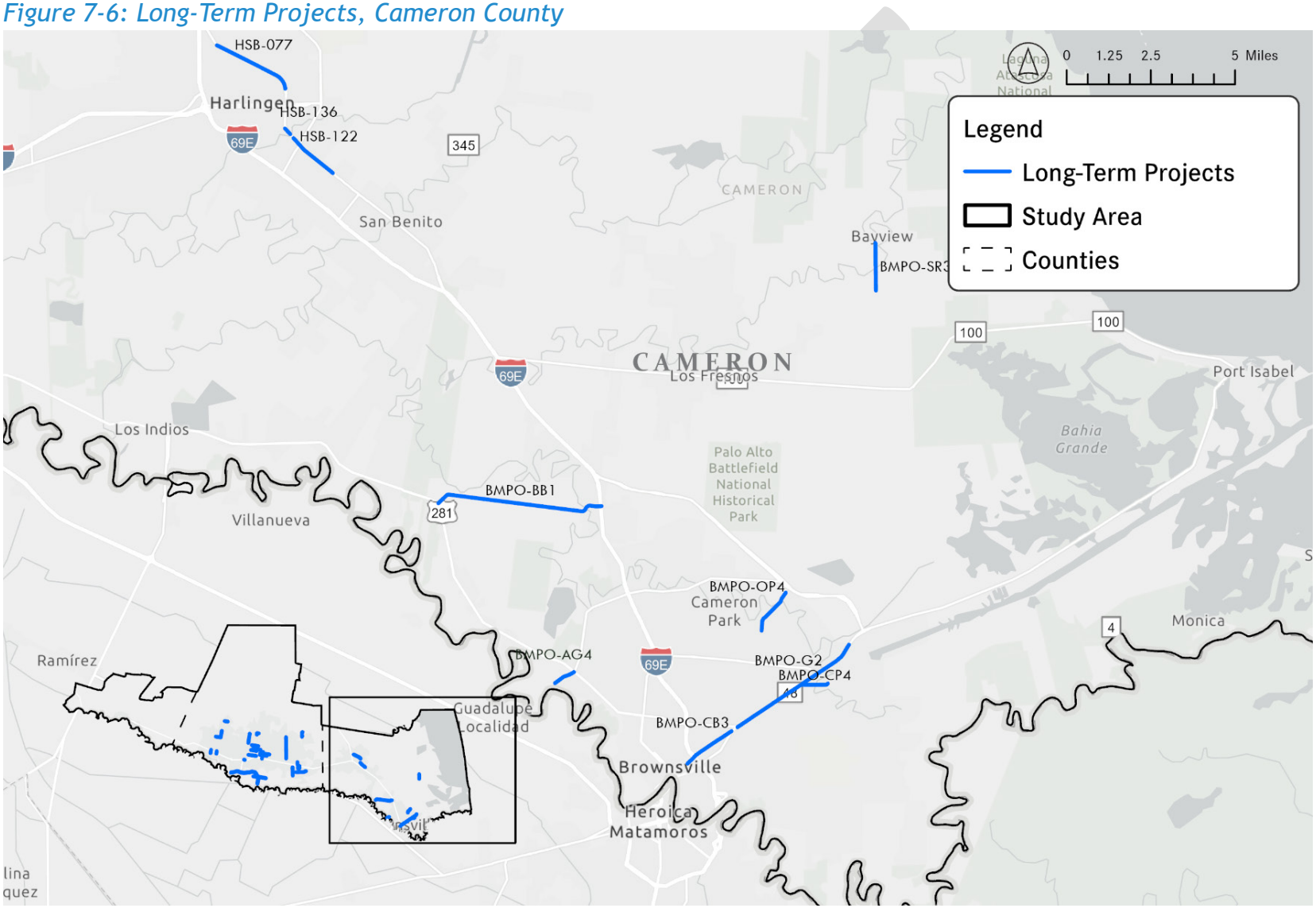


Figure 7-7: Long-Term Projects, Hidalgo County

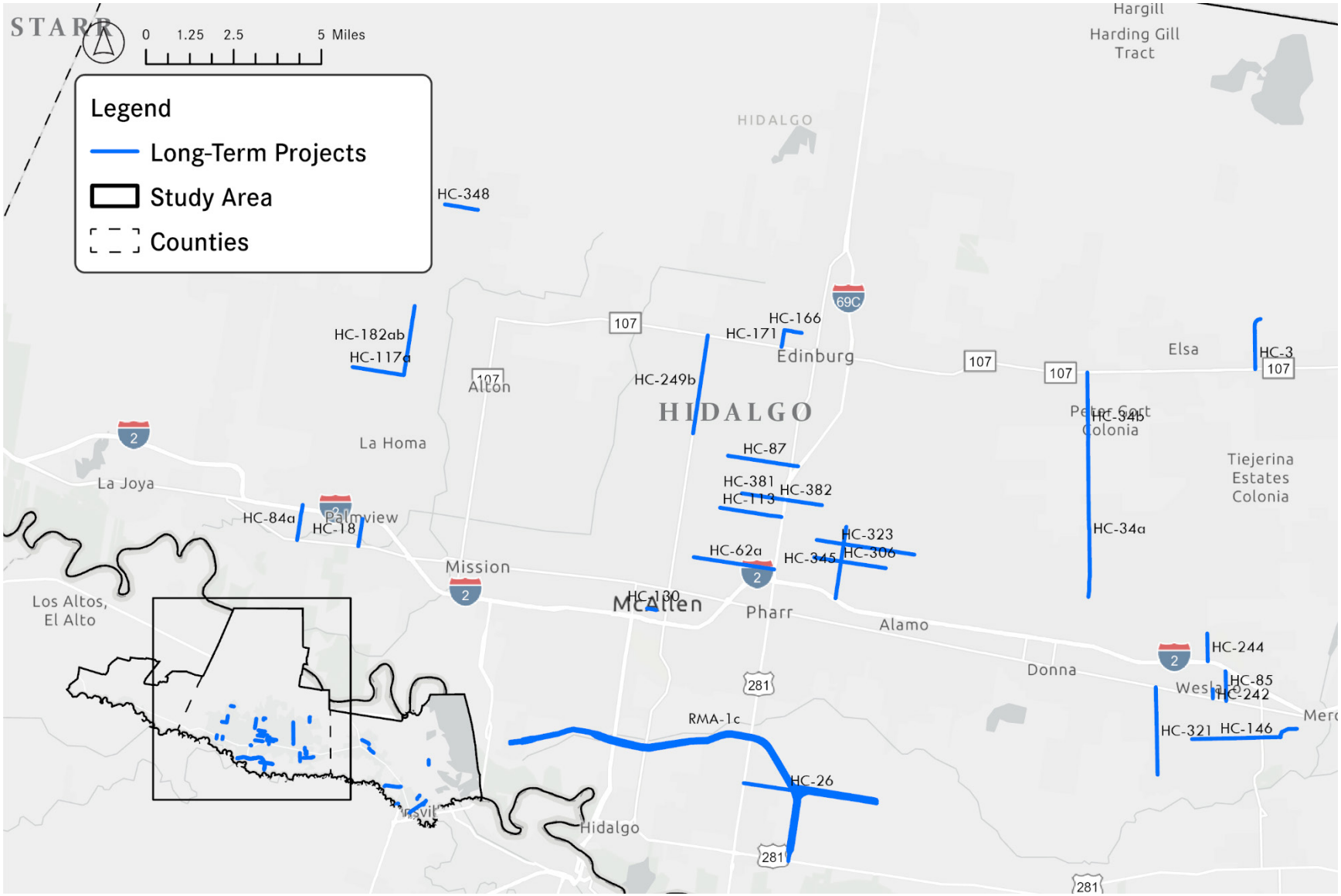


Table 7-3: Long-Term Projects

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
BMPO-AG4	FM 3248 Extension to Flor the Mayo Intl Bridge	US 281	Flor de Mayo Bridge	0921-06-331	Construct 4 divided highway to the Flor de Mayo Intl. Bridge	C	$13,790,067	$12,185,600
BMPO-BB1	FM 1732	US 281	IH-69E	0684-03-019	Widen from 2 lanes to 4 lanes Urban	C	$207,325,113	$174,728,503
BMPO-CB3	14th Street	On 14th St., from SH 4	Tyler Street	0921-06-328	Road Reconstruction and rehabilitation	C	$4,815,288	$4,354,560
BMPO-CP4	Coffee Port Road	FM 802	SH 48	0921-06-329	Road Reconstruction and rehabilitation	C, E	$13,078,560	$12,350,976
BMPO-G2	SH 48	SH 4	FM 511	0220-05-076	Proposed 6 lanes with raised median	C	$33,902,373	$31,408,160
BMPO-OP4	Old Port Isabel Rd	Morrison Road	.05 N of Randy Lee Rd.	0921-06-332	Full road reconstruction	C	$4,483,050	$3,696,000
BMPO-SR3	San Roman Rd.	FM 2480	SH 100	0921-06-335	Full road reconstruction	C	$3,333,784	$2,768,882
HC-113	FM 3461 (Nolana)	FM 2061 (McColl Rd)	IH-69C	1802-02-014	Widen From 4 Lane To 6 Lane with Raised Median	C	$18,321,217	$14,560,000
HC-117a	FM 676 (Mile 5 N)	FM 492 (Doffing)	SH 364 (La Homa Rd)	1064-01-044	Proposed 4 Lane Divided Urban	C	$15,019,200	$11,200,000
HC-130	Jackson Ave	On Jackson Ave. from S Bicentennial Ave.	S 2nd St	0921-02-457	Reconstruct And Widen From 2 Lanes To 4 Lanes, Urban	C	$2,545,445	$2,127,720
HC-146	Mile 6 N (18th St)	On Mile 6 N (18th St.), From Fm 88	Mile 2 W	0921-02-459	Reconstruct And Widen From 2 Lanes To 4 Lanes, Urban	C	$10,678,794	$8,010,240
HC-166	Schunior Ave	On Schunior St. From Sugar Rd.	N. 4th Ave	0921-02-463	Reconstruct And Widen From 2 Lanes To 4 Lanes, Urban Divided	C	$1,828,782	$1,301,664
HC-171	Sugar Rd	On Sugar Rd., From Schunior Ave.	SH 107	0921-02-467	Reconstruct And Widen From 2 Lanes To 4 Lanes, Urban	C	$1,798,206	$1,251,600
HC-18	FM 2062 (Bentsen Palm)	On Bentsen Palm Dr., From IH 2	BUS 83S	0921-02-455	Reconstruct And Widen From 2 Lanes To 4 Lanes, Urban	C	$2,905,334	$2,127,720
HC-182ab	SH 364 (La Homa)	FM 2221	FM 676	2966-01-014	Widen from 2 lanes to 5 lane curb and gutter	C	$7,309,184	$6,160,000
