

# TEXAS DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

# STIP 2015-2018

## PHARR DISTRICT 2015-2018 TIP

**HIGHWAY**



Initial 2015-2018 STIP

# TEXAS DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

# STIP 2015-2018

# PHARR DISTRICT 2015-2018 TIP

**HIGHWAY**



Initial 2015-2018 STIP

# 2015-2018 Transportation Improvement Program (TIP)

For the Hidalgo County  
Metropolitan Planning Organization

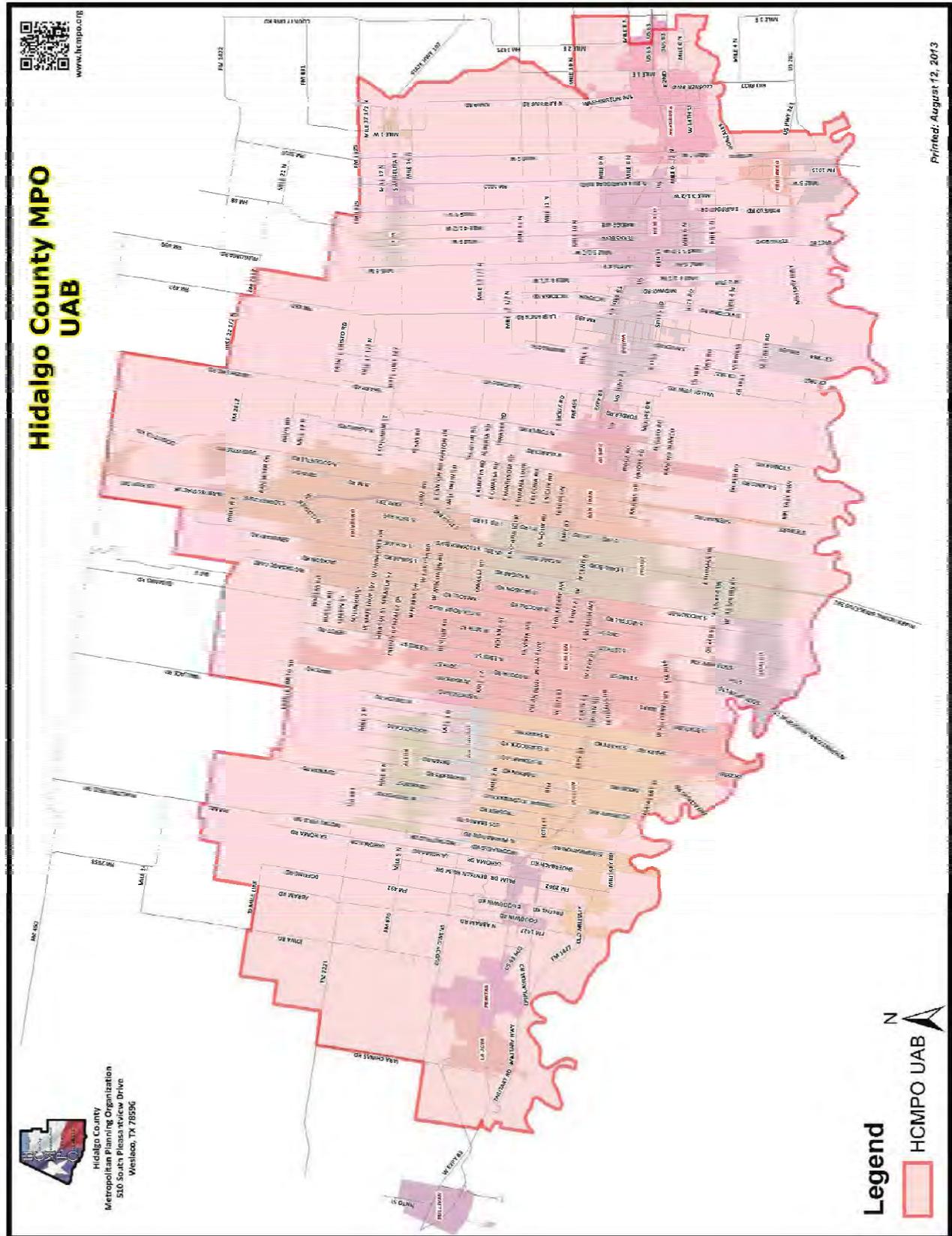
**Adopted by Transportation Policy Committee**

**April 17th, 2014**

*“This report was funded in part through grant(s) from the Federal Highway Administration (and Federal Transit Administration), US Department of Transportation. The views and opinions of the authors (or agency) expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation”*

**TABLE OF CONTENTS**

<b>PLANNING AREA</b>	<b>3</b>
<b>A. INTRODUCTION</b>	<b>4</b>
<b>B. PURPOSE</b>	<b>4</b>
<b>C. DEFINITION OF AREA</b>	<b>6</b>
<b>D. PUBLIC INVOLVEMENT PROCESS</b>	<b>6</b>
<b>E. GROUPED PROJECTS</b>	<b>7</b>
<b>F. FUNDING PROGRAMS</b>	<b>7</b>
<b>G. FUNDING PROGRAMS FOR PUBLIC TRANSPORTATION</b>	<b>11</b>
<b>H. TIP PROJECT SELECTION PROCESS</b>	<b>14</b>
<b>I. TIP MODIFICATION AND AMENDMENT POLICIES AND PROCEDURES</b>	<b>15</b>
<b>J. YEAR OF EXPENDITURES</b>	<b>16</b>
<b>K. AIR QUALITY</b>	<b>16</b>
<b>L. AMERICANS WITH DISABILITIES</b>	<b>17</b>
<b>M. DEFINITION OF CSJ CATEGORIES</b>	<b>18</b>
<b>APPENDIX A – HIGHWAY AND TRANSIT TIP TABLES</b>	<b>19</b>
<b>APPENDIX B – GLOSSARY</b>	<b>20</b>



## A. INTRODUCTION

Hidalgo County is the third fastest growing county in Texas [3.13 % annual growth]. The decadal growth rate of Hidalgo County [36%] is almost double that of State of Texas [20.6%]. Hidalgo County is part of the Rio Grande Valley, popularly referred to as “The Valley”, but in reality it is more of a delta or floodplain area. The Valley is separated by a big spread of land, “the King Ranch”, and is located at the southernmost tip of Texas. Hidalgo County is named after Miguel Hidalgo y Costilla, the priest who raised the call for Mexico’s independence from Spain. Furthermore, Hidalgo County has its own uniqueness like any other international border area. There are 22 incorporated cities, 5 international border crossings, 1 ferry international border crossing into Hidalgo County, and right across from the Rio Grande River is the City of Reynosa, Mexico with a population higher than half million people.

The uniqueness of transportation planning in Hidalgo County is based on the fact that it is an international border area separated by the Rio Grande River. Notwithstanding the million plus population on the other of the river, the economies of both City of Reynosa, Mexico, and Hidalgo County are mutually dependent. The NAFTA agreement, 1994, accelerated the growth of maquiladoras in the region. The international border crossings are a conduit to and for the movement of raw materials and finished products between U.S. Mexico.

According to the Federal Highway Act (1973), any urbanized area with a population over 50,000 was designated as a Metropolitan Planning Organization (MPO). The Hidalgo County MPO was established in 1993 with an urbanized area comprising of McAllen-Pharr-Edinburg. Subsequently, this metropolitan area was designated as a Transportation Management Area (TMA) once the 200,000 population threshold was reached post 1990 U.S. Census which makes it currently the 6<sup>th</sup> largest metropolitan area in the State of Texas.

The Hidalgo County MPO is a federally funded program that addresses the mobility goals of the urbanized area of Hidalgo County in accordance to the Statewide Metropolitan Planning Final Rule (23 CFR Part 450.312). The Hidalgo County MPO administers all federal funds for various urban transportation improvements inclusive of: road and highway expansion, maintaining the existing infrastructure through pavement management systems, safety transportation planning (including the creation of designated freight routes and bicycle/pedestrian paths), emergency responses planning, rail studies and transit planning.

## B. PURPOSE

The Transportation Improvement Program (TIP) is a mandatory four-year short range plan that is cooperatively developed and comprising of projects funded by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).

The funding is subject to the following five specific requirements:

- ✚ The TIP must include a priority list of projects to be carried out in each four- year period;

- ✚ The TIP must contain a financial plan, which shows the source of funds for the projects contained in the TIP;
- ✚ Projects identified must be consistent with the Metropolitan Transportation Plan (MTP) for the metropolitan area;
- ✚ There must be reasonable opportunity for public comment prior to the approval of this TIP; and
- ✚ The TIP must cover the entire metropolitan area; including if applicable the EPA designated non-attainment areas.

The TIP is developed in accordance with the metropolitan planning requirements set forth in the Statewide and Metropolitan Planning Final Rule (23 CFR Part 450.49 CFR Part 613) promulgated in the October 28, 1993. The current Transportation Legislation named as: Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) was signed into law on July of 2012. MAP-21 was preceded by the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and the Transportation Equity Act for the 21<sup>st</sup> Century of 1998 (TEA-21).

Some of the key features of the MAP-21 include: the implementation of performance measures in key transportation components to identify the effectiveness of transportation investments and use of resources, increased investment in core safety programs and allocating guaranteed funding for transportation programs. Additionally, streamlining of the environmental review and project delivery process was improved by a new emphasis in project advancing techniques. MAP-21 continues to encourage an enhanced role for local decision-making and emphasizes on flexibility, intermodal goals, and on addressing local & regional needs.

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

The TIP is a financially and fiscally constrained document. This is to ensure that the transportation projects committed for funding in the four years of the TIP cycle have guaranteed funds available to allow them for construction. On a quarterly cycle, TIP is amended based on changes to: project implementation costs, schedules, project scope and addition of new projects as identified from other funding initiatives. All refinements to the TIP are made in coordination with the HCMPO planning partners such as TxDOT, Transit providers, 22 cities within the metropolitan boundary area and the unincorporated area of Hidalgo County.

**C. DEFINITION OF AREA**



Hidalgo County MPO is located along the southern tip of the State of Texas. The MPO region shares the same latitude (26.15° N) as Fort Lauderdale Florida. The MPO shares an international border with Mexico and both its economy as well as environment is inter-woven with Reynosa metro area. The MPO is located within the Lower Rio Grande Valley, which covers 996.43 square miles and includes the existing urbanized area and the neighboring area expected to be urbanized within the next 20 years. After the 2000 Census was conducted, the smoothed out urbanized area was updated to include 715.27 square miles and a population of almost 728,825. After the 2010 Census, an updated smoothed out urbanized area boundary was proposed to cover approximately 701.99 square miles and an estimated population of 759,819. Overall, the Census urbanized area grew approximately 14%, and the smoothed out urbanized area was shifted inward. Based on Census guidelines, the urbanized area was reduced by 1.28 square miles and a population of 755 people because a small portion of the county to the southeast now belongs to the Harlingen-San Benito MPO urbanized area. As a result, the HCMPO proposed an expanded metropolitan boundary to include most of Hidalgo County, only excluding the small area to the southeast area residing in the Harlingen-San Benito MPO planning area. The proposed metropolitan boundary would include 1599.08 square miles and would extend to the majority of Hidalgo County. Hidalgo County urbanized area currently includes the following cities: Alamo, Alton, Donna, Edcouch, Edinburg, Elsa, Granjeno, Hidalgo, La Joya, La Villa, McAllen, Mercedes, Mission, Palmhurst, Palmview, Peñitas, Pharr, Progreso, Progreso Lakes, San Juan, Sullivan City, Weslaco, and the unincorporated areas of Hidalgo County. Hidalgo County Metropolitan Area is the 6<sup>th</sup> largest in the state of Texas with an estimated population of 775,000 and the 4<sup>th</sup> largest on the US-Mexican Border.

**D. PUBLIC INVOLVEMENT PROCESS**

Citizen participation and input is essential in the planning process. Hidalgo County MPO’s public involvement procedures are designed to educate the public on transportation planning, to seek out and provide opportunity for interested parties to comment on transportation ideas and proposals, and to actively contribute to the transportation policy and decision making process. In

addition to Citizens Advisory Committee [CAC] participation, part of MPO's public outreach for the FY 2015-2018 TIP process involves, selecting strategic meeting places along a transit route and at well-known locations. These public meeting sessions were scheduled both during the day in sync with the transit time-table and also during the evening so as to accommodate working individuals who were unable to attend during the day. Hidalgo County MPO published bilingual flyers (English, Spanish) outlining the purpose of the Public Meetings. Flyers were posted and provided at fourteen (14) public libraries, Chambers of Commerce and twenty-two (22) city halls throughout Hidalgo County. Notice of the meetings was made available on all transit buses, e-mail/postal blasts to the entire MPO mailing list which includes residents, business establishments, police and fire departments, media Public Service Announcement's [Texas Register, Coastal Current Weekly, and *El Mañana*], medical facilities, retirement homes, educational / religious institutions and MPO website & Facebook page. In the past year the HCMPO's efforts in public involvement have increased heavily in the social media arena to include Twitter, and You Tube in addition to Facebook. In order to gather comments from the public, the HCMPO has also implemented a series of electronic surveys utilizing "Survey Monkey" where the HCMPO has seen a significant increase in public participation.

## **E. GROUPED PROJECTS**

Under 23 CFR 450.324(i) projects proposed for FHWA and/or FTA funding that are not considered by State and MPO of appropriate scale for individual identification in a given program are grouped together based on function, geographical area, and work type by using applicable classifications under 23 CFR 771.117(c) and (d). TxDOT in cooperation with FHWA/FTA allocates lump-sums based on various funding categories to grouped projects. These projects are identified using specific Control Section Job [CSJ] numbers and are usually not determined as regionally significant. According to Title 23 USC Section 135 Statewide Planning, MPO handles grouped projects as an administrative modification as long as the lump-sum is identified and approved in the MTP.