HC-242	Paso del Norte	On Paso Del Norte, From E 2nd St.	BUS 83	0921-02-476	Construct On New Location 4 Lane	C	$1,023,666	$750,960

DRAFT

Table 7-3: Long-Term Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
HC-244	Mile 4 1/2 W Rd	On Mile 4 1/2 RD. from Mile 9 N RD.	IH-2	0921-02-458	Reconstruct And Widen From 2 Lanes To 4 Lanes, Urban	C	$2,734,432	$2,002,560
HC-249b	SH 336 (10th st)	SH 107	Trenton Rd.	0621-01-112	Reconstruct and widen from 4 Lanes to 6 Lanes, with Raised Median, C&G, Urban	C	$14,060,643	$11,174,092
HC-26	FM 3072 (Dicker Rd)	Veterans Blvd	FM 907 (Alamo Rd)	3098-01-018	Reconstruct And Widen From 2 Lanes To 4 Lanes, Urban	C	$13,298,429	$10,012,800
HC-3	FM 1015	FM 1925	SH 107	1228-02-031	Reconstruct And Widen From 2 Lanes To 4 Lanes, Urban	C	$4,568,789	$3,490,480
HC-306	Sioux Rd	On Sioux Rd from N I RD	Cesar Chavez Rd	0921-02-464	Divided Urban Section	C	$20,230,752	$14,112,000
HC-321	Westgate	On Westgate, from BUS 83	Mile 5 RD	0921-02-469	Reconstruct And Widen From 2 Lanes To 4 Lanes, Urban	C	$19,127,381	$14,007,928
HC-323	East Eldora Rd (Segment II)	On Eldora Rd. From N I Rd.	FM 907	0921-02-454	Reconstruct And Widen From 2 Lanes To 4 Lanes, Urban	C	$8,904,721	$6,048,000
HC-345	FM 1426 (Raul Longoria)	Nolana Loop	I-2	1429-02-036	Widen from 4 lanes to 6 lanes with raised median	C	$49,448,019	$28,640,323
HC-348	FM 1925	FM 681	Wallace Rd	1803-01-095	Proposed4 lane curb & gutter w/ shoulders	C	$81,119,301	$68,365,351
HC-34a	FM 493 (La Blanca)	Mile 14 N Rd	Mile 10 N Rd	0863-01-048	Construct 4 Lane Divided	C	$43,913,868	$33,600,000
HC-34b	FM 493 (La Blanca)	SH 107	Mile 14 N Rd	0863-01-051	Construct 4 Lane Divided Urban	C	$12,864,814	$10,223,759
HC-378	Las Milpas Rd East	Cage Blvd	I Rd	0921-02-435	Widen to 4 lane curb and gutter	C, CE	$7,264,399	$6,062,299
HC-381	Minnesota Rd West	Jackson Rd	IH-69C		Widen to 2 lane curb and gutter road with shoulders and left turn lane	C	$10,355,843	$7,792,544
HC-382	Minnesota Rd East	IH-69C	I Rd		Widen to 3 lane curb and gutter road with shoulders and left turn lane	C	$10,355,843	$7,792,544
HC-62a	SH 495	S 2nd St (Colonel Rowe)	IH 69C	0865-01-115	Reconstruct And Widen From 4 Lanes To 6 Lanes, Divided, Urban	C	$18,391,669	$14,615,989
HC-84a	Abram Rd	On Abram Rd. From IH 2	BUS 83S	0921-02-450	Reconstruct And Widen From 2 Lanes To 4 Lanes, Urban	C	$7,239,040	$5,040,000