## **F. FUNDING PROGRAMS**

TIP provides a four year prioritized listing of all bikeway/pedestrian walkway, bridge and highway projects utilizing federal funds within the MPO region. The MPO transportation planning partners collaborate to implement: project identification, funding sources, and scheduling of MTP. TxDOT sub-allocates a portion of federal dollars to each of the twenty five (25) MPO's in the State on an annual basis. Hidalgo County MPO Transportation Policy Committee (TPC) is responsible for managing and directing the development of a multi-year program of local projects within available annual budget amounts.

### Preventive Maintenance and Rehabilitation [Cat-1]

These funds may be used for rehabilitation of the Interstate Highway System main lanes, frontage roads, structures, signs, pavement markings, striping, etc. The Transportation Planning and Programming Division may approve the use of rehabilitation funds for the construction of interchanges and high occupancy vehicle lanes on the Interstate Highway System.

## Metropolitan and Urban Corridor Projects [Cat-2]

Mobility and added capacity projects along a corridor that improve transportation facilities in order to decrease travel time and the levels or duration of traffic congestion, and to increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.

## Non-Traditionally Funded Transportation Projects [Cat-3]

Transportation related projects that qualify for funding from sources not traditionally part of the state highway fund including state bond financing under programs such as Proposition 12 [General Obligation Bonds], pass-through toll financing, unique federal funding, regional toll revenue and local participation funding.

## Statewide Connectivity Corridor Projects [Cat-4]

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

## Congestion Mitigation and Air Quality Improvement [Cat-5]

Funding is to address the attainment of a national ambient air quality standard in the non-attainment areas of the state which are currently Dallas, Fort Worth, Houston, Beaumont and El Paso. Projects are for congestion mitigation and air quality improvement (CMAQ) in the non-attainment areas in the state.

## Structures Replacement and Rehabilitation [Cat-6]

In the Structures Federal Highway Bridge Replacement and Rehabilitation Program (HBRRP) projects are selected statewide based on a prioritized condition of eligible bridges selection method supervised by the Bridge Division. This category replaces or rehabilitates eligible bridges on and off the state highway system. In the Structures Federal Railroad Grade Separation Program (RGS) projects are selected statewide based on cost-benefit index for at-grade railroad crossing elimination projects and prioritization ranking for railroad underpass replacement or rehabilitation projects by the Bridge Division. This category eliminates at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitates or replaces deficient railroad underpasses on the state highway system.

## Metropolitan Mobility and Rehabilitation [Cat-7]

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

## Safety [Cat-8] There are 5 different programs:

- a) The Federal Highway Safety Improvement Program addresses safety related projects on and off the state highway system. Projects are evaluated using three years of crash data, and ranked by the Safety Improvement Index.

- b) The Federal Railway-Highway Crossing Program addresses the installation of automatic railroad warning devices at railroad crossings on and off the state highway system. Projects are selected from statewide inventory lists which are prioritized by an index. It provides incentive payments to local governments for closing crossings. It also improves signal preemption and coordination of train control signals.
- c) In the Safety Bond Program the allocations are approved by the commission, this program is managed as an allocation program on a statewide basis.
- d) The Federal Safe Routes to School Program addresses safety related projects on and off the state highway system. The program is designed to enable and encourage primary and secondary school children to walk and bicycle to school. Both infrastructure-related and behavioral projects are allowed.
- e) The Federal High Risk Rural Roads Program addresses safety related construction and operational improvements on high risk rural roads. High risk rural roads are roadways functionally classified as rural major or minor collectors or rural local roads with a fatal and incapacitating injury crash rate above the statewide average for these classes of roadways or likely to experience an increase in traffic volumes that leads to a crash rate in excess of the average statewide rate.

#### Transportation Enhancement [Cat-9]

Eligible TE projects must demonstrate a relationship to the inter-modal surface transportation system. The TE program is intended to encourage transportation related activities that go beyond the customary cultural or environmental mitigation required when developing a transportation improvement project. The intent of the program is to more creatively integrate transportation facilities into their surrounding communities and the natural environment, and to enhance the traditional transportation system with cultural, aesthetic, and environmental quality of life aspects. Enhancement projects can be either supplemental to, or physically associated with, a planned roadway improvement, or physically separate from the existing roadway system. Eligible TE activities are defined by MAP-21 to include the following with the activities grouped into three main categories:

#### ***Historic and Archeological Transportation Enhancements***

- Acquisition of historic sites
- Historic highway programs including the provision of related tourist and welcome center facilities
- Historic Preservation
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)
- Archeological planning and research
- Establishment of transportation museums

#### ***Scenic and Environmental Transportation Enhancements***

- Acquisition of scenic easements and scenic sites
- Scenic highway programs, including the provision of related tourist and welcome center facilities
- Landscaping and other scenic beautification
- Control and removal of outdoor advertising

- Mitigation of water pollution due to highway runoff, or reduction of vehicle-caused wildlife mortality while maintaining habitat connectivity

### *Pedestrian and Bicycle Facilities*

- Provision of facilities for pedestrians and bicycles
- Provision of safety and education activities for pedestrians and bicycles
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails)

### Supplemental Transportation Projects [Cat-10]

Funding is to address projects that do not qualify for funding in other categories. Most of the programs are state funded; however, federal funds are involved in some programs as noted above. Projects in this category must have the concurrence of the Metropolitan Planning Organization if located within their area of jurisdiction. There are 10 different programs:

- a) Construction Landscape Programs address new landscape development and establishment projects such as typical right-of-way landscape development and establishment, aesthetic improvement, rest area/picnic area landscape development, and erosion control and environmental mitigation activities on the state highway system.
- b) The State Park Roads Program addresses construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, etc, subject to Memorandum of Agreements between TxDOT and TPWD. Locations are selected and prioritized by TPWD.
- c) The Railroad Grade Crossing Replanking Program addresses the replacements of rough railroad crossing surfaces on the state highway system. Project selection is based on the conditions of the riding surface and the cost per vehicle using the crossing.
- d) The Railroad Signal Maintenance Program addresses the contributions to each railroad company based on the number of state highway system crossings and the type of automatic devices present at each crossing.
- e) The Landscape Cost Sharing Program allows the department to negotiate and execute joint landscape development projects through partnerships with local governments and support from civic associations, private businesses and developers for the aesthetic improvement of our state transportation system.
- f) The Landscape Incentive Awards Program allows the department to negotiate and execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities or communities efforts in litter control, quality of life issues and beautification programs and projects.
- g) The Curb Ramp Program addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.
- h) The Green Ribbon Landscape Improvement Program allows the department to address new landscape development and establishment projects within districts that have air quality non-attainment or near nonattainment counties.
- i) In the Coordinated Border Infrastructure Program projects are selected to improve the safe movement of motor vehicles at or across the land border between the US and

Mexico. These projects are selected based on preliminary discussions with the individual bridge owners/operators and with the criteria of alleviating vehicular/freight traffic movements from and to existing international bridges.

- j) Supplemental Transportation Projects (Federal) include federal programs such as Forest Highways, Indian Reservation Highways, Federal Lands Highways, Ferry Boat Discretionary and Congressional High Priority Projects.

#### District Discretionary [Cat-11]

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

#### Strategic Priority [Cat-12]

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

### **G. FUNDING PROGRAMS FOR PUBLIC TRANSPORTATION**

Public Transportation is an important component of the multimodal travel network. Federal transit funding is based on an appropriations process. Annually, FTA apportions (divides up) the annual appropriation from Congress to fund a variety of transit related activities. The apportioned grants require matching funds at varying levels depending on the type of expenditure. All grants are awarded on a reimbursement basis, so expenses must be incurred before FTA disburses the federal funds. State funds, which are also disbursed on a reimbursement basis, are appropriated biennially by the Texas Legislature. Public transportation providers may use their state funds to meet the match requirements of federal grants or for any other purpose that is allowable under federal or state law. FY 2015-2018 TIP includes capital, planning and operating expenditures for Metro McAllen and Valley Metro. The primary source of funding for transit is a mix of categorical federal programs that are matched with State and local funds.

#### **Urbanized Area Program, Section 5307**

This program makes Federal resources available to urbanized areas for transit capital & operating assistance and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Census Bureau. Eligible projects include planning, engineering design, evaluation of transit projects and other technical transportation-related studies. All preventive maintenance and some Americans with Disabilities Act complementary para-transit service costs are considered capital costs. For urbanized areas with 200,000 population and greater, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. The designated

recipient for the McAllen Urbanized Area is Lower Rio Grande Development Council [LRGVDC]. A few areas over 200,000 in population are designated as Transportation Management Areas and receive apportionments directly.

Under MAP-21, Section 5316 JARC funds were consolidated into the Section 5307 and Section 5311 program, however funds that have already been allocated are still available until expiration.

### **Capital Investment Program, Section 5309**

The Section 5309 program provides funding for the establishment of new rail or bus-way projects (New Starts), the improvement and maintenance of existing rail and other fixed guide-way systems that are more than seven years old, and the upgrading of bus systems. Capital assistance grants made to states and local agencies are funded up to 80% of the net project costs, unless the grant recipient requests a lower Federal grant percentage. Under MAP-21, the Capital Investment Program modified the New Starts and Small Starts projects by consolidating phases and permitting streamlined review in certain circumstances.

Section 5309 funds are eligible to projects that expand the core capacity of major transit corridors.

A “fixed guide way” refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. Also included in the TIP are funds for the TxDOT Specialized Transportation Program (FTA Section 5310 Program). A description of the program is found below:

### **Elderly and Persons with Disabilities Program, Section 5310:**

The Federal Transit Administration (FTA) provides Federal funds for the purchase of equipment to support transportation services for the elderly and people with disabilities where existing transportation is unavailable, inappropriate, or insufficient. Eligible capital expenses may include, at the option of the recipient, the acquisition of transportation services by contract, lease, or other arrangement. Federal funds provide 80% of the cost of capital items; the remaining 20% must be provided from a local, nonfederal source. Funds are awarded through a competitive application process administered by TxDOT at the district level. Private nonprofit corporations, public bodies certified by the state as lead agencies in a coordination effort, or public bodies which certify that no private nonprofit corporations exist within their jurisdiction for the provision of elderly and disabled transportation may apply.

Under MAP-21, Section 5317 New Freedom funds were consolidated into the Section 5310 program, however funds that have already been allocated are still available until expiration.

### **Unurbanized Area Program, Section 5311**

For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for further distribution. The goal is to enhance the accessibility of people in non-urbanized areas to health care, shopping, education, employment, public services and recreational facilities.

Under MAP-21, Section 5316 JARC funds were partially consolidated into the Section 5307 and Section 5311 program however funds that have already been allocated are still available if used before expiration.

### **Job Access and Reverse Commute Program, Section 5316:**

This program provides funding for the provision of transportation services designed to increase access to jobs and employment-related activities. Job Access projects are those which transport welfare recipients and low income individuals in urban, suburban, or rural areas to and from jobs and activities related to their employment Reverse Commute projects provide transportation service for the general public from urban, suburban, and rural areas to suburban employment opportunities.

All projects funded under this program must be derived from an area-wide Job Access and Reverse Commute Transportation Plan and a Regional Public Transportation Coordination Plan. Funds are awarded through a competitive selection process. A key element of the program is making the most efficient use of existing public, nonprofit, and private transportation service providers.

The Section 5316 JARC program was consolidated under MAP-21 into the Section 5307 and Section 5311 programs, however funds that have already been allocated are still available if used before expiration.

### **New Freedom Program, Section 5317:**

The New Freedom Initiative is a comprehensive plan to ensure that all Americans have the opportunity to learn and develop skills, engage in productive work, make choices about their daily lives and participate fully in community life. The Initiative's goals are to:

- Increase access to assistive and universally designed technologies;
- Expand educational opportunities;
- Promote homeownership;
- Integrate Americans with disabilities into the workforce;
- Expand transportation options; and
- Promote full access to community life.

The Section 5317 New Freedom program was consolidated under MAP-21 into the Section 5310 program, however funds that have already been allocated are still available if used before expiration.

### **Bus and Bus Facilities Formula Program, Section 5339:**

The Section 5339 program is a new program, established under MAP-21 to replace the previous Section 5309 discretionary bus program. Each year, the state of Texas shall receive \$1.25 million to be distributed by formula based on population, vehicle revenue miles, and passenger miles. Federal funds provide 80% of the cost of capital items; the remaining 20% must be provided from a local, nonfederal source. This program may be used to:

- replace, rehabilitate, and purchase buses and related equipment;
- to construct bus-related facilities.

### Regional Public Transportation Plan

MAP-21 now requires projects being funded by three federal programs, Elderly Individuals and Individuals with Disabilities, Job Access and Reverse Commute (JARC), and New Freedom be derived from the Lower Rio Grande Valley Regional Public Transportation Plan which was updated in February, 2011. As a regional planning document, its goals and objectives guide transit coordination in the region and serve as a basis for adhering to federal grant requirements.

### Project Prioritization

The 2010 and 2011 transit project lists recorded in this TIP represent a prioritized listing of the region's federally financed transportation improvement projects. TxDOT, the County Engineers and local governments in the MPO region submit projects to LRGVDC. Projects submitted are evaluated on MPO defined criteria. The project selection process is outlined in the section below.

We have the same designee for the JARC and New Freedom funds as for the Urban Area formula program recipient, the Lower Rio Grande Council of Government. HCMPO is responsible for notifying eligible local entities of funding availability, the procedures and competitive selection. This selection process for projects using JARC and New Freedom funds is also ultimately the TPC's responsibility. As part of the selection process, the HCMPO has a set project selection criteria. The criterion addresses gaps in current service provisions for the targeted community. Makes use of available recourses and leverage recourses to the extent possible, also considers the geographic distribution to encourage some level of diverse geographic disbursement. Assist in implementation of coordination with Federal programs and coordination with other organization's services. The project must show evidence of broad solicitation for input (coordination planning process). The HCMPO ensures that the Regional Public Transportation Plan is in coordination and supports the projects applying for funding

## **H. TIP PROJECT SELECTION PROCESS**

The final selection of projects utilizes HCMPO apportioned Service Transportation Program (STP) and Transportation Enhancement (TE) funds, is the ultimate responsibility of the TPC. As part of the selection process, the TPC has assigned specific duties to the TAC and Project Selection Committee. The following outlines the duties of the TAC and Project Selection Committees and their roles in the Project Selection Process.