DRAFT

Table 7-3: Long-Term Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
HC-85	Airport Drive (Weslaco)	On Airport Dr., From IH 2	BUS 83S	0921-02-451	Reconstruct And Widen From 2 Lanes To 4 Lanes, Urban	C	$2,936,558	$2,252,880
HC-87	Alberta Rd	On Alberta Rd from FM 2061	IH 69C	0921-02-452	Reconstruct And Widen From 2 Lanes To 4 Lanes, Urban	C	$7,229,340	$5,181,624
HSB-077	Bu 77X	SS 206	Commerce St	0327-08-098	Construct Raised Median	C	$15,626,546	$13,541,578
HSB-122	Bus 77X	Arroyo Colorado Bridge	FM 510	0039-12-057	Widen from 4 lanes to 6 lanes with Raised Median	C	$117,355,736	$90,507,442
HSB-136	Bus 77X	Commerce St.	Arroyo Bridge	0039-12-254	Construct Raised Median	C	$16,866,492	$14,616,085
RMA-1c	SH 365 (Ultimate Construction Phase IV)	365 Tollway, From Fm 1016 (Conway Ave.)	Us 281 (Military Highway)	0921-02-477	Expansion From A 4 Ln To 6 Ln Controlled Access Toll Facility (Ultimate Construction)	C	$108,136,849	$84,416,144

DRAFT

Unfunded/Illustrative Projects

Table 7-4: Unfunded Projects

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
BMPO-FMB1	Flor de Mayo Bridge	FM 3248	US 281		Construct International Bridge		$22,370,000	
BMPO-IT6	ITS changeable message signs	IH-69E various locations			Install ITS changeable message signs		$1,677,750	
BMPO-NV1	N. Vermilllion Ave.	SH 4	FM 802		Reconstruct roadway and add shoulders		$6,891,563	
BMPO-OP5	Old Port Isabel Rd	SH 550	SH 100		Construct two lane rural		$22,870,000	
BMPO-PA3	Palo Alto Hike and Bike Trail	Palo Alto Battlefield National Historical Park	Eco Tourism at Laguna Vista		Construct Hike and Bike trail		$8,948,000	
BMPO-PR3	IH-69E	13th Steet	14th Street		Construct a Park and Ride facility under IH-69E		$3,355,500	
BMPO-SH9	SH 48				Build a SH 48 overpass (with ramps) at the entrance to the Next Decade LNG facility.		$16,777,500	
BMPO-SHC1	SH 550 Connector	IH-69E	IH-169E		Construct direct connector		$47,740,000	
BMPO-TS2	FM 3248	On FM 3248, .2 miles west of IH-69E			Construct a North-West side transit transfer station		$1,648,125	
BMPO-WR2	West Blvd.	US 281/ Boca Chica Blvd.	IH-69E SB Frontage Road, W. of Old Alice Rd.		Construct Multimodal Facility		$13,422,000	
HAR-01	Chester Park Rd	Hand Rd	Chester Park Rd		Realignment and Install Traffic Signal	R, C	$1,850,000	$1,850,000
HAR-02	Commerce St	N 77/Sunshine Strip	Taft Ave		Reconstruct Commerce St	PE, C	$19,250,000	$19,250,000
HAR-03	Dixieland Rd	Garret Rd	FM 1479/Rangerville Rd		Installation of LED lighting along Dixieland Rd	C	$550,000	$550,000
HAR-04	FM 509	BUS 77	FM 508		Widen from 2 to 4 lanes	PE, C	$33,550,000	$33,550,000

DRAFT

Table 7-4: Unfunded Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
HAR-05	Grimes St	FM 509	FM 106/Cemetery Rd		Extend 2 lane roadway	PE, R, C	$7,920,000	$7,920,000
HAR-06	I-2 Connector Bridge	I-2 Frontage Rd	W TX-54 Spur		Construct an Overpass bridge	PE, C	$16,610,000	$16,610,000
HAR-07	I-69E	I-69E/US-83/US-77	Lincoln St		Construct new southbound exit ramp	C	$1,100,000	$1,100,000
HAR-08	I-69E	FM 2629	Wilson Rd		Installation of LED lighting along I-69E	C	$2,200,000	$2,200,000
HAR-09	Loop 499	N 77 Sunshine Strip	FM 106/E Harrison Rd		Installation of LED lighting along Loop 499	C	$1,100,000	$1,100,000
HAR-10	I-69 N Frontage	Primera Rd	Loop 499		Reconfigure intersection and install traffic signal	PE, C	$4,510,000	$4,510,000
HAR-11	E. Washington Ave	Loop 499	FM 106		Extend 2 lane roadway	PE, R, C	$15,180,000	$15,180,000
HAR-77	BUS 77	N. Business 77X	S. Business 77x		Install traffic circle & pedestrian improvements	PE, C	$3,932,500	$3,932,500
HC-100	Cesar Chavez	FM 2128 (Schunior)	Sioux Rd		Widen to 4 Lane		$18,881,951	
HC-101	Colbath Ave	FM 2220	Taylor Rd		Widen to 4 Lane		$3,008,310	
HC-11	FM 1925	FM 2993 (N Conway)	FM 2220 (Ware Rd)		Widen to 4 Lane Rural		$10,829,916	
HC-121	FM 492	US 83	FM 2221		Widen to 4 Lane		$19,481,378	
HC-122	Goodwin Rd	Bus 83	FM 492		Widen to 4 Lane		$3,008,310	
HC-123	El Rancho/Hall Acres	2nd St (McAllen)	S Cage Blvd		Widen to 4 Lane		$7,219,944	
HC-124	El Gato Rd	S Cage Blvd	FM 907 (Alamo Rd)		Widen to 4 Lane		$11,431,578	
HC-125	Hutto Rd	ON HUTTO RD. FROM IH 2	Bus 83 S.	0921-02-456	Reconstruct And Widen From 2 Lanes To 4 Lanes, Urban	C	$2,388,553	$1,752,240
HC-128	Inspiration Rd	US 83	Military Hwy		Widen to 4 Lane		$9,325,761	
HC-129	Inspiration Rd	2 Mile Line Rd	US 83		Widen to 4 Lane		$8,724,099	
HC-12b	FM 1925	3rd Street	FM 493 (La Blanca)		Widen to 4 Lane Divided	C	$8,781,880	$7,163,034
HC-132	Jackson Rd	FM 1925 (Monte Cristo)	Chapin Rd		Widen to 4 Lane		$4,512,465	