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

The Hidalgo County MPO Transportation Policy Committee agreed by a majority vote thru Resolution 2010-02 to approve the following:

For Fiscal Year 2011-2035

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

The following procedures will be followed for distribution of projects for Fiscal Year 2011 to 2035

- Each entity shall submit a Project Schedule, identifying when the projects will be ready to receive bids (Environmental Clearance, ROW acquisition, and design)
- Projects will be scheduled in accordance with timelines submitted by entities and financial constraints; however actual letting of the projects will be on a first come first served basis so that these projects that are ready can be let.

## **I. TIP MODIFICATION AND AMENDMENT POLICIES AND PROCEDURES**

Federal planning regulations 23 CFR Part 450 allows states and MPOs to make minor adjustments to TIPs and STIPs without a formal public involvement process at either the local or state level. Under 23 CFR Part 450.326 TIP is subject to modification at any time consistent with the procedures established for its development and approval. A STIP revision is required for “Changes in an estimated federal cost exceeding 50% and resulting in a revised total cost exceeding \$1,499,999. Further, a STIP revision is not required when a “change in estimated federal cost resulting in a total project cost of under \$1,500,000.00”.

The following changes will require an amendment to the TIP:

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

Amendments to the TIP require a two-step process. To permit adequate public review and comment, amendments to the TIP are introduced and discussed at the TPC meeting, with action on the amendment occurring at the following TPC meeting (approximately 30 days after initial presentation).

To the extent possible, amendments to delete a project or significantly change the scope of work of a project will be explicitly listed on both the presentation and action agendas for the TPC

meetings. Moreover, amendments to the TIP or the MTP require quick action due to impending federal or state requirements or deadlines.

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

## J. YEAR OF EXPENDITURE

MAP-21 requires that the planning documents such as STIP, MTP and TIP have financial plans that reflect “year of expenditure dollars” for revenue and project cost estimates when adopted, approved, or amended after December 11, 2007. The project cost is subject to 4 % inflation per annum on Highway & Transit Projects.

To determine YOE trends, the HCMPO utilized a combination of data sources: TxDOT Highway Cost Index, and historical trends of inflationary rates. To determine total project cost, the HCMPO utilized information provided by TxDOT as follows:

- ROW cost - obtained cost from ROW section and/or Advanced Funding Agreements.
- PE Cost - obtained Preliminary Engineering cost from our consultant management section, projects done in house were given a standard 4.9% of the construction estimate cost
- CE Cost & Contingencies Cost - obtained percentages from our District Design Engineer, the breakdown is as follows:
  - Projects less than \$2 M = 7.5% CE, 7% Contingencies \$2.0 M to \$10.0 M = 5% CE, 6.5%
  - Contingencies \$10.0 M to \$25.0 M = 4.5% CE, 6.5% Contingencies \$25 M to \$50 M = 4.5% CE, 9% Contingencies >\$50 M = 4.5% CE, 7% Contingencies
- Indirect Cost - As per Design Division, Pharr District has a rate of 6.2% of the construction estimate cost

## K. AIR QUALITY ISSUES

The Clean Air Act of 1990 places several requirements on communities to maintain and improve urban air quality. In response to the Act, the U.S. Department of Transportation has identified those communities in the nation with poor air quality as non-attainment areas and those with good air quality are classified as attainment areas. U.S. EPA conformity requirements 10CFR 51 require air quality in non-attainment and maintenance areas for significant projects funded with Federal Funds. This Does NOT APPLY since Hidalgo County MPO is currently in attainment under all categories of the National Ambient Air Quality Standards, according to the EPA classification.

**L. AMERICANS WITH DISABILITIES ACT (ADA)**

The ADA was designated to establish equal rights for persons with disabilities. The ADA requires municipalities to develop programs that do not discriminate against persons with disabilities solely on the basis of a physical or mental disability. The Act addresses several areas including employment, public services, nondiscrimination in the private sector, and telecommunications access. The Hidalgo County MPO includes persons with disabilities in the development of all of its employment programs and public programs and facilities. The Hidalgo County MPO and the Texas Department of Transportation are dedicated to making sure that all projects comply with the Americans with Disabilities Act (ADA) of 1990. All construction contracts or projects emphasize ADA requirements for all projects in the TIP.

**M. Definition of CSJ Categories**

Proposed CSJ	Grouped Project Category	Definition
5000-00-950	PE – Preliminary Engineering	Preliminary Engineering for any project that is not added capacity in a non-attainment area. Includes activities which do not involve or lead directly to construction such as planning and technical studies, grants for training and research programs.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project that is not added capacity in a non-attainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity).
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, 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 and the Federal Railroad Signal Safety Program.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas and truck weigh stations.
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users.

# APPENDIX A

## HIGHWAY & TRANSIT TIP TABLES

Hidalgo County MPO FY 2015-2018 TIP

Pharr District Projects

FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
PHARR	HIDALGO	1064-01-034	FM 676 (MILE 5)	C	TXDOT	TXDOT	\$500,738		
LIMITS FROM:		SH 107 EAST TO TAYLOR RD				REVISION DATE:	9_2014		
LIMITS TO:						MPO PROJ NUMBER:	HC-301		
PROJECT:		DRAINAGE IMPROVEMENTS				FUNDING CAT(S):	10 - EARMARK		
DESCRIPTION:		PROJECT HISTORY:							
REMARKS						CE = 100% TXDOT			
P7:									
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	4.90%	\$24,536	<b>COST OF</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>	
ROW PURCHASE:		\$150,000	<b>APPROVED</b>	CAT 10 - EARMARK	\$400,590	\$100,148		\$500,738	
CONST COST:		\$500,738	<b>PHASES:</b>						
CONST ENG:	7.50%	\$37,555	<b>\$500,738</b>						
CONTING:	6.50%	\$32,548							
IND COSTS:	6.20%	\$31,046							
BND FINANCING:		\$0							
<b>TOTAL PROJECT COST:</b>		<b>\$776,423</b>	<b>TOTALS</b>		<b>\$400,590</b>	<b>\$0</b>	<b>\$100,148</b>	<b>\$0</b>	<b>\$500,738</b>
PHARR	HIDALGO	0921-02-301	INSPIRATION ROAD	C/E/R	MISSION	COUNTY	\$12,594,306		
LIMITS FROM:		0.13 Mi N of US 83				REVISION DATE:	9_2014		
LIMITS TO:		0.15 Mi N of FM 1924 (MILE 3 N)				MPO PROJ NUMBER:	HC-282		
PROJECT:		WIDEN TO 4 LANE DIVIDED - CURB & GUTTER SECTION				FUNDING CAT(S):	7, 12S		
DESCRIPTION:		PROJECT HISTORY:							
REMARKS		CONST, CE & CONTINGENCIES CAT 7 = \$10,515,588 & CAT 12 =				PE = 100% LG			
P7:		\$1,230,000; ROW CAT 7 = \$848,718; ALL OTHER COSTS 100% LOCAL							
		E = CONSTRUCTION ENGINEERING							
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	4.90%	\$518,499	<b>COST OF</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>	
ROW PURCHASE:		\$848,718	<b>APPROVED</b>	CAT 7 (ROW)	\$678,974	\$169,744		\$848,718	
CONST COST:		\$10,581,611	<b>PHASES:</b>	CAT 7 (CONST)	\$8,412,470	\$1,997,962	\$105,156	\$10,515,588	
CONST ENG:	4.50%	\$476,172	<b>\$12,594,306</b>	CAT 12S (CONST)	\$984,000	\$233,700	\$12,300	\$1,230,000	
CONTING:	6.50%	\$687,805							
IND COSTS:	6.20%	\$656,060							
BND FINANCING:		\$0							
<b>TOTAL PROJECT COST:</b>		<b>\$13,768,865</b>	<b>TOTALS</b>		<b>\$10,075,444</b>	<b>\$2,231,662</b>	<b>\$287,200</b>	<b>\$0</b>	<b>\$12,594,306</b>
PHARR	HIDALGO	0039-02-040	US 83 LA JOYA RELIEF ROUTE	C/E	LA JOYA	TXDOT	\$44,858,590		
LIMITS FROM:		0.85 MILES EAST OF FM 886 (EL FARO RD)				REVISION DATE:	9_2014		
LIMITS TO:		0.04 MILES WEST OF FM 1427				MPO PROJ NUMBER:	HC-60c		
PROJECT:		NEW LOCATION 4 LANE DIVIDED HIGHWAY				FUNDING CAT(S):	3 - TMF, 10 - CBI		
DESCRIPTION:		PROJECT HISTORY:							
REMARKS		CAT 10 CBI = \$18,328,590, CAT 3 TMF = \$26,530,000 FOR				CE = 100% TXDOT			
P7:		CONSTRUCTION				PE PHASE IN FY 2013, ROW PHASE IN FY 2014			
		E = CONSTRUCTION ENGINEERING							
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	3.73%	\$1,600,000	<b>COST OF</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>	
ROW PURCHASE:		\$17,000,000	<b>APPROVED</b>	CAT 10 - CBI	\$14,662,872	\$3,665,718		\$18,328,590	
CONST COST:		\$42,858,590	<b>PHASES:</b>	CAT 3 - TMF	\$26,530,000			\$26,530,000	
CONST ENG:	4.67%	\$2,000,000	<b>\$44,858,590</b>						
CONTING:	4.67%	\$2,000,000							
IND COSTS:	6.79%	\$2,908,000							
BND FINANCING:		\$0							
<b>TOTAL PROJECT COST:</b>		<b>\$68,366,590</b>	<b>TOTALS</b>		<b>\$14,662,872</b>	<b>\$30,195,718</b>	<b>\$0</b>	<b>\$0</b>	<b>\$44,858,590</b>

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

\* FUNDING NOT FIXED

Hidalgo County MPO FY 2015-2018 TIP

Pharr District Projects

FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0039-17-131	US 83 LA JOYA RELIEF ROUTE	C/E	LA JOYA	TXDOT	\$12,941,410	
LIMITS FROM:		0.04 MILES WEST OF FM 1427			REVISION DATE:		9_2014	
LIMITS TO:		0.28 MILES WEST OF SHOWERS RD			MPO PROJ NUMBER:		HC-60c	
PROJECT:		NEW LOCATION 4 LANE DIVIDED HIGHWAY			FUNDING CAT(S):		3 - TMF, 10 - CBI	
DESCRIPTION:				PROJECT HISTORY:				
REMARKS				CE = 100% TXDOT				
P7:				FY 2013, ROW PHASE IN FY 2014				
E = CONSTRUCTION ENGINEERING				PE PHASE IN				
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	4.94%	\$600,000	<b>COST OF</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>
ROW PURCHASE:		\$6,500,000	<b>APPROVED</b>	CAT 10 - CBI	\$3,949,128	\$987,282		\$4,936,410
CONST COST:		\$12,141,410	<b>PHASES:</b>	CAT 3 - TMF		\$8,005,000		\$8,005,000
CONST ENG:	6.59%	\$800,000	<b>\$12,941,410</b>	<b>TOTALS</b>	<b>\$3,949,128</b>	<b>\$8,992,282</b>	<b>\$0</b>	<b>\$0</b>
CONTING:	6.59%	\$800,000						
IND COSTS:	8.98%	\$1,090,500						
BND FINANCING:		\$0						
<b>TOTAL PROJECT COST:</b>		<b>\$21,931,910</b>						<b>\$12,941,410</b>
PHARR	HIDALGO	0921-02-289	PHARR INT'L BRIDGE	C/E	PHARR	PHARR INT'L BRIDGE	\$2,918,643	
LIMITS FROM:		AT PHARR / REYNOSA INT'L BRIDGE			REVISION DATE:		9_2014	
LIMITS TO:					MPO PROJ NUMBER:		HC-288	
PROJECT:		ADDITION OF TWO COMMERCIAL NORTHBOUND TRUCK ENTRANCE			FUNDING CAT(S):		10 - CBI	
DESCRIPTION:				PROJECT HISTORY:				
REMARKS				LANES, BOOTHS AND CANOPIES				
P7:								
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:		\$0	<b>COST OF</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>
ROW PURCHASE:		\$0	<b>APPROVED</b>	CAT 10 - CBI	\$2,334,914	\$583,729		\$2,918,643
CONST COST:		\$2,645,473	<b>PHASES:</b>					
CONST ENG:	5.00%	\$118,770	<b>\$2,918,643</b>	<b>TOTALS</b>	<b>\$2,334,914</b>	<b>\$0</b>	<b>\$583,729</b>	<b>\$0</b>
CONTING:	6.50%	\$154,400						
IND COSTS:	6.20%	\$0						
BND FINANCING:		\$0						
<b>TOTAL PROJECT COST:</b>		<b>\$2,918,643</b>						<b>\$2,918,643</b>
PHARR	HIDALGO	3629-01-001	SH 68	E	COUNTY	TXDOT	\$3,000,000	
LIMITS FROM:		US 83			REVISION DATE:		9_2014	
LIMITS TO:		US 281 @ FM 2812			MPO PROJ NUMBER:		HC-295a	
PROJECT:		CONSTRUCT NEW 4-LANE DIVIDED RURAL HIGHWAY FACILITY			FUNDING CAT(S):		OTHER - TXDOT PE FUND	
DESCRIPTION:				PROJECT HISTORY:				
REMARKS				E = PRELIMINARY ENGINEERING				
P7:								
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	11.82%	\$6,500,000	<b>COST OF</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>
ROW PURCHASE:		\$23,500,000	<b>APPROVED</b>	OTHER (TXDOT PE FUND)	\$2,400,000	\$600,000		\$3,000,000
CONST COST:		\$55,000,000	<b>PHASES:</b>					
CONST ENG:	4.50%	\$2,475,000	<b>\$3,000,000</b>	<b>TOTALS</b>	<b>\$2,400,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>
CONTING:	7.00%	\$3,850,000						
IND COSTS:	6.20%	\$3,410,000						
BND FINANCING:		\$0						
<b>TOTAL PROJECT COST:</b>		<b>\$94,735,000</b>						<b>\$3,000,000</b>

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

\* FUNDING NOT FIXED

Hidalgo County MPO FY 2015-2018 TIP

Pharr District Projects

FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST			
PHARR	HIDALGO	3629-01-001	SH 68	R	COUNTY	TXDOT	\$10,000,000			
LIMITS FROM:		US 83		REVISION DATE:		9_2014				
LIMITS TO:		FM 1925		MPO PROJ NUMBER:		HC-295b				
PROJECT		CONSTRUCT NEW 4-LANE DIVIDED RURAL HIGHWAY FACILITY		FUNDING CAT(S):		OTHER - TXDOT ROW FUND				
DESCRIPTION:				PROJECT HISTORY:						
REMARKS										
P7:										
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>						
PRELIM ENG:	11.82%	\$6,500,000	COST OF APPROVED PHASES:	OTHER (TXDOT ROW FUND)	\$8,000,000	\$2,000,000			\$10,000,000	
ROW PURCHASE:		\$23,500,000								
CONST COST:		\$55,000,000								
CONST ENG:	4.50%	\$2,475,000		\$10,000,000						
CONTING:	7.00%	\$3,850,000								
IND COSTS:	6.20%	\$3,410,000								
BND FINANCING:		\$0								
<b>TOTAL PROJECT COST:</b>		<b>\$94,735,000</b>	<b>TOTALS</b>	<b>\$8,000,000</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000,000</b>		
PHARR	HIDALGO	0039-17-180	US 83 INTERCHANGE @ BICENTENNIAL	C	MCALLEN	TXDOT	\$30,000,000			
LIMITS FROM:		SH 336		REVISION DATE:		9_2014				
LIMITS TO:		SP 115		MPO PROJ NUMBER:		HC-285b				
PROJECT		INTERCHANGE IMPROVEMENTS AT MAIN STREET & BICENTENNIAL		FUNDING CAT(S):		CAT 12				
DESCRIPTION:				PROJECT HISTORY:						
REMARKS				CE = 100% TXDOT						
P7:										
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>						
PRELIM ENG:	6.67%	\$2,000,000	COST OF APPROVED PHASES:	CAT 12	\$24,000,000	\$6,000,000			\$30,000,000	
ROW PURCHASE:		\$0								
CONST COST:		\$30,000,000								
CONST ENG:	4.50%	\$1,350,000		\$30,000,000						
CONTING:	9.00%	\$2,700,000								
IND COSTS:	6.20%	\$1,860,000								
BND FINANCING:		\$0								
<b>TOTAL PROJECT COST:</b>		<b>\$37,910,000</b>	<b>TOTALS</b>	<b>\$24,000,000</b>	<b>\$6,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000,000</b>		
PHARR	HIDALGO	1803-02-901	FM 1925	E	COUNTY	COUNTY	\$697,099			
LIMITS FROM:		FM 907 (ALAMO RD)		REVISION DATE:		9_2014				
LIMITS TO:		FM 493 (LA BLANCA)		MPO PROJ NUMBER:		HC-12				
PROJECT		WIDEN TO 4 LANE DIVIDED		FUNDING CAT(S):		3 - LOCAL				
DESCRIPTION:				PROJECT HISTORY:						
REMARKS				PE = 100% LG						
P7:										
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>						
PRELIM ENG:	4.90%	\$697,099	COST OF APPROVED PHASES:	CAT 3 - LOCAL			\$697,099	\$697,099		
ROW PURCHASE:		\$1,900,000								
CONST COST:		\$14,226,519								
CONST ENG:	4.50%	\$640,193		\$697,099						
CONTING:	6.50%	\$924,724								
IND COSTS:	6.20%	\$882,044								
BND FINANCING:		\$0								
<b>TOTAL PROJECT COST:</b>		<b>\$19,270,579</b>	<b>TOTALS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$697,099</b>	<b>\$697,099</b>		

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

\* FUNDING NOT FIXED

Hidalgo County MPO FY 2015-2018 TIP

Pharr District Projects

FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0864-01-068	FM 494	E	COUNTY	COUNTY	\$392,000	
LIMITS FROM:		MILE 5			REVISION DATE:		9_2014	
LIMITS TO:		SH 107			MPO PROJ NUMBER:		HC-292a	
PROJECT		WIDEN TO 4 LANE			FUNDING CAT(S):		3 - LOCAL	
DESCRIPTION:				PROJECT HISTORY:				
REMARKS				E = PRELIMINARY ENGINEERING				
P7:								
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	4.90%	\$392,000	COST OF APPROVED PHASES:					
ROW PURCHASE:		\$500,000		CAT 3 - LOCAL			\$392,000	\$392,000
CONST COST:		\$8,000,000						
CONST ENG:	5.00%	\$400,000						
CONTING:	6.50%	\$520,000		\$392,000				
IND COSTS:	6.20%	\$496,000						
BND FINANCING:		\$0						
<b>TOTAL PROJECT COST:</b>		<b>\$10,308,000</b>	<b>TOTALS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$392,000</b>	<b>\$392,000</b>
PHARR	HIDALGO	0864-01-900	FM 494	E	COUNTY	COUNTY	\$392,000	
LIMITS FROM:		MILE 3 N (FM 1924)			REVISION DATE:		9_2014	
LIMITS TO:		MILE 5			MPO PROJ NUMBER:		HC-292b	
PROJECT		WIDEN TO 4 LANE			FUNDING CAT(S):		3 - LOCAL	
DESCRIPTION:				PROJECT HISTORY:				
REMARKS				E = PRELIMINARY ENGINEERING				
P7:								
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	4.90%	\$392,000	COST OF APPROVED PHASES:					
ROW PURCHASE:		\$500,000		CAT 3 - LOCAL			\$392,000	\$392,000
CONST COST:		\$8,000,000						
CONST ENG:	5.00%	\$400,000						
CONTING:	6.50%	\$520,000		\$392,000				
IND COSTS:	6.20%	\$496,000						
BND FINANCING:		\$0						
<b>TOTAL PROJECT COST:</b>		<b>\$10,308,000</b>	<b>TOTALS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$392,000</b>	<b>\$392,000</b>
PHARR	HIDALGO	0921-02-321	MILE 3 N (PHASE I)	E	COUNTY	COUNTY	\$414,231	
LIMITS FROM:		EAST GOODWIN ROAD			REVISION DATE:		9_2014	
LIMITS TO:		TOM GILL RD			MPO PROJ NUMBER:		HC-286a	
PROJECT		WIDEN TO 4 LANE DIVIDED - CURB & GUTTER SECTION			FUNDING CAT(S):		3 - LOCAL	
DESCRIPTION:				PROJECT HISTORY:				
REMARKS				E = PRELIMINARY ENGINEERING				
P7:				PE = 100% LG				
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	4.90%	\$414,231	COST OF APPROVED PHASES:					
ROW PURCHASE:		\$1,186,754		CAT 3 - LOCAL			\$414,231	\$414,231
CONST COST:		\$8,453,684						
CONST ENG:	5.00%	\$422,684		\$414,231				
CONTING:	6.50%	\$549,489						
IND COSTS:	6.20%	\$524,128						
BND FINANCING:		\$0						
<b>TOTAL PROJECT COST:</b>		<b>\$11,550,970</b>	<b>TOTALS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$414,231</b>	<b>\$414,231</b>

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

\* FUNDING NOT FIXED

Hidalgo County MPO FY 2015-2018 TIP

Pharr District Projects

FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
PHARR	HIDALGO	0921-02-903	MILE 3 N (PHASE II)	E	COUNTY	COUNTY	\$200,900		
LIMITS FROM:		TOM GILL RD		REVISION DATE:		9_2014			
LIMITS TO:		FM 2221		MPO PROJ NUMBER:		HC-286b			
PROJECT		WIDEN TO 4 LANE DIVIDED - CURB & GUTTER SECTION		FUNDING CAT(S):		3 - LOCAL			
DESCRIPTION:		E = PRELIMINARY ENGINEERING		PROJECT HISTORY:		PE = 100% LG			
REMARKS		E = PRELIMINARY ENGINEERING							
P7:									
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	4.90%	\$200,900	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:		\$996,342	APPROVED	CAT 3 - LOCAL				\$200,900	\$200,900
CONST COST:		\$4,100,000	PHASES:						
CONST ENG:	5.00%	\$205,000	\$200,900						
CONTING:	6.50%	\$266,500							
IND COSTS:	6.20%	\$254,200							
BND FINANCING:		\$0							
<b>TOTAL PROJECT COST:</b>		<b>\$6,022,942</b>	<b>TOTALS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,900</b>	<b>\$200,900</b>	
PHARR	HIDALGO	0921-02-296	OWASSA	E/R	PHARR	COUNTY	\$678,606		
LIMITS FROM:		JACKSON RD		REVISION DATE:		9_2014			
LIMITS TO:		US 281		MPO PROJ NUMBER:		HC-106			
PROJECT		WIDEN TO 4 LANE DIVIDED		FUNDING CAT(S):		3 - LOCAL, 7			
DESCRIPTION:		E = PRELIMINARY ENGINEERING		PROJECT HISTORY:		PE = 100% LG			
REMARKS		E = PRELIMINARY ENGINEERING							
P7:									
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	4.90%	\$300,670	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:		\$377,936	APPROVED	CAT 7 (ROW)				\$377,936	
CONST COST:		\$6,136,119	PHASES:	CAT 3 - LOCAL				\$300,670	
CONST ENG:	5.00%	\$306,806	\$678,606	\$302,349		\$75,587		\$377,936	
CONTING:	6.50%	\$398,848							
IND COSTS:	6.20%	\$380,439							
BND FINANCING:		\$0							
<b>TOTAL PROJECT COST:</b>		<b>\$7,900,818</b>	<b>TOTALS</b>	<b>\$302,349</b>	<b>\$0</b>	<b>\$75,587</b>	<b>\$300,670</b>	<b>\$678,606</b>	
PHARR	HIDALGO	0921-02-312	DICKER RD	E	COUNTY	COUNTY	\$1,270,000		
LIMITS FROM:		SPUR 115 (23RD ST)		REVISION DATE:		9_2014			
LIMITS TO:		FM 2061 (JACKSON RD)		MPO PROJ NUMBER:		HC-291			
PROJECT		WIDEN TO 4 LANE WITH CONTINUOUS LEFT TURN		FUNDING CAT(S):		3 - LOCAL			
DESCRIPTION:		E = PRELIMINARY ENGINEERING		PROJECT HISTORY:		PE = 100% LG			
REMARKS		E = PRELIMINARY ENGINEERING							
P7:									
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	10.00%	\$1,270,000	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:		\$0	APPROVED	CAT 3 - LOCAL				\$1,270,000	
CONST COST:		\$12,700,000	PHASES:						
CONST ENG:	4.50%	\$571,500	\$1,270,000						
CONTING:	6.50%	\$825,500							
IND COSTS:	6.20%	\$787,400							
BND FINANCING:		\$0							
<b>TOTAL PROJECT COST:</b>		<b>\$16,154,400</b>	<b>TOTALS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,270,000</b>	<b>\$1,270,000</b>	