DRAFT

Table 7-4: Unfunded Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
HC-135	Los Ebanos Rd	FM 1924 (3 Mile N)	Bus 83		Widen to 4 Lane		$9,024,930	
HC-136	Mile 1 East	Mile 11 North	US 83		Improve widen to 4 Lane		$11,130,747	
HC-137	Mile 11 N Rd	Mile 6 West	FM 491		Widen to 4 Lane		$17,982,810	
HC-138	Mile 12 N Rd	Mile 6 West	FM 1015		Widen to 4 Lane		$9,024,930	
HC-139	Mile 17 N Rd	Mile 6 West	FM 491		Widen to 4 Lane		$17,083,670	
HC-142	Mile 4 1/2 W Rd	SH 107	Mile 9 N Rd		Widen to 4 Lane		$22,478,513	
HC-143	FM 676 (Mile 5 N)	Jara Chinas	FM 492		Extend 2 Lane FM Road		$16,436,168	
HC-145	Mile 6 1/2 W Rd	Mile 12 North	Mile 5 N Rd		Widen to 4 Lane		$20,979,945	
HC-149	Military Hwy	FM 494 (Shary Rd)	FM 1427 (Abram)		Construct 4 Lane		$17,982,810	
HC-150	Moore Field Rd	FM 2221	US 83		Widen to 4 Lane		$19,481,378	
HC-151	Nebraska Ave (Alamo)	Cesar Chavez	Border Ave		Widen to 4 Lane		$7,520,775	
HC-152b	Nolana Loop (S2)	FM 907	FM 1423	0921-02-460	Reconstruct And Widen From 2 Lanes To 4 Lanes, Urban Divided	C	$4,406,855	$3,252,426
HC-152c	Nolana Loop (S3)	FM 1423	FM 493	0921-02-461	Reconstruct And Widen From 2 Lanes To 4 Lanes, Urban Divided	C	$5,719,355	$4,274,509
HC-153	Nolana Loop	FM 494 (Shary Rd)	Taylor Rd		Construct New 4 Lane		$768,840	
HC-156a	CS	On Owassa Rd, from IH-69 (US 281)	I road	0921-02-358	Widen from 2 lanes to 4 Lane roadway	C, R	$6,238,000	
HC-156b	Owassa Rd	I road	FM 1426 (Raul Longoria)		Widen to 4 Lane		$6,124,300	
HC-157	Owassa Rd	FM 1426 (Raul Longoria)	FM 907		Widen to 4 Lane		$12,114,000	
HC-158	Oxford (Hobbs)	Ware Rd	FM 1926 (Depot Rd)		Construct New 4 Lane		$3,609,972	
HC-159	Pike Blvd	Mile 6 W (Westgate)	US 83		Widen to 4 Lane Divided		$5,715,789	

DRAFT

Table 7-4: Unfunded Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
HC-160	Roosevelt (Mile 12 1/2 N rd)	FM 1423	FM 88		Widen to 4 Lane		$15,884,816	
HC-161	Russell Rd	Doolittle	FM 907 (Alamo Rd)		Widen to 4 Lane		$4,512,465	
HC-164	Schunior Ave	MonMack Rd	Sugar Rd		Widen to 4 Lane		$4,512,465	
HC-168	Sioux Rd (La Vista Ave)	FM 2061 (McColl Rd)	US 281		Widen to 4 Lane		$5,414,958	
HC-169	SP 433 (Main St-Donna)	US 83	Bus 83		Widen to 4 Lane Divided		$2,460,288	
HC-17	FM 2062 (Bentsen Palm)	Bus 83 S	Bentsen State Park		Widen to 4 Lane Divided		$8,122,437	
HC-172	Sugar Rd	Schunior Ave	FM 1925		Widen to 4 Lane		$6,016,620	
HC-174	Sugar Rd	FM 495	Sam Houston Blvd		Widen to 4 Lane Divided		$6,016,620	
HC-175	Tower Rd	Bus 83	Ridge Rd		Widen to 4 Lane		$2,306,520	
HC-176	Tower Rd	US 83	SH 107		Widen to 4 Lane		$21,579,372	
HC-177b	Trenton Rd	FM 1426 (Raul Longoria)	FM 1423 (Val Verde)		Construct 4 Lane		$12,935,733	
HC-178	Trenton Rd	FM 1423 (Val Verde)	FM 1015		Construct New 4 Lane Divided		$21,579,372	
HC-178a	US 83	0.25 Mi W of FM 2221	FM 1427		Wided to 6 lanes		$17,049,474	
HC-179	Victoria Rd	Mile 10 N Rd	US 83		Widen to 4 Lane		$4,512,465	
HC-180	Violet Ave (Minnesota)	FM 2061 (McColl Rd)	US 281		Widen to 4 Lane		$5,414,958	
HC-181	Wichita Ave	SH 336 (S 10th St)	2nd St		Widen to 4 Lane		$1,845,216	
HC-182	Wisconsin Rd	.25 miles E of 2nd St	US 281		Widen to 4 Lane		$8,724,099	
HC-226	Delta Blvd	US 83	Mile 9 N Rd		Construct new 4 Lane		$2,460,288	
HC-227a	Doolittle Rd	FM 1925	FM 2812		Widen to 4 Lane Divided w/ Br		$10,529,085	
HC-23	Jara Chinas	FM 2221	US 83		Widen to 4 Lane Divided Rural		$18,762,065	
HC-24	FM 2812	US 281	2 mi E of US 281		Widen to 4 Lane with left turn lane		$8,076,000	