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

\* FUNDING NOT FIXED

Hidalgo County MPO FY 2015-2018 TIP

Pharr District Projects

FY 2016

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	2094-01-038	FM 2220	C/R	MCALLEN	TXDOT	\$11,528,750	
LIMITS FROM:		FM 1924 (MILE 3 N)		REVISION DATE:		9_2014		
LIMITS TO:		MILE 5 N (AUBURN AVE)		MPO PROJ NUMBER:		HC-19b		
PROJECT:		WIDEN TO 6 LANE DIVIDED		FUNDING CAT(S):		1, 7, 12S, 10 - CBI, 3 - LOCAL		
DESCRIPTION:				PROJECT HISTORY:				
REMARKS		CONSTRUCTION & CONTINGENCIES CAT 1 = \$1,000,000, CAT 7 = \$4,447,302, CAT 10 CBI = \$3,526,448, CAT 12 = \$410,000, LOCAL = \$1,000,000; ROW CAT 7 = \$1,145,000; ALL OTHER COSTS 100% LOCAL		CE = 100% TXDOT				
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	4.90%	\$477,750	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$1,145,000	APPROVED	CAT 1	\$800,000	\$200,000		\$1,000,000
CONST COST:		\$9,750,000	PHASES:	CAT 7 (ROW)	\$916,000	\$229,000		\$1,145,000
CONST ENG:	5.00%	\$487,500	\$11,528,750	CAT 7 (CONST)	\$3,557,842	\$889,460		\$4,447,302
CONTING:	6.50%	\$633,750		CAT 10 - CBI	\$2,821,158	\$705,290		\$3,526,448
IND COSTS:	6.40%	\$624,023		CAT 12S	\$328,000	\$82,000		\$410,000
BND FINANCING:		\$0		CAT 3 - LOCAL			\$1,000,000	\$1,000,000
<b>TOTAL PROJECT COST:</b>		<b>\$13,118,023</b>	<b>TOTALS</b>	<b>\$8,423,000</b>	<b>\$2,105,750</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$11,528,750</b>
PHARR	HIDALGO	0621-01-100	SH 336	C	MCALLEN	MCALLEN	\$1,845,750	
LIMITS FROM:		TRENTON RD		REVISION DATE:		9_2014		
LIMITS TO:		SH 107		MPO PROJ NUMBER:		HC-249a		
PROJECT:		MEDIANS WITH LANDSCAPING		FUNDING CAT(S):		7, 3 - LOCAL		
DESCRIPTION:				PROJECT HISTORY:				
REMARKS		MEDIAN CAT 7 = \$1,218,000, LANDSCAPING LOCAL = \$627,750, ALL OTHER COSTS 100% LOCAL		PE = 100% LG		CE =		
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	4.90%	\$84,525	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$0	APPROVED	CAT 7	\$974,400	\$243,600		\$1,218,000
CONST COST:		\$1,725,000	PHASES:	CAT 3 - LOCAL			\$627,750	\$627,750
CONST ENG:	7.50%	\$129,375	\$1,845,750	TOTALS	\$974,400	\$243,600	\$0	\$627,750
CONTING:	7.00%	\$120,750						
IND COSTS:	6.20%	\$106,950						
BND FINANCING:		\$0						
<b>TOTAL PROJECT COST:</b>		<b>\$2,166,600</b>	<b>TOTALS</b>	<b>\$974,400</b>	<b>\$243,600</b>	<b>\$0</b>	<b>\$627,750</b>	<b>\$1,845,750</b>
PHARR	HIDALGO	2966-01-009	SH 364 (La Homa)	C	PALMVIEW	HIDALGO COUNTY	\$8,253,750	
LIMITS FROM:		SH 495		REVISION DATE:		9_2014		
LIMITS TO:		FM 1924 (Mile 3 N)		MPO PROJ NUMBER:		HC-48b		
PROJECT:		WIDEN TO 4 LANE URBAN DIVIDED		FUNDING CAT(S):		7		
DESCRIPTION:				PROJECT HISTORY:				
REMARKS		CONSTRUCTION & CONTINGENCIES = CAT 7; ANY ADDITIONAL COSTS = 100% LG		ROW PHASE FUNDED IN FY 2013		CE =		
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	4.90%	\$379,750	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$2,930,494	APPROVED	CAT 7	\$6,603,000	\$1,650,750		\$8,253,750
CONST COST:		\$7,750,000	PHASES:	TOTALS	\$6,603,000	\$1,650,750	\$0	\$0
CONST ENG:	5.00%	\$387,500	\$8,253,750					
CONTING:	6.50%	\$503,750						
IND COSTS:	6.20%	\$480,500						
BND FINANCING:		\$0						
<b>TOTAL PROJECT COST:</b>		<b>\$12,431,994</b>	<b>TOTALS</b>	<b>\$6,603,000</b>	<b>\$1,650,750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,253,750</b>

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

\* FUNDING NOT FIXED

Hidalgo County MPO FY 2015-2018 TIP

Pharr District Projects

FY 2016

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
PHARR	HIDALGO	3627-01-001	SH 365 (PHASE I)	C/E	VARIOUS	HCRMA	\$205,791,902		
LIMITS FROM:		US 281 MILITARY HIGHWAY				REVISION DATE:	9_2014		
LIMITS TO:		FM 396 (ANZALDUAS HIGHWAY)				MPO PROJ NUMBER:	RMA-1aa		
PROJECT		CONSTRUCT 4-LANE CONTROLLED ACCESS TOLL FACILITY,				FUNDING CAT(S):	12, 3 - LOCAL		
DESCRIPTION:		INCLUDING OVERPASS ON URBAN PRINCIPAL ARTERIAL				PROJECT HISTORY:			
REMARKS		CAT 12 = \$112,055,735 AND LOCAL = \$93,736,167 FOR				PRELIMINARY ENGINEERING PHASE FUNDED IN FY 2013; ROW PHASE FUNDED IN FY 2014			
P7:		CONSTRUCTION, CE AND INDIRECT							
		E = CONSTRUCTION ENGINEERING							
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	6.49%	\$10,901,815	<b>COST OF</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>	
ROW PURCHASE:		\$43,646,877	<b>APPROVED</b>	CAT 12	\$89,644,588	\$22,411,147		\$112,055,735	
CONST COST:		\$167,865,600	<b>PHASES:</b>	CAT 3 - LOCAL			\$93,736,167	\$93,736,167	
CONST ENG:	6.61%	\$11,092,330	<b>\$205,791,902</b>						
CONTING:		\$0							
IND COSTS:	15.99%	\$26,833,972							
BND FINANCING:		\$0							
<b>TOTAL PROJECT COST:</b>		<b>\$260,340,594</b>	<b>TOTALS</b>		<b>\$89,644,588</b>	<b>\$22,411,147</b>	<b>\$0</b>	<b>\$93,736,167</b>	<b>\$205,791,902</b>
PHARR	HIDALGO	0220-01-023	US 281 MILITARY HIGHWAY	C/E	PHARR / SAN JUAN	HCRMA	\$15,331,304		
LIMITS FROM:		0.45 MILES E SPUR 600				REVISION DATE:	9_2014		
LIMITS TO:		FM 2557 (STEWART RD)				MPO PROJ NUMBER:	RMA-1ab		
PROJECT		WIDEN TO 4 LANE DIVIDED				FUNDING CAT(S):	10, 3 - LOCAL		
DESCRIPTION:						PROJECT HISTORY:			
REMARKS		CAT 10 CBI = \$5,600,000 AND LOCAL = \$9,731,304 FOR				PRELIMINARY ENGINEERING PHASE FUNDED IN FY 2013; ROW PHASE FUNDED IN FY 2014			
P7:		CONSTRUCTION, CE, AND INDIRECT							
		E = CONSTRUCTION ENGINEERING							
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	6.75%	\$851,698	<b>COST OF</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>	
ROW PURCHASE:		\$433,997	<b>APPROVED</b>	CAT 10 - CBI	\$4,480,000	\$1,120,000		\$5,600,000	
CONST COST:		\$12,609,498	<b>PHASES:</b>	CAT 3 - LOCAL			\$9,731,304	\$9,731,304	
CONST ENG:	6.00%	\$706,128	<b>\$15,331,304</b>						
CONTING:		\$0							
IND COSTS:	15.99%	\$2,015,678							
BND FINANCING:		\$0							
<b>TOTAL PROJECT COST:</b>		<b>\$16,616,999</b>	<b>TOTALS</b>		<b>\$4,480,000</b>	<b>\$1,120,000</b>	<b>\$0</b>	<b>\$9,731,304</b>	<b>\$15,331,304</b>
PHARR	HIDALGO	3629-01-001	SH 68	R	COUNTY	TXDOT	\$13,500,000		
LIMITS FROM:		US 83				REVISION DATE:	9_2014		
LIMITS TO:		FM 1925				MPO PROJ NUMBER:	HC-295b		
PROJECT		CONSTRUCT NEW 4-LANE DIVIDED RURAL HIGHWAY FACILITY				FUNDING CAT(S):	OTHER - TXDOT ROW FUND		
DESCRIPTION:						PROJECT HISTORY:			
REMARKS									
P7:									
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	11.82%	\$6,500,000	<b>COST OF</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>	
ROW PURCHASE:		\$23,500,000	<b>APPROVED</b>	OTHER (TXDOT ROW FUND)	\$10,800,000	\$2,700,000		\$13,500,000	
CONST COST:		\$55,000,000	<b>PHASES:</b>						
CONST ENG:	4.50%	\$2,475,000	<b>\$13,500,000</b>						
CONTING:	7.00%	\$3,850,000							
IND COSTS:	6.20%	\$3,410,000							
BND FINANCING:		\$0							
<b>TOTAL PROJECT COST:</b>		<b>\$94,735,000</b>	<b>TOTALS</b>		<b>\$10,800,000</b>	<b>\$2,700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,500,000</b>

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

\* FUNDING NOT FIXED

Hidalgo County MPO FY 2015-2018 TIP

Pharr District Projects

FY 2016

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	3629-01-001	SH 68	C	COUNTY	TXDOT	\$55,000,000	
LIMITS FROM:		US 83		REVISION DATE:		9_2014		
LIMITS TO:		FM 1925		MPO PROJ NUMBER:		HC-295c		
PROJECT:		CONSTRUCT NEW 4-LANE DIVIDED RURAL HIGHWAY FACILITY		FUNDING CAT(S):		CAT 12		
DESCRIPTION:		PROJECT HISTORY:						
REMARKS				CE = 100% TXDOT				
P7:								
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	11.82%	\$6,500,000	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$23,500,000	APPROVED	CAT 12	\$44,000,000	\$11,000,000		\$55,000,000
CONST COST:		\$55,000,000	PHASES:					
CONST ENG:	4.50%	\$2,475,000	\$55,000,000					
CONTING:	7.00%	\$3,850,000						
IND COSTS:	6.20%	\$3,410,000						
BND FINANCING:		\$0						
<b>TOTAL PROJECT COST:</b>		<b>\$94,735,000</b>	<b>TOTALS</b>	<b>\$44,000,000</b>	<b>\$11,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$55,000,000</b>
PHARR	HIDALGO	0921-02-324	BICYCLE ACCESSIBLE IMPROVEMENT PROJECT	C/E	PHARR	PHARR	\$805,173	
LIMITS FROM:		OWASSA ROAD		REVISION DATE:		9_2014		
LIMITS TO:		US 281 MILITARY HIGHWAY		MPO PROJ NUMBER:		HC-307		
PROJECT:		CONSTRUCT BICYCLE ACCESSIBLE IMPROVEMENTS		FUNDING CAT(S):		9		
DESCRIPTION:		PROJECT HISTORY:						
REMARKS		E = PRELIMINARY ENGINEERING						
P7:								
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:		\$0	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$0	APPROVED	CAT 9	\$644,138	\$161,035		\$805,173
CONST COST:		\$700,150	PHASES:					
CONST ENG:	15.00%	\$105,023	\$805,173					
CONTING:		\$0						
IND COSTS:		\$0						
BND FINANCING:		\$0						
<b>TOTAL PROJECT COST:</b>		<b>\$805,173</b>	<b>TOTALS</b>	<b>\$644,138</b>	<b>\$0</b>	<b>\$161,035</b>	<b>\$0</b>	<b>\$805,173</b>
PHARR	HIDALGO	0921-02-325	BENTSEN RD HIKE AND BIKE TRAIL	C/E	MCALLEN	MCALLEN	\$1,275,331	
LIMITS FROM:		SH 495 (PECAN BLVD)		REVISION DATE:		9_2014		
LIMITS TO:		NOLANA AVENUE		MPO PROJ NUMBER:		HC-308		
PROJECT:		CONSTRUCTION OF HIKE AND BIKE TRAILS		FUNDING CAT(S):		9		
DESCRIPTION:		PROJECT HISTORY:						
REMARKS		E = PRELIMINARY ENGINEERING						
P7:								
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:		\$0	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$0	APPROVED	CAT 9	\$1,020,265	\$255,066		\$1,275,331
CONST COST:		\$1,108,984	PHASES:					
CONST ENG:	15.00%	\$166,347	\$1,275,331					
CONTING:		\$0						
IND COSTS:		\$0						
BND FINANCING:		\$0						
<b>TOTAL PROJECT COST:</b>		<b>\$1,275,331</b>	<b>TOTALS</b>	<b>\$1,020,265</b>	<b>\$0</b>	<b>\$255,066</b>	<b>\$0</b>	<b>\$1,275,331</b>

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

\* FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
Hidalgo County MPO FY 2015-2018 TIP  
Pharr District Projects  
FY 2016

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
PHARR	HIDALGO	0039-17-175	US 83/US 281 INTERCHANGE	C	PHARR	TXDOT	\$3,093,556		
LIMITS FROM:		@ US 83/US 281 INTERCHANGE				REVISION DATE:	9_2014		
LIMITS TO:						MPO PROJ NUMBER:	HC-287b		
PROJECT		IMPROVEMENTS AT US 83/US 281 INTERCHANGE				FUNDING CAT(S):	10 - CBI		
DESCRIPTION:					PROJECT HISTORY:				
REMARKS									
P7:									
<b>TOTAL PROJECT COST INFORMATION</b>					<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	4.90%	\$151,584	COST OF		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$0	APPROVED	CAT 10 - CBI	\$2,474,845		\$618,711		\$3,093,556
CONST COST:		\$3,093,556	PHASES:						
CONST ENG:	5.00%	\$154,678	\$3,093,556						
CONTING:		\$0							
IND COSTS:	6.20%	\$191,800							
BND FINANCING:		\$0							
<b>TOTAL PROJECT COST:</b>		<b>\$3,591,618</b>		<b>TOTALS</b>	<b>\$2,474,845</b>	<b>\$0</b>	<b>\$618,711</b>	<b>\$0</b>	<b>\$3,093,556</b>

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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
Hidalgo County MPO FY 2015-2018 TIP  
Pharr District Projects  
FY 2017