DRAFT

Table 7-4: Unfunded Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
HC-243	Pleasantview Dr (Mile 3 1/2 W Rd)	Mile 5 N	Mile 9 N		Widen to 4 Lane Divided		$12,033,240	
HC-245	Border Ave	Bus 83	Mile 10 N Rd		Widen to 4 Lane Divided		$7,821,606	
HC-246	28th St (Mile 5 1/2 N Rd)	S. Bridge St	FM 1015		Widen to 4 Lane Divided		$4,512,465	
HC-247	8th St	Mile 5 1/2 W Rd	Airport Dr		Widen to 4 Lane Divided		$4,512,465	
HC-25	FM 2993 (N Conway)	FM 1925 (Monte Cristo)	SH 107		Widen to 4 Lane Rural		$9,024,930	
HC-250	Rooth Rd	SH 107	Russell Rd		Widen 4 lanes with left turn lane		$4,512,465	
HC-251	Rooth Rd	Russell Rd	FM 1925 (Monte Cristo)		Widen 4 lanes with left turn lane		$3,008,310	
HC-252	Trenton Rd	SH 336 (10th St)	FM 2061 (McColl Rd)		Widen 6 lanes divided with landscaped median		$1,682,160	
HC-253	Trenton Rd	On Trenton Rd. From Fm 1926	SH 336 (10th St)	0921-02-468	Reconstruct And Widen From 4 Lanes To 6 Lanes, Urban	C	$3,758,816	$2,738,400
HC-260	MonMack	SH 107	FM 1925		Widen to 4 lane		$7,520,775	
HC-261	Doolittle Rd	FM 2128 (Richardson Road)	FM 1925		Widen to 4 lane		$6,016,620	
HC-262	Russell Rd	Bus 281 (Closner)	Doolittle Road		Widen to 4 lane		$3,910,803	
HC-263	Seminary Rd	FM 1925	FM 2812 (W of US 281)		Widen to 4 lane		$8,573,684	
HC-266	FM 2812 W	Seminary Rd	US 281		Construct new 4 lane		$3,609,972	
HC-268	Thomas Road	FM 2061 (McColl Rd)	FM 2557 (Stewart Rd)		Construct 52 foot urban roadway with curb and gutter		$15,671,600	
HC-28	FM 491 (Base Line)	Mile 10 N Rd	SH 107		Widen to 4 Lane Divided		$19,481,378	
HC-29	FM 491 (Base Line)	SH 107	FM 1925 (Monte Cristo)		Widen to 4 Lane Divided		$4,512,465	

DRAFT

Table 7-4: Unfunded Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
HC-30	FM 492 (Doffing)	FM 1924 (Mile 3 N)	FM 2221		Widen to 4 Lane Divided		$12,033,240	
HC-31	Goodwin Rd	US 83	FM 1924 (Mile 3 N)		Widen to 4 Lane		$6,618,282	
HC-32	FM 493 (Salinas)	Champion St	Military Hwy (US281)		Widen to 4 Lane		$16,092,000	
HC-320	Mile 5 N	FM 1015	Westgate		Widen to 4 lane divided		$20,828,943	
HC-324	West Eldora Rd	FM 3662 (Jackson Rd)	US 281		Divided Urban Section		$7,947,400	
HC-325	IH-2	at 2ND ST. OVERPASS		0039-17-188	BUILD OVERPASS		$29,843,590	
HC-33	FM 493 (La Blanca)	SH 107	FM 1925 (Monte Cristo)		Widen to 4 Lane Divided		$5,715,789	
HC-331	Anzalduas Int'l POE	at Anzalduas Int'l POE			Construction of two additional northbound passenger lanes		$6,688,600	
HC-340	CS	On Anaya Rd, from Cage Blvd	Veterans Blvd	0921-02-400	Widen from 2 lanes to 5 lanes	C, R	$12,280,939	
HC-347	Russell Rd	FM 2220	US 281				$13,610,000	
HC-365	Freddy Gonzalez Dr	Ware Rd (FM 2220)	10th St (SH 336)		Construct & Widen 4 Lane Urban Roadway		$16,424,002	
HC-375	S Jackson Rd	W Moore Rd	Bus 83		Widen to 6 lane curb and gutter road		$16,000,000	
HC-4	FM 1016 (S Conway)	US 83	Military Hwy		Widen to 6 Lanes		$7,075,586	
HC-40	FM 907 (Alamo Rd)	SH 107	Nolana Loop	1586-01-075	Proposed 4 Lanes curb and gutter		$32,184,000	
HC-41	FM 907 (Alamo Rd)	Ridge Rd	Military Hwy		Widen to 4 Lane Divided		$17,982,810	
HC-42	FM 907 (Alamo Rd)	FM 1925 (Monte Cristo)	SH 107		Widen to 4 Lanes		$7,520,775	
HC-43	FM 491 (Base Line)	US 83	Mile 10 N Rd		Widen to 4 Lane Divided		$9,024,930	
HC-44	FM 495	FM 1423 (Val Verde)	FM 1015		Extend 2 Lane FM Road		$23,480,240	
HC-5	FM 1425	US 83	Mile 9 N Rd		Widen to 4 Lane Rural		$5,414,958	

DRAFT

Table 7-4: Unfunded Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
HC-55	Military Hwy	S Cage Blvd	Mile 3 E - Cameron County Line		Widen to 4 Lane Divided Rural		$67,471,521	
HC-6	FM 1425	SH 107	MILE 9 N		Widen to 4 Lane Divided		$17,982,810	
HC-62b	FM 495	Conway Ave	FM 1926 (23rd Street)		Widen to 6 lane divided		$16,721,600	
HC-7	FM 1427	US 83	Abram		Widen to 4 Lane Divided		$13,487,108	
HC-78	Mile 6 N (Mercedes)	FM 491 E to Mile 1 East	Mile 1 East		Widen to 4 Lane		$1,537,680	
HC-8	FM 1427	Abram E & N	Bus 83		Widen to 4 Lane Divided		$6,317,451	
HC-83	6th St (Weslaco)	On 6th St. From Westgate Dr.	Bus 83	0921-02-449	Reconstruct And Widen From 2 Lanes To 4 Lanes, Urban	C	$7,675,383	$5,757,360
HC-84b	Abram Rd	US 83	FM 2221		Widen to 4 Lane		$17,982,810	
HC-86a	Alberta Rd	US 281	I road		Widen to 4 Lane		$2,152,752	
HC-86b	Alberta Rd	I road	FM 1423 (Val Verde)		Widen to 4 Lane		$15,285,389	
HC-88	Bentsen Palm Drive (FM 2062)	1 Mile Line Rd	US 83		Widen to 4 Lane		$615,072	
HC-94	Bryan Rd	FM 676 (Mi 5 N)	FM 495		Widen to 4 Lane Divided		$12,033,240	
KEN-1	CS	On Kennedy Ave, from Taylor Rd	Bentsen Rd.		Construct & widen from 2 to 4 lanes w/ continuous turn lane, curb & gutter, w/ bike lanes	E, R	$5,878,000	$1,286,000
No ID	Western Inner Loop Sec. A1	FM 1016	FM 2062		Non-tolled new location expressway	C	$161,005,246	$142,005,246
No ID	Western Inner Loop Sec. A2	FM 2062	IH-2 (La Joya Relief Route)		Non-tolled new location expressway	C	$287,941,198	$260,924,753

DRAFT

Table 7-4: Unfunded Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
No ID	Taylor Road Widening	Lark Ave. (4 Mile Rd.)	Daffodil Ave. (2 Mile Rd.)		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes with roundabouts at Dove Avenue and Lark Avenue.	C, CE		$20,022,726
No ID	29th Street Widening	FM1925 (Monte Cristo Rd.)	Russell Road		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes.	C, CE		$15,547,992
No ID	29th Street Widening	Russell Road	SH107		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes.	C, CE		$18,085,826
No ID	Freddy Gonzalez Widening	26th Street	SH336 (10th Street)		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes with roundabouts Taylor Road and Bentsen Road.	C, CE		$13,865,209
No ID	Freddy Gonzalez Widening	FM2220 (Ware Rd.)	26th Street		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes with roundabouts Taylor Road and Bentsen Road.	C, CE		$18,824,194