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-300	10TH STREET	E/C/R	EDINBURG	COUNTY	\$11,933,250	
LIMITS FROM:		SH 107		REVISION DATE:		9_2014		
LIMITS TO:		FM 1925 (MONTE CRISTO)		MPO PROJ NUMBER:		HC-79		
PROJECT:		CONSTRUCT NEW 4 LANE		FUNDING CAT(S):		7, 12S		
DESCRIPTION:				PROJECT HISTORY:				
REMARKS		ROW CAT 7 = \$750,000; CONSTRUCTION CAT 12S = \$400,000; CE,		PE = 100% LG				
P7:		CONSTRUCTION & CONTINGENCIES CAT 7 = \$10,783,250						
		E = CONSTRUCTION ENGINEERING						
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	4.90%	\$493,675	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$750,000	APPROVED	CAT 7 (ROW)	\$600,000	\$150,000		\$750,000
CONST COST:		\$10,075,000	PHASES:	CAT 7	\$8,626,600	\$2,156,650		\$10,783,250
CONST ENG:	4.50%	\$453,375		CAT 12S	\$320,000	\$80,000		\$400,000
CONTING:	6.50%	\$654,875						
IND COSTS:	6.20%	\$624,650						
BND FINANCING:		\$0						
<b>TOTAL PROJECT COST:</b>		<b>\$13,051,575</b>	<b>TOTALS</b>	<b>\$9,546,600</b>	<b>\$0</b>	<b>\$2,386,650</b>	<b>\$0</b>	<b>\$11,933,250</b>
PHARR	HIDALGO	0921-02-193	PHARR BRIDGE	C	PHARR	PHARR BRIDGE BOARD	\$19,442,666	
LIMITS FROM:		@ PHARR REYNOSA INT'L BRIDGE		REVISION DATE:		9_2014		
LIMITS TO:				MPO PROJ NUMBER:		HC-302		
PROJECT:		IMPROVEMENTS (EXPANSION) AT PHARR INT'L BRIDGE		FUNDING CAT(S):		10 CBI, 3 - LOCAL		
DESCRIPTION:				PROJECT HISTORY:				
REMARKS				PE = 100% LG		CE =		
P7:				100% LG				
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	4.90%	\$894,545	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$0	APPROVED	CAT 10 - CBI	\$1,254,859	\$313,715		\$1,568,574
CONST COST:		\$18,256,024	PHASES:	CAT 3 - LOCAL		\$17,874,092		\$17,874,092
CONST ENG:	4.50%	\$821,521						
CONTING:	6.50%	\$1,186,642						
IND COSTS:	6.20%	\$1,131,873						
BND FINANCING:		\$0						
<b>TOTAL PROJECT COST:</b>		<b>\$22,290,605</b>	<b>TOTALS</b>	<b>\$1,254,859</b>	<b>\$0</b>	<b>\$313,715</b>	<b>\$17,874,092</b>	<b>\$19,442,666</b>
PHARR	HIDALGO	0921-02-904	DONNA INT'L BRIDGE	C	DONNA	PHARR/DONNA INT'L BRIDGE BOARD	\$7,000,000	
LIMITS FROM:		@ DONNA INT'L BRIDGE		REVISION DATE:		9_2014		
LIMITS TO:				MPO PROJ NUMBER:		HC-309		
PROJECT:		IMPROVEMENTS AT SOUTHBOUND INSPECTION FACILITY		FUNDING CAT(S):		10 - CBI		
DESCRIPTION:				PROJECT HISTORY:				
REMARKS								
P7:								
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	4.90%	\$343,000	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$0	APPROVED	CAT 10 - CBI	\$5,600,000	\$1,400,000		\$7,000,000
CONST COST:		\$7,000,000	PHASES:					
CONST ENG:	5.00%	\$350,000						
CONTING:	6.50%	\$455,000						
IND COSTS:	6.20%	\$434,000						
BND FINANCING:		\$0						
<b>TOTAL PROJECT COST:</b>		<b>\$8,582,000</b>	<b>TOTALS</b>	<b>\$5,600,000</b>	<b>\$0</b>	<b>\$1,400,000</b>	<b>\$0</b>	<b>\$7,000,000</b>

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

\* FUNDING NOT FIXED

Hidalgo County MPO FY 2015-2018 TIP

Pharr District Projects

FY 2018

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
PHARR	HIDALGO	0921-02-296	OWASSA	E/C	PHARR	TXDOT	\$6,841,773		
LIMITS FROM:		JACKSON RD		REVISION DATE:		9_2014			
LIMITS TO:		US 281		MPO PROJ NUMBER:		HC-106			
PROJECT:		WIDEN TO 4 LANE DIVIDED		FUNDING CAT(S):		7, 12S			
DESCRIPTION:				PROJECT HISTORY:					
REMARKS		CONSTRUCTION CAT 12S = \$400,000; CE, CONSTRUCTION &							
P7:		CONTINGENCIES CAT 7 = \$6,441,773		PE = 100% LG					
		E = CONSTRUCTION ENGINEERING							
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	4.90%	\$300,670	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:		\$377,936	APPROVED	CAT 7	\$5,153,418	\$1,288,355		\$6,441,773	
CONST COST:		\$6,136,119	PHASES:	CAT 12S	\$320,000	\$80,000		\$400,000	
CONST ENG:	5.00%	\$306,806	<b>\$6,841,773</b>	TOTALS	\$5,473,418	\$0	\$1,368,355	\$0	\$6,841,773
CONTING:	6.50%	\$398,848					\$0		
IND COSTS:	6.20%	\$380,439							
BND FINANCING:		\$0							
<b>TOTAL PROJECT COST:</b>		<b>\$7,900,818</b>							
PHARR	HIDALGO	1803-02-028	FM 1925 (MONTE CRISTO)	C	EDINBURG	COUNTY	\$4,262,045		
LIMITS FROM:		KENYON		REVISION DATE:		9_2014			
LIMITS TO:		FM 907 (ALAMO RD)		MPO PROJ NUMBER:		HC-10			
PROJECT:		WIDEN TO 4 LANE DIVIDED		FUNDING CAT(S):		7, 11			
DESCRIPTION:				PROJECT HISTORY:					
REMARKS									
P7:				PE = 100% LG					
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	4.90%	\$196,094	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:		\$790,000	APPROVED	CAT 7	\$2,209,636	\$552,409		\$2,762,045	
CONST COST:		\$4,001,920	PHASES:	CAT 11	\$1,200,000	\$300,000		\$1,500,000	
CONST ENG:	5.00%	\$200,096	<b>\$4,262,045</b>	TOTALS	\$3,409,636	\$852,409	\$0	\$0	
CONTING:	6.50%	\$260,125					\$0	\$4,262,045	
IND COSTS:	6.20%	\$248,119							
BND FINANCING:		\$0							
<b>TOTAL PROJECT COST:</b>		<b>\$5,696,354</b>							
PHARR	HIDALGO	0921-02-311	N ALAMO RD EXTENSION	E/C	EDINBURG	COUNTY	\$804,981		
LIMITS FROM:		FM 1925 0.5m NORTH		REVISION DATE:		9_2014			
LIMITS TO:				MPO PROJ NUMBER:		HC-289			
PROJECT:		ROAD REALIGNMENT		FUNDING CAT(S):		7			
DESCRIPTION:				PROJECT HISTORY:					
REMARKS		E = CONSTRUCTION ENGINEERING							
P7:				PE = 100% LG					
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	4.90%	\$34,449	COST OF	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:		\$200,000	APPROVED	CAT 7	\$643,985	\$160,996		\$804,981	
CONST COST:		\$703,040	PHASES:						
CONST ENG:	7.50%	\$52,728	<b>\$804,981</b>	TOTALS	\$643,985	\$0	\$160,996	\$0	
CONTING:	7.00%	\$49,213							
IND COSTS:	6.20%	\$43,588							
BND FINANCING:		\$0							
<b>TOTAL PROJECT COST:</b>		<b>\$1,083,018</b>							

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

\* FUNDING NOT FIXED

## RESOLUTION 2014-06

### SUBJECT: Approval of FY 2015-2018 Transportation Improvement Program (TIP) - Adoption

**WHEREAS**, the Hidalgo County Metropolitan Planning Organization, is the designated agency for the Transportation Planning in the Transportation Management Area; and

**WHEREAS**, the MPO is required to have a systematic way to gather citizen input on transportation issues; and

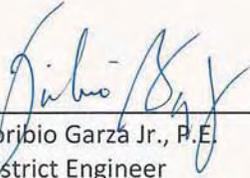
**WHEREAS**, the MPO is required to have a financially constrained 4 year project listing (TIP) and 25 year long range plan (MTP); and

**WHEREAS**, these procedures have been duly discussed and gone through the required public comment period; and

**NOW THEREFORE, BE IT RESOLVED**, that the Hidalgo County Metropolitan Planning Organization Transportation Policy Committee agreed by a majority vote to approve the below project listing as the FY 2015-2018 Transportation Improvement Program (TIP).

	<u>PROJECT</u>	<u>CSJ</u>	<u>LIMITS</u>	<u>YOE</u>	<u>DEVELOPER</u>	
FY 2015	FM 676 (MILE 5)	1064-01-034	SH 107 E TO TAYLOR RD	\$500,738	TXDOT	
	INSPIRATION RD	0921-02-301	0.13mi N US 83 TO 0.15mi N FM 1924 (MILE 3 N)	\$12,594,306	HIDALGO COUNTY	
	US 83 LA JOYA RELIEF ROUTE	0039-02-040	0.85mi E FM 886 (EL FARO) TO 0.04mi W FM 1427	\$44,858,590	TXDOT	
	US 83 LA JOYA RELIEF ROUTE	0039-17-131	0.04mi W FM 1427 TO 0.28 mi W SHOWERS RD	\$12,941,410	TXDOT	
	PHARR/REYNOSA INT'L BRIDGE-NB II	0921-02-289	PHARR/REYNOSA INT'L BRIDGE NORTHBOUND II	\$2,918,643	CITY PHARR	
	SH 68 – PE	3629-01-001	US 83 TO US 281 @ FM 2812	\$3,000,000	TXDOT	
	SH 68 – ROW	3629-01-001	US 83 TO FM 1925	\$10,000,000	TXDOT	
	US 83 INTERCHANGE @ BICENTENNIAL	0039-17-180	SH 336 TO SP 115	\$30,000,000	TXDOT	
	FM 1925 – PE	1803-02-901	FM 907 (ALAMO RD) TO FM 493 (LA BLANCA)	\$697,099	HIDALGO COUNTY	
	FM 494 – PE	0864-01-068	MILE 5 TO SH 107	\$392,000	HIDALGO COUNTY	
	FM 494 – PE	0864-01-900	MILE 3 N TO MILE 5	\$392,000	HIDALGO COUNTY	
	MILE 3 N (I) – PE	0921-02-321	E GOODWIN RD TO TOM GILL RD	\$414,231	HIDALGO COUNTY	
	MILE 3 N (II) – PE	0921-02-903	TOM GILL RD TO FM 2221	\$200,900	HIDALGO COUNTY	
	OWASSA- PE & ROW	0921-02-296	JACKSON RD TO US 281	\$678,606	CITY PHARR	
	FY 2016	DICKER RD – PE	0921-02-312	SPUR 115 (23 <sup>RD</sup> ST) TO FM 2061 (JACKSON RD)	\$1,270,000	HIDALGO COUNTY
FM 2220 (WARE RD)		2094-01-038	FM 1924 (MILE 3 N) TO MILE 5 N (AUBURN AVE)	\$11,528,750	TXDOT	
SH 336 (10 <sup>TH</sup> ST)		0621-01-100	TRENTON RD TO SH 107	\$1,845,750	TXDOT	
SH 364 (LA HOMA)		2966-01-009	SH 495 TO FM 1924 (MILE 3 N)	\$8,253,750	HIDALGO COUNTY	
SH 365 (PHASE I)		3627-01-001	US 281 MILITARY HWY TO FM 396 ANZALDUAS HWY	\$205,791,902	HCRMA	
US 281 MILITARY		0220-01-023	0.45mi E SPUR 600 TO FM 2557 (STEWART RD)	\$15,331,304	HCRMA	
SH 68 – ROW		3629-01-001	US 83 TO FM 1925	\$13,500,000	TXDOT	
SH 68		3629-01-001	US 83 TO FM 1925	\$55,000,000	TXDOT	
CITY PHARR BICYCLE IMPROV.		0921-02-324	OWASSA RD TO MILITARY HIGHWAY	\$805,173	CITY PHARR	
BENTSEN HIKE & BIKE TRAIL		0921-02-325	FM 495 (PECAN BLVD) TO NOLANA AVE	\$1,275,332	CITY MCALLEN	
US 83/US 281 INTERCHANGE		0039-17-175	AT US 83/US 281 INTERCHANGE	\$3,093,556	TXDOT	
FY 2017		10 <sup>TH</sup> ST	0921-02-300	SH 107 TO FM 1925 (MONTE CRISTO)	\$11,933,250	HIDALGO COUNTY
		PHARR BRIDGE	0921-02-193	PHARR/REYNOSA INT'L BRIDGE TO US 281	\$19,442,666	CITY PHARR
FY 2018		DONNA BRIDGE	0921-02-904	DONNA INT'L BRIDGE	\$7,000,000	CITY DONNA/PHARR
		OWASSA	0921-02-296	JACKSON RD TO US 281	\$6,841,773	CITY PHARR
	FM 1925 (MONTE CRISTO)	1803-02-028	KENYON TO FM 907 (ALAMO RD)	\$4,262,045	HIDALGO COUNTY	
	N ALAMO RD EXT.	0921-02-311	FM 1925 0.5mi TO NORTH	\$804,981	HIDALGO COUNTY	