DRAFT

Table 7-4: Unfunded Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
No ID	Freddy Gonzalez Widening	FM494 (Shary Rd.)	FM2220 (Ware Rd.)		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes with roundabouts Taylor Road and Bentsen Road.	C, CE		$16,590,807
No ID	Sprague Rd. Widening	FM2220 (Ware Rd.)	SH336 (10th St.)		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes and roundabout at 29th Street	C, CE		$27,792,266
No ID	Sprague Rd. Widening	FM494 (Shary Rd.)	FM2220 (Ware Rd.)		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes and roundabouts at Taylor Road and Bentsen Road.	C, CE		$14,220,637
No ID	Taylor Road Widening	6 Mile Rd. (Freddy Glz.)	Lark Ave. (4 Mile Rd.)		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes with roundabout at Freddy Gonzalez (6 Mile Rd.).	C, CE		$20,022,726

DRAFT

Table 7-4: Unfunded Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
No ID	Taylor Road Widening	SH107	6 Mile Rd. (Freddy Glz.)		Widen from 2 lane rural roadway to 4 lane curb and gutter urban roadway with turn lanes with roundabouts at Dove Avenue and Lark Avenue.	C, CE		$15,168,706
No ID	Taylor Road Extension	IH-2	Industrial Park		New 4 lane curb and gutter urban roadway with turn lanes with roundabout at Idela Avenue.	C, CE		$24,649,196
No ID	I-69E	TX-54 Spur W	TX-54 Spur E		Construct turnaround lanes at intersection	C	$2,200,000	$2,200,000
No ID	Holland Rd.	SH 495	2 Mile Line		Construct 4 lane urban roadway	R	$8,014,220	$620,400
No ID	Glasscock Rd.	FM 1016 (Military HWY)	FM 494		Construct 4 lane urban roadway	C	$12,047,101	$9,591,983
No ID	Los Ebanos Rd.	SH 495	Mile 2 Rd.		Construct 4 lane urban roadway	C	$8,209,820	$6,661,099
No ID	Freddy Gonzalez	Shary Rd	Ware Rd		Construct & widen from 2 to 4 lanes w/ continuous turn lane, curb & gutter	C	$7,484,000	$4,900,000
No ID	Freddy Gonzalez	Ware Rd	26th St		Construct & widen from 2 to 4 lanes w/ continuous turn lane, curb & gutter	C	$9,381,810	$7,253,500
No ID	Kennedy Ave	Taylor Rd	Bentsen Rd.		Construct & widen from 2 to 4 lanes w/ continuous turn lane, curb & gutter, w/ bike lanes	C	$5,386,000	$4,100,000

DRAFT

Table 7-4: Unfunded Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
No ID	Chapin	FM 1926 (23rd)	34th lane		Construct 4 lane roadway w/ curb & gutter	C	$6,679,500	$5,215,000
No ID	Freddy Gonzalez	Shary Rd	Ware Rd		Construct & widen from 2 to 4 lanes w/ continuous turn lane, curb & gutter	E, R	$8,072,000	$2,584,000
No ID	CS	On Freddy Gonzalez, from 26th St.	10th St		Construct & widen from 2 to 4 lanes w/ cont. turn ln, curb & gutter	E, R	$8,766,605	$2,244,855
No ID	CS	On Chapin, from FM 1926 (23rd)	34th lane		Construct 4 lane roadway w/ curb & gutter	E, R	$6,679,500	$1,464,500
No ID	Canton Rd.	US 281 (IH-69C)	Cesar Chavez Rd		Construct 4-lane Urban Divided Highway	PE, R	$21,870,000	$4,580,000
No ID	Coyote Rd Overpass	.8 Mi. E of FM 2221			Construct 4-lane Overpass	C, CE	$14,520,000	$13,420,000
No ID	FM 396/I-2 Ph. 2	FM 396	I-2		Construct 2 access controlled direct connectors at intersection	PE	$54,236,422	$844,491
No ID	CS	On Freddy Gonzalez, from Ware Rd	26th St		Construct & widen from 2 to 4 lanes w/ continuous turn lane, curb & gutter	E, R	$10,252,230	$2,128,310
No ID	CS	On Auburn Ave., from 33rd St	23rd St		Construct 4 lane roadway w/ curb & gutter	E, R	$4,182,000	$1,107,000
No ID	FM 396/I-2 Ph. 1	FM 396	I-2		Construct 2 access controlled direct connectors at intersection	C	$47,455,350	$39,200,000

DRAFT

Table 7-4: Unfunded Projects (continued)

MTP#	Highway	From	To	CSJ #	Project Description	Phase	TPC	YOE
No ID	Freddy Gonzalez	26th St	10th St		Construct & widen from 2 to 4 lanes w/ cont. turn ln, curb & gutter	C	$8,766,605	$6,521,750
No ID	McColl Rd	Yuma Ave	Orange Dr		Widen to 4 lane roadway w/ continuous turn lane & sidewalks	C	$6,091,200	$4,320,000
No ID	FM 396/I-2 Ph. 2	FM 396	I-2		Construct 2 access controlled direct connectors at intersection	R, CE	$54,236,422	$7,533,475
No ID	CS	On McColl Rd., from Yuma Ave	Orange Dr		Widen to 4 lane roadway with continuous turn lane & sidewalks	E, R	$6,091,200	$1,771,200
No ID	Auburn Ave	33rd St	23rd St		Construct 4 lane roadway w/ curb & gutter	C	$4,182,000	$3,075,000
No ID	Glasscock Rd.	FM 1016 (Military HWY)	FM 494		Construct 4 lane urban roadway	R	$12,047,101	$1,400,000
No ID	Trinity Rd.	FM 1016 (Military HWY)	Bryan Rd.		Construct 4 lane urban roadway	C	$6,758,730	$6,034,580
No ID	Los Ebanos Rd.	I-2	FM 1016 (Military HWY)		Construct 4 lane urban roadway	R	$17,521,404	$1,255,000
No ID	Holland Rd.	SH 495	2 Mile Line		Construct 4 lane urban roadway	R	$8,014,220	$620,400
No ID	Los Ebanos Rd.	SH 495	Mile 2 Rd.		Construct 4 lane urban roadway	R	$8,209,820	$816,000
No ID	Mission/Madero-Reynosa Intl. Border Crossing	Mission/Madero	Reynosa			C	$114,000,000	$95,000,000
No ID	Canton Rd.	US 281 (IH-69C)	Cesar Chavez Rd		Construct 4-lane Urban Divided Highway	C	$21,310,000	$15,120,000

DRAFT

Grouped Projects

For projects and project types that are recurring in nature, the FHWA allows TxDOT to develop statewide groupings of projects that are identified by a statewide CSJ. Use of statewide groupings of projects allows for a more efficient method of programming and letting projects by decreasing the need to revise the TIP. These projects typically use the funding categories discussed in Chapter 6, and are representative of a continuous, comprehensive, and coordinated effort by the Pharr District and the RGVMPO in identifying ongoing needs of the transportation system. Table 7-5 shows the statewide groupings of projects and provides a description of the type of projects that are placed in each grouping.

Table 7-5: Grouped CSJ Categories

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

DRAFT

Proposed CSJ	Grouped Project Category	Definition
5000-00-956	Landscaping	Project consisting of typical ROW landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.

Source: TxDOT State Transportation Improvement Program, 2025-2028

Performance Report

The RGVMPO has a responsibility to follow the Transportation Performance Management (TPM) guidelines provided by the Fixing America's Transportation (FAST) Act, which continues Moving Ahead for Progress in the 21st Century (MAP-21) Act TPM objectives. The Federal Highway Administration (FHWA) defines TPM as "a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals."

The implementation of TPM provides the following general benefits:

- Enhanced investment decisions
  - Goals, measures, and data allow for organizations to make better informed decisions about how to invest in transportation funding at a multimodal level
  - Allows organizations to use taxpayer dollars as efficiently as possible
- Creates a better performing transportation system
  - Target setting, planning, and reporting TPM results ensures accountability for system performance
  - Identifies system strengths and deficiencies, highlighting areas in need of improvement and/or maintenance
- Produces safe, connected, and productive communities
  - Focuses on the safe and efficient delivery of people and goods
  - Emphasizes reliable commutes to work, school, recreation, and community activities

The RGVMPO strives to achieve targets set by TxDOT compliant with FHWA rules and continuously reports on progress towards these targets to align with federal and state regulations. MPO performance reporting is accomplished primarily through the MTP planning process, which performs detailed systems analyses to produce necessary TPM measures.

DRAFT

RGVMPO Performance-Based Planning

The following sections represent federal performance measures for the current RGVMPO 2050 update. The MTP update fulfills its TPM responsibility using federal performance goals and measures, as well as compliance with TxDOT performance measure targets to align with guidelines created by MAP-21 and continued by the FAST Act. The transportation system needs assessment provides existing target measures, which create a base to understand the state of the current RGVMPO regional transportation system in comparison to assigned TxDOT targets. Additionally, this section describes the MPO's approach to performance-based decision making to support the national goals described in 23 U.S.C. 150(b), previously discussed in Chapter 2 of this MTP.

To ensure progress towards goals being met, federal performance measures are continuously tracked in coordination with TxDOT's TPM targets. Due to the RGVMPO region's current air quality attainment status, the organization currently only reports performance measures for 15 of the 18 federal performance measures, excluding those relating to air quality attainment. These measures focus on the following:

- safety of the RGVMPO area regional transportation network,
- condition and reliability of interstate and remaining National Highway System (NHS) infrastructure,
- and reliability of freight movement throughout the region.

The data influencing these measures derive from the TxDOT Crash Records Information System (CRIS), FHWA's National Performance Management Research Data Set (NPMRDS), and through coordination with regional FTA funded transit agencies.

Table 7-6: Performance Reporting Categories

Goal Area	Measure
FHWA PM 1 (Safety)	Number of fatalities
	Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
	Number of serious injuries
	Number of non-motorized fatalities
	Number of non-motorized serious injuries
FHWA PM 2 (Infrastructure Condition)	Percentage of pavements of the Interstate System in Good condition
	Percentage of pavements of the Interstate System in Poor condition
	Percentage of pavements of the non-Interstate NHS in Good condition
	Percentage of pavements of the non-Interstate NHS in Poor condition
	Percentage of NHS bridges classified as in Good condition
	Percentage of NHS bridges classified as in Poor Condition
FHWA PM 3 (System Performance/Freight/CMAQ)	System Performance: Percentage of person-Miles traveled on the Interstate that are reliable (LOTTR)
	System Performance: Percentage of person-Miles traveled on the non-Interstate NHS that are reliable

DRAFT

	Freight Movement: Percentage of Interstate system Mileage providing for reliable truck travel time (TTTR)
	CMAQ*: Annual Total Tailpipe CO2 Emission on NHS
	CMAQ*: Annual Hours of Peak Hour Excessive Delay (PHED) per capita
	CMAQ*: Percent of Non-SOV Travel on network
	Percent change in tailpipe CO2 emissions on the NHS, compared to the reference year (CY 2022)
FTA Transit Asset Management (TAM)	Percentage of revenue vehicles (by type) that exceed useful like benchmark (ULB)
	Percentage of non-revenue service vehicles (by type) that exceed ULB
	Percentage of facilities (by group) rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale
FTA Public Transportation Agency Safety Plan (PTASP)	Total number of reportable fatalities
	Rate of reportable fatalities per total vehicle revenue Miles by mode
	Total number of reportable injuries
	Rate of reportable injuries per total vehicle revenue Miles by mode
	Total number of reportable events
	Rate of reportable events per total vehicle revenue Miles by mode
	Mean distance between major mechanical failures by mode

RGVMPO 2050 MTP Update Performance Reporting

For each federal performance goal area relevant to the RGVMPO, the current performances are compared to previous performance and TxDOT targets, providing the status of the MPO's progress towards meeting the established targets. All recorded performance measures derive from the most up-to-date and readily available data.

Federal Highway Administration Goals Performance

Table 7-7: Safety Performance

Measure	RGVMPO (2018-2022)	TxDOT 2024 Statewide Target
Number of Fatalities	428	3,567
Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)	0.5	1.36
Number of serious injuries	2,229	18,096
Rate of Serious Injuries	2.62	6.64
Number of non-motorized fatalities and serious injuries	441	2,371

DRAFT

Table 7-8: Infrastructure Performance

Measure	2023	TxDOT Statewide 4-Rear Target
Percentage of pavements of the Interstate System in Good condition	78.1%	63.6%
Percentage of pavements of the Interstate System in Poor condition	1.9%	.2%
Percentage of pavement on the non-Interstate NHS in Good condition*	56.1%	46%
Percentage of pavement on the non-Interstate NHS in Poor condition*	8%	1.5%
Percentage of NHS bridge deck classified as in Good condition	46.3%	47.6%
Percentage of NHS bridge deck area classified as in Poor condition	0%	1.5%

Table 7-9: System Performance/Freight/CMAQ

Measure	2023	TxDOT Baseline	TxDOT 4-Year Target
Percentage of person-Miles traveled on the Interstate that are reliable (LOTTR)	91.6%	84.6%	70%
Percentage of person-Miles traveled on the non-Interstate NHS that are reliable	93.5%	90.3%	55%
Interstate Highway Truck Travel Time Reliability (TTTR)	1.42	1.39	1.55
Percent change in tailpipe CO2 emissions on the NHS, compared to the reference year (CY 2022)	N/A	N/A	N/A

Federal Transit Administration Goals Performance

Moving Ahead for Progress in the 21st Century (MAP-21) granted the Federal Transit Administration (FTA) the authority to establish and enforce a comprehensive framework to oversee the safety of public transportation throughout the United States. MAP-21 expanded the regulatory authority of the FTA to oversee safety, providing an opportunity to assist transit agencies in moving towards a more holistic, performance-based approach to Safety Management Systems (SMS). This authority was continued through the Fixing America's Surface Transportation Act (FAST Act).