April 17, 2014



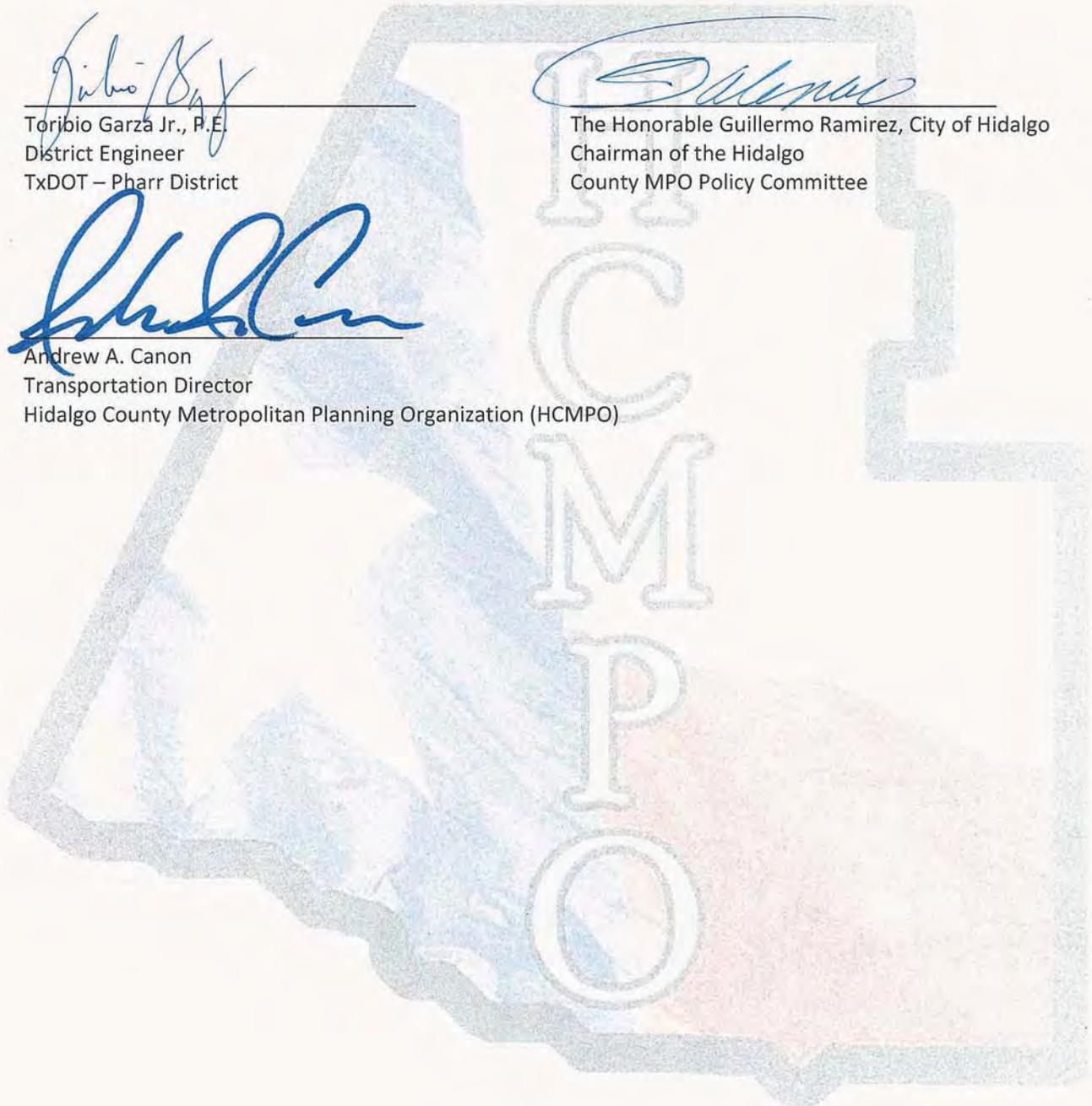
Toribio Garza Jr., P.E.  
District Engineer  
TxDOT – Pharr District



The Honorable Guillermo Ramirez, City of Hidalgo  
Chairman of the Hidalgo  
County MPO Policy Committee



Andrew A. Canon  
Transportation Director  
Hidalgo County Metropolitan Planning Organization (HCMPO)





Hidalgo County MPO - District 21  
FY 2015 - 2018 Transportation Improvement Program

Funding by Category

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Non-Traditionally Funded Transportation Project	\$38,201,900	\$38,201,900	\$105,095,221	\$105,095,221	\$17,874,092	\$17,874,092	\$0	\$0	\$161,171,213	\$161,171,213
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$11,742,242	\$11,480,000	\$15,064,052	\$11,680,000	\$11,533,250	\$11,810,000	\$10,008,799	\$11,970,000	\$48,348,343	\$46,940,000
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$0	\$0	\$2,080,504	\$2,080,504	\$0	\$0	\$0	\$0	\$2,080,504	\$2,080,504
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$26,684,381	\$26,684,381	\$12,220,004	\$12,220,004	\$8,568,574	\$8,568,574	\$0	\$0	\$47,472,959	\$47,472,959
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
12	Strategic Priority	\$30,000,000	\$30,000,000	\$167,055,735	\$167,055,735	\$0	\$0	\$0	\$0	\$197,055,735	\$197,055,735
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$1,230,000	\$1,230,000	\$410,000	\$410,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,440,000	\$2,440,000
SBPE	Strategy Budget PE	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
SB 102	Strategy 102	\$10,000,000	\$10,000,000	\$13,500,000	\$13,500,000	\$0	\$0	\$0	\$0	\$23,500,000	\$23,500,000
<b>Total</b>		<b>\$120,858,523</b>	<b>\$120,596,281</b>	<b>\$316,425,516</b>	<b>\$313,041,464</b>	<b>\$38,375,916</b>	<b>\$38,652,666</b>	<b>\$11,908,799</b>	<b>\$13,870,000</b>	<b>\$487,568,754</b>	<b>\$486,160,411</b>

Funding Participation Source

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
<b>Federal</b>	\$55,725,297	\$158,264,236	\$16,401,459	\$9,527,039	\$239,918,031
<b>State</b>	\$12,884,662	\$38,531,247	\$0	\$852,409	\$52,268,318
<b>Local Match</b>	\$1,046,664	\$1,034,812	\$4,100,365	\$1,529,351	\$7,711,192
CAT 3 - Local Contributions	\$3,666,900	\$105,095,221	\$17,874,092	\$0	\$126,636,213
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14	\$0	\$0	\$0	\$0	\$0
Cat 3- Prop 14 SB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$34,535,000	\$0	\$0	\$0	\$34,535,000
CAT 3 - Pass Thru Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Match to Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$3,000,000	\$0	\$0	\$0	\$3,000,000
Other - Strategy 102 Budget	\$10,000,000	\$13,500,000	\$0	\$0	\$23,500,000
<b>Total</b>	<b>\$120,858,523</b>	<b>\$316,425,516</b>	<b>\$38,375,916</b>	<b>\$11,908,799</b>	<b>\$487,568,754</b>

**FY 2015 TRANSIT PROJECT LISTING**  
**HIDALGO COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM**

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-011	Federal (FTA) Funds	\$ 1,920,023
Apportionment Year	2015	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 480,006
		Fiscal Year Cost	\$ 2,400,029
Brief Project Description:	Hidalgo County Transit Capital Improvement Program - Edinburg Terminal & Parking Facility	Total Project Cost (YOE)	\$ 2,400,029
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-2014 : Added	Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-012	Federal (FTA) Funds	\$ 385,000
Apportionment Year	2015	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 96,250
		Fiscal Year Cost	\$ 481,250
Brief Project Description:	CAPITAL - MECHANICS, ASSISTANTS & PREVENTIVE MAINTENANCE	Total Project Cost (YOE)	\$ 481,250
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-2014 : Added	Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-012	Federal (FTA) Funds	\$ 2,687,831
Apportionment Year	2015	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 537,566
		Fiscal Year Cost	\$ 3,225,397
Brief Project Description:	MCALLEN TRANSIT CAPITAL IMPROVEMENTS	Total Project Cost (YOE)	\$ 3,225,397
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-2014 : Added	Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	
MPO Project Information (reference number, etc.)	HCVM-013	Federal (FTA) Funds	\$ -
Apportionment Year	2015	State Funds from TxDOT:	\$ 250,709
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ 250,709
Brief Project Description:	OPERATIONS	Total Project Cost (YOE)	\$ 250,709
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-2014 : Added	Trans. Deve Credits Awarded (Date & Amount)	

**FY 2015 TRANSIT PROJECT LISTING**  
**HIDALGO COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM**

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	
MPO Project Information (reference number, etc.)	HCMM-010	Federal (FTA) Funds	\$ -
Apportionment Year		State Funds from TxDOT:	\$ 250,709
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ 250,709
Brief Project Description:	ADMINISTRATION / OPERATION	Total Project Cost (YOE)	\$ 250,709
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-2014 : Added	Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5339
MPO Project Information (reference number, etc.)	HCVM-020	Federal (FTA) Funds	\$ 532,369
Apportionment Year	2015	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 133,092
		Fiscal Year Cost	\$ 665,461
Brief Project Description:	Hidalgo County Transit Capital Improvement Program - Edinburg Terminal & Parking Facility	Total Project Cost (YOE)	\$ 665,461
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-2014 : Added	Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5310
MPO Project Information (reference number, etc.)	HCVM-021	Federal (FTA) Funds	\$ 584,124
Apportionment Year	2015	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 146,031
		Fiscal Year Cost	\$ 730,155
Brief Project Description:	CAPITAL	Total Project Cost (YOE)	\$ 730,155
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-2014 : Added	Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5339
MPO Project Information (reference number, etc.)	HCMM-015	Federal (FTA) Funds	\$ 304,792
Apportionment Year	2015	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 76,198
		Fiscal Year Cost	\$ 380,990
Brief Project Description:	CAPITAL	Total Project Cost (YOE)	\$ 380,990
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-2014 : Added	Trans. Deve Credits Awarded (Date & Amount)	

**FY 2015 TRANSIT PROJECT LISTING**  
**HIDALGO COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM**

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5310
MPO Project Information (reference number, etc.)	HCMM-016	Federal (FTA) Funds	\$ 275,945
Apportionment Year	2015	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 68,986
Brief Project Description:	CAPITAL	Fiscal Year Cost	\$ 344,931
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 344,931
Amendment Date & Action	4-17-2014 : Added	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-034	Federal (FTA) Funds	\$ 600,000
Apportionment Year	2015	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 150,000
Brief Project Description:	HIDALGO COUNTY TRANSIT CAPITAL IMPROVEMENT PROGRAM	Fiscal Year Cost	\$ 750,000
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 750,000
Amendment Date & Action	4-17-2014 : Added	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	CITY OF MCALLEN	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-022	Federal (FTA) Funds	\$ 1,217,192
Apportionment Year	2015	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 304,298
Brief Project Description:	SERVICE SHOP CONSTRUCTION	Fiscal Year Cost	\$ 1,521,490
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 1,521,490
Amendment Date & Action	4-17-2014 : Added	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	CITY OF MCALLEN	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-023	Federal (FTA) Funds	\$ 1,687,831
Apportionment Year	2015	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 1,687,831
Brief Project Description:	OPERATING ASSISTANCE	Fiscal Year Cost	\$ 3,375,662
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 3,375,662
Amendment Date & Action	4-17-2014 : Added	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

**FY 2015 TRANSIT PROJECT LISTING  
HIDALGO COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM**

PHARR DISTRICT

YOE = Year of Expenditure

		Compounded at 4%
Federal Share (5307)	\$	5,810,046
Local Share (5307)	\$	2,718,385
State Share	\$	501,418
Total Cost	\$	9,029,849
Federal JARC	\$	-
Local JARC	\$	-
Federal New Freedom	\$	-
Local New Freedom	\$	-
	\$	9,029,849

**FY 2016 TRANSIT PROJECT LISTING  
HIDALGO COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM**

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-014	Federal (FTA) Funds	\$ 1,920,023
Apportionment Year	2016	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 480,006
Brief Project Description:	Hidalgo County Transit Capital Improvement Program	Fiscal Year Cost	\$ 2,400,029
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 2,400,029
Amendment Date & Action	4-17-2014 : Added	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-015	Federal (FTA) Funds	\$ 385,000
Apportionment Year	2016	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 96,250
Brief Project Description:	CAPITAL - MECHANICS, ASSISTANTS & PREVENTIVE MAINTENANCE	Fiscal Year Cost	\$ 481,250
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 481,250
Amendment Date & Action	4-17-2014 : Added	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-013	Federal (FTA) Funds	\$ 905,023
Apportionment Year	2016	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 226,256
Brief Project Description:	MCALLEN TRANSIT CAPITAL IMPROVEMENTS	Fiscal Year Cost	\$ 1,131,279
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 1,131,279
Amendment Date & Action	4-17-2014 : Added	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	
MPO Project Information (reference number, etc.)	HCVM-022	Federal (FTA) Funds	\$ -
Apportionment Year	2016	State Funds from TxDOT:	\$ 250,709
Project Phase:		Other Funds	\$ -
Brief Project Description:	OPERATIONS	Fiscal Year Cost	\$ 250,709
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 250,709
Amendment Date & Action	4-17-2014 : Added	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

**FY 2016 TRANSIT PROJECT LISTING  
HIDALGO COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM**

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	
MPO Project Information (reference number, etc.)	HCMM-011	Federal (FTA) Funds	\$ -
Apportionment Year		State Funds from TxDOT:	\$ 250,709
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ 250,709
Brief Project Description:	ADMINISTRATION / OPERATION	Total Project Cost (YOE)	\$ 250,709
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-2014 : Added	Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5339
MPO Project Information (reference number, etc.)	HCVM-023	Federal (FTA) Funds	\$ 532,369
Apportionment Year	2016	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 133,092
		Fiscal Year Cost	\$ 665,461
Brief Project Description:	CAPITAL	Total Project Cost (YOE)	\$ 665,461
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-2014 : Added	Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5310
MPO Project Information (reference number, etc.)	HCVM-024	Federal (FTA) Funds	\$ 584,124
Apportionment Year	2016	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 146,031
		Fiscal Year Cost	\$ 730,155
Brief Project Description:	CAPITAL	Total Project Cost (YOE)	\$ 730,155
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-2014 : Added	Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5339
MPO Project Information (reference number, etc.)	HCMM-017	Federal (FTA) Funds	\$ 304,792
Apportionment Year	2016	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 76,198
		Fiscal Year Cost	\$ 380,990
Brief Project Description:	CAPITAL	Total Project Cost (YOE)	\$ 380,990
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-2014 : Added	Trans. Deve Credits Awarded (Date & Amount)	

**FY 2016 TRANSIT PROJECT LISTING  
HIDALGO COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM**

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5310
MPO Project Information (reference number, etc.)	HCMM-018	Federal (FTA) Funds	\$ 275,945
Apportionment Year	2016	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 68,986
		Fiscal Year Cost	\$ 344,931
Brief Project Description:	CAPITAL	Total Project Cost (YOE)	\$ 344,931
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-2014 : Added	Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-035	Federal (FTA) Funds	\$ 600,000
Apportionment Year	2016	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 600,000
		Fiscal Year Cost	\$ 1,200,000
Brief Project Description:	OPERATIONS	Total Project Cost (YOE)	\$ 1,200,000
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-2014 : Added	Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	CITY OF MCALLEN	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-024	Federal (FTA) Funds	\$ 2,000,000
Apportionment Year	2016	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 2,000,000
		Fiscal Year Cost	\$ 4,000,000
Brief Project Description:	OPERATING ASSISTANCE	Total Project Cost (YOE)	\$ 4,000,000
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-2014 : Added	Trans. Deve Credits Awarded (Date & Amount)	