In compliance with MAP-21 and the FAST Act, the FTA promulgated a Public Transportation Safety Program on August 11, 2016, that adopted SMS as the foundation for developing and implementing a safety program. The FTA is committed to developing, implementing, and consistently improving strategies and processes to ensure that transit achieves the highest practicable level of safety. SMS helps organizations improve their safety performance by supporting the institutionalization

DRAFT

of beliefs, practices, and procedures for identifying, mitigating, and monitoring safety risks.

There are several components of the national safety program, including the National Public Transportation Safety Plan (NSP), published by the FTA to provide guidance on managing safety risks and hazards. One element of the NSP is the Transit Asset Management (TAM) Plan. Public transportation agencies implemented TAM plans across the industry in 2018. The subsequent final ruling by FTA to implement the NSP is the Public Transportation Agency Safety Plan (PTASP) rule, 49 CFR Part 673, and guidance provided by FTA.

PTASP Performance Measures

Safety is a core business function of all public transportation providers and should be systematically applied to every aspect of service delivery. For the transit agencies within the RGVMAB, all levels of management, administration and operations are dedicated to and responsible for the safety of their clientele and themselves. To improve public transportation safety to the highest practicable level in the State of Texas and comply with FTA requirements, the Texas Department of Transportation (TxDOT) has developed individual Agency Safety Plans (ASP) in collaboration with the Rio Grande Valley Metropolitan Planning Organization (MPO), and the three primary Section 5307 Public Transportation Providers in the RGVMAB.

To ensure that the necessary processes are in place to accomplish both enhanced safety at the local level and the goals of the NSP, the City of Brownsville and B-Metro, City of McAllen and Metro McAllen, and the Lower Rio Grande Valley Development Council (LRGVDC), and Valley Metro all have recently adopted their respective PTAPs and the tenets of SMS including a Safety Management Policy (SMP) and the processes for Safety Risk Management (SRM), Safety Assurance (SA), and Safety Promotion (SP), per 49 U.S.C. 5329(d)(1)(A).[1] Though the RGVMPO is not yet required to report these targets, they have been included and considered throughout the planning process.

Table 7-10 displays the five-year average safety performance measures by mode of service provided by each agency. The modes of service represented in the table are fixed route, flex route, and demand response (DR). As the development and implementation of SMS is a relatively new requirement, each agency has also elected to maintain the benchmark performance as the first reporting year's target.

[1] Federal Register, Vol. 81, No. 24

Table 7-10: PTASP Performance Measures

Measure/Target	B-Metro		Metro McAllen		Valley Metro	
	Fixed Route	Demand Response	Fixed Route	Demand Response	Fixed Route	Demand Response
Total number of reportable fatalities	0	0	0	0	0	0
*Rate of reportable fatalities per total vehicle revenue Miles by mode	0	0	0	0	0	0
Total number of reportable injuries	4.4	1	35	0	5.6	1
*Rate of reportable injuries per total vehicle revenue Miles by mode	2.95688	0.763527	0.000015	0	0.0000028	0.0000072
Total number of reportable events	74	12	36	0	6.2	1.2
*Rate of reportable events per total vehicle revenue Miles by mode	9.94587	9.16233	0.000015	0	0.0000031	0.0000087
Mean distance between major mechanical failures by mode	5,288	9,627	4,114	0	82,200	57,738

**rate=total number x 100,000/total revenue vehicles Miles traveled*

Following the FAST Act, a 2015 FTA study found that about 40 percent of buses and 23 percent of rail transit assets were listed in marginal or poor condition, with a total backlog of around 90 billion dollars. Thus, the FTA took action to prevent further deterioration of public transit networks. In July 2016, TAM plans were codified as a legal requirement for transit agencies receiving FTA funding that provide open public transportation. Given limited funding, this framework establishes procedures and guidance for all public transportation networks to move towards a state of good repair.

The majority of transit assets owned or managed by the qualifying FTA-funded (Federal Transit Administration) public transportation providers in the RGVMAB are in good condition.

The transit providers in the RGVMAB are dedicated to continuously providing transportation solutions for accessibility to employment, education, medical care, grocery stores, and other services. With limited funding and a growing backlog of needs, it is critical to maximize existing resources, maintain a State of Good Repair (SGR), and provide the tools necessary for Public Transportation providers to provide safe, reliable, and cost-effective services.

DRAFT

Though asset management is a data focused endeavor, developing a plan is a collaborative process, requiring coordination and data sharing from many different agencies with different operating systems and reporting processes. Table 7-11 and Table 7-12 represent the TAM targets of the three 5307 transit agencies in the RGVMAB.

Table 7-11: B Metro TAM Performance Targets

Measure	Asset Class	FY 2025	FY 2026	FY 2027	FY 2028
Revenue					
% of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark	Bus	1	1	1	1
	Cutaway	14	14	14	14
	Van	36	36	36	36
Equipment					
% of vehicles within a particular asset class that have met or exceeded their useful life benchmark	Non-revenue/service automobile	1	1	1	1
Facilities					
Condition - % of vehicles with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale	Administration	1	1	1	1
	Maintenance	1	1	1	1
	Parking Structures	1	1	1	1
	Passenger Facilities	-	-	-	-

Table 7-12: Metro McAllen TAM Performance Targets

Measure	Asset Class	FY 2025	FY 2026	FY 2027	FY 2028
Revenue					
% of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark	Bus	50	20	20	30
	Cutaway	0	0	15	15
Equipment					
% of vehicles within a particular asset class that have met or exceeded their useful life benchmark	Non-revenue/service automobile	25	25	20	20
Facilities					
Condition - % of vehicles with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale	Administration	0	0	0	0
	Maintenance	0	0	0	0
	Parking Structures	0	0	0	0
	Passenger Facilities	0	0	0	0

DRAFT

Table 7-13: Valley Metro TAM Performance Targets

Measure	Asset Class	FY 2025	FY 2026	FY 2027	FY 2028
Revenue					
% of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark	Bus	11	11	6	6
	Cutaway	7	7	3	3
Equipment					
% of vehicles within a particular asset class that have met or exceeded their useful life benchmark	Non-revenue/service automobile	0	0	0	0
Facilities					
Condition - % of vehicles with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale	Administration	5	5	2	2
	Maintenance	2	2	0	0
	Parking Structures	2	2	0	0
	Passenger Facilities	5	5	3	3

DRAFT