	Compounded at 4%
Federal Share (5307)	\$ 5,810,046
Local Share (5307)	\$ 3,402,512
State Share	\$ 501,418
<b>Total Cost</b>	<b>\$ 9,713,976</b>
Federal JARC	\$ -
Local JARC	\$ -
Federal New Freedom	\$ -
Local New Freedom	\$ -
	<b>\$ 9,713,976</b>

**FY 2017 TRANSIT PROJECT LISTING  
HIDALGO COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM**

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-036	Federal (FTA) Funds	\$ 1,920,023
Apportionment Year	2017	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 480,006
Brief Project Description:	Hidalgo County Transit Capital Improvement Program	Fiscal Year Cost	\$ 2,400,029
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 2,400,029
Amendment Date & Action	4-17-14:Added	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-037	Federal (FTA) Funds	\$ 385,000
Apportionment Year	2017	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 96,250
Brief Project Description:	CAPITAL - MECHANICS, ASSISTANTS & PREVENTIVE MAINTENANCE	Fiscal Year Cost	\$ 481,250
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 481,250
Amendment Date & Action	4-17-14:Added	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-038	Federal (FTA) Funds	\$ 600,000
Apportionment Year	2017	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 600,000
Brief Project Description:	OPERATIONS	Fiscal Year Cost	\$ 1,200,000
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 1,200,000
Amendment Date & Action	4-17-2014 : Added	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	CITY OF MCALLEN	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-025	Federal (FTA) Funds	\$ 1,887,831
Apportionment Year	2017	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 1,887,831
Brief Project Description:	OPERATING ASSISTANCE	Fiscal Year Cost	\$ 3,775,662
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 3,775,662
Amendment Date & Action	4-17-2014 : Added	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

**FY 2017 TRANSIT PROJECT LISTING  
HIDALGO COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM**

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-026	Federal (FTA) Funds	\$ 1,017,192
Apportionment Year	2017	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 208,341
		Fiscal Year Cost	\$ 1,225,533
Brief Project Description:	BUS PROCUREMENT - REPLACEMENT	Total Project Cost (YOE)	\$ 1,225,533
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-14:Added	Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	
MPO Project Information (reference number, etc.)	HCVM-039	Federal (FTA) Funds	\$ -
Apportionment Year	2017	State Funds from TxDOT:	\$ 250,709
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ 250,709
Brief Project Description:	OPERATIONS	Total Project Cost (YOE)	\$ 250,709
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-14:Added	Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	
MPO Project Information (reference number, etc.)	HCMM-027	Federal (FTA) Funds	\$ -
Apportionment Year	2017	State Funds from TxDOT:	\$ 250,709
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ 250,709
Brief Project Description:	ADMINISTRATION / OPERATION	Total Project Cost (YOE)	\$ 250,709
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-14:Added	Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5339
MPO Project Information (reference number, etc.)	HCVM-040	Federal (FTA) Funds	\$ 532,369
Apportionment Year	2017	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 133,092
		Fiscal Year Cost	\$ 665,461
Brief Project Description:	CAPITAL	Total Project Cost (YOE)	\$ 665,461
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-14:Added	Trans. Deve Credits Awarded (Date & Amount)	

**FY 2017 TRANSIT PROJECT LISTING  
HIDALGO COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM**

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5310
MPO Project Information (reference number, etc.)	HCVN-041	Federal (FTA) Funds	\$ 584,124
Apportionment Year	2017	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 146,031
Brief Project Description:	CAPITAL	Fiscal Year Cost	\$ 730,155
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 730,155
Amendment Date & Action	4-17-14:Added	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

	Compounded at 4%
Federal Share (5307)	\$ 5,810,046
Local Share (5307)	\$ 3,272,428
State Share	\$ 501,418
<b>Total Cost</b>	<b>\$ 9,583,892</b>
Federal JARC	\$ -
Local JARC	\$ -
Federal New Freedom	\$ -
Local New Freedom	\$ -
	<b>\$ 9,583,892</b>

**FY 2018 TRANSIT PROJECT LISTING  
HIDALGO COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM**

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-042	Federal (FTA) Funds	\$ 1,920,023
Apportionment Year	2018	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 480,006
Brief Project Description:	Hidalgo County Transit Capital Improvement Program	Fiscal Year Cost	\$ 2,400,029
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 2,400,029
Amendment Date & Action	4-17-14:Added	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-043	Federal (FTA) Funds	\$ 385,000
Apportionment Year	2018	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 96,250
Brief Project Description:	CAPITAL - MECHANICS, ASSISTANTS & PREVENTIVE MAINTENANCE	Fiscal Year Cost	\$ 481,250
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 481,250
Amendment Date & Action	4-17-14:Added	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCVM-044	Federal (FTA) Funds	\$ 600,000
Apportionment Year	2018	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 600,000
Brief Project Description:	OPERATIONS	Fiscal Year Cost	\$ 1,200,000
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 1,200,000
Amendment Date & Action	4-17-2014 : Added	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	CITY OF MCALLEN	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-028	Federal (FTA) Funds	\$ 687,831
Apportionment Year	2018	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 687,831
Brief Project Description:	OPERATING ASSISTANCE	Fiscal Year Cost	\$ 1,375,662
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 1,375,662
Amendment Date & Action	4-17-2014 : Added	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

**FY 2018 TRANSIT PROJECT LISTING  
HIDALGO COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM**

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	5307
MPO Project Information (reference number, etc.)	HCMM-029	Federal (FTA) Funds	\$ 2,217,192
Apportionment Year	2018	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 454,124
		Fiscal Year Cost	\$ 2,671,316
Brief Project Description:	BUS PROCUREMENT - REPLACEMENT	Total Project Cost (YOE)	\$ 2,671,316
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-14:Added	Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	
MPO Project Information (reference number, etc.)	HCVM-045	Federal (FTA) Funds	\$ -
Apportionment Year	2018	State Funds from TxDOT:	\$ 250,709
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ 250,709
Brief Project Description:	OPERATIONS	Total Project Cost (YOE)	\$ 250,709
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-14:Added	Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	City of McAllen	Federal Funding Category:	
MPO Project Information (reference number, etc.)	HCMM-030	Federal (FTA) Funds	\$ -
Apportionment Year	2018	State Funds from TxDOT:	\$ 250,709
Project Phase:		Other Funds	\$ -
		Fiscal Year Cost	\$ 250,709
Brief Project Description:	ADMINISTRATION / OPERATION	Total Project Cost (YOE)	\$ 250,709
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-14:Added	Trans. Deve Credits Awarded (Date & Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5339
MPO Project Information (reference number, etc.)	HCVM-046	Federal (FTA) Funds	\$ 532,369
Apportionment Year	2018	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 133,092
		Fiscal Year Cost	\$ 665,461
Brief Project Description:	CAPITAL	Total Project Cost (YOE)	\$ 665,461
Sec 5309 ID Number		Trans. Dev. Credits Requested	
Amendment Date & Action	4-17-14:Added	Trans. Deve Credits Awarded (Date & Amount)	

**FY 2018 TRANSIT PROJECT LISTING  
HIDALGO COUNTY MPO TRANSPORTATION IMPROVEMENT PROGRAM**

PHARR DISTRICT

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	LRGVDC	Federal Funding Category:	5310
MPO Project Information (reference number, etc.)	HCVM-047	Federal (FTA) Funds	\$ 584,124
Apportionment Year	2018	State Funds from TxDOT:	\$ -
Project Phase:		Other Funds	\$ 146,031
Brief Project Description:	CAPITAL	Fiscal Year Cost	\$ 730,155
Sec 5309 ID Number		Total Project Cost (YOE)	\$ 730,155
Amendment Date & Action	4-17-14:Added	Trans. Dev. Credits Requested	
		Trans. Deve Credits Awarded (Date & Amount)	

	Compounded at 4%
Federal Share (5307)	\$ 5,810,046
Local Share (5307)	\$ 2,318,211
State Share	\$ 501,418
<b>Total Cost</b>	<b>\$ 8,629,675</b>
Federal JARC	\$ -
Local JARC	\$ -
Federal New Freedom	\$ -
Local New Freedom	\$ -
	<b>\$ 8,629,675</b>

**Transit Financial Summary  
Hidalgo MPO  
FY 2015 - 2018 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

Current as of April 2010

Transit Program	FY 2015			FY 2016			FY 2017		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	5,810,046	2,718,385	8,528,431	5,810,046	3,402,512	9,212,558	5,810,046	3,272,428	9,082,474
2 Sec. 5307 - Urbanized Formula <200K	0	0	0	0	0	0	0	0	0
3 Sec. 5309 - Discretionary	0	0	0	0	0	0	0	0	0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	584,124	0	584,124	584,124	0	584,124	584,124	0	584,124
5 Sec. 5311 - Nonurbanized Formula	0	0	0	0	0	0	0	0	0
6 Sec. 5316 - JARC >200K	0	0	0	0	0	0	0	0	0
7 Sec. 5316 - JARC <200K	0	0	0	0	0	0	0	0	0
8 Sec. 5316 - JARC Nonurbanized	0	0	0	0	0	0	0	0	0
9 Sec. 5317 - New Freedom >200K	0	0	0	0	0	0	0	0	0
10 Sec. 5317 - New Freedom <200K	0	0	0	0	0	0	0	0	0
11 Sec. 5317 - New Freedom Nonurbanized	0	0	0	0	0	0	0	0	0
12 Sec. 5339 - Bus & Bus Facilities	532,369	0	532,369	532,369	0	532,369	532,369	0	532,369
13 Other FTA	0	0	0	0	0	0	0	0	0
14 Regionally Significant or Other	0	0	0	0	0	0	0	0	0
<b>Total Funds</b>	<b>\$6,926,539</b>	<b>\$2,718,385</b>	<b>\$9,644,924</b>	<b>\$6,926,539</b>	<b>\$3,402,512</b>	<b>\$10,329,051</b>	<b>\$6,926,539</b>	<b>\$3,272,428</b>	<b>\$10,198,967</b>
Transportation Development Credits Requested			\$0			\$0			\$0
Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2018			Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	5,810,046	2,318,211	8,128,257	23,240,184	11,711,536	34,951,720
2 Sec. 5307 - Urbanized Formula <200K	0	0	0	0	0	0
3 Sec. 5309 - Discretionary	0	0	0	0	0	0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	584,124	0	584,124	2,336,496	0	2,336,496
5 Sec. 5311 - Nonurbanized Formula	0	0	0	0	0	0
6 Sec. 5316 - JARC >200K	0	0	0	0	0	0
7 Sec. 5316 - JARC <200K	0	0	0	0	0	0
8 Sec. 5316 - JARC Nonurbanized	0	0	0	0	0	0
9 Sec. 5317 - New Freedom >200K	0	0	0	0	0	0
10 Sec. 5317 - New Freedom <200K	0	0	0	0	0	0
11 Sec. 5317 - New Freedom Nonurbanized	0	0	0	0	0	0
12 Sec. 5339 - Bus & Bus Facilities	532,369	0	532,369	2,129,476	0	2,129,476
13 Other FTA	0	0	0	0	0	0
14 Regionally Significant or Other	0	0	0	0	0	0
<b>Total Funds</b>	<b>\$6,926,539</b>	<b>\$2,318,211</b>	<b>\$9,244,750</b>	<b>\$27,706,156</b>	<b>\$11,711,536</b>	<b>\$39,417,692</b>
Transportation Development Credits Requested			\$0			\$0
Awarded			\$0			\$0

# RESOLUTION 2014-06

## SUBJECT: ADOPTION OF FY2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) - TRANSIT

**WHEREAS**, the Hidalgo County Metropolitan Planning Organization, is the designated agency for the Transportation Planning in the Transportation Management Area; and

**WHEREAS**, the MPO is required to have a systematic way to gather citizen input on transportation issues; and

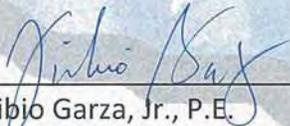
**WHEREAS**, these procedures have been duly discussed and gone through the required public comment period; and

**NOW THEREFORE, BE IT RESOLVED**, that the Hidalgo County Metropolitan Planning Organization Transportation Policy Committee agreed by a majority vote to approve the Transportation Improvement Program (TIP) – Transit Section.

FY	Project #	Description	Category	Total Project Cost
2015	HCVM-011	Hidalgo County Transit Capital Improvement Program – Edinburg Terminal & Parking Facility	5307	\$2,400,029
2015	HCVM-012	Capital – Mechanics, Assistants & Preventive Maintenance	5307	\$481,250
2015	HCVM-013	Operations		\$250,709
2015	HCMM-010	Administration / Operations		\$250,709
2015	HCVM-020	Hidalgo County Transit Capital Improvement Program – Edinburg Terminal & Parking Facility	5339	\$665,461
2015	HCVM-021	Capital	5310	\$730,155
2015	HCVM-034	Hidalgo County Transit Capital Improvement Program	5307	\$750,000
2015	HCMM-022	Service Shop Construction	5307	\$1,521,490
2015	HCMM-023	Operating Assistance	5307	\$3,375,662
2016	HCVM-014	Hidalgo County Transit Capital Improvement Program	5307	\$2,400,029
2016	HCVM-015	Capital – Mechanics, Assistants & Preventive Maintenance	5307	\$481,250
2016	HCMM-013	McAllen Transit Capital Improvements	5307	\$1,131,279
2016	HCVM-022	Operations		\$250,709
2016	HCMM-011	Administration / Operation		\$250,709
2016	HCVM-023	Capital	5339	\$665,461
2016	HCVM-024	Capital	5310	\$730,155

2016	HCVM-035	Operations	5307	\$1,200,000
2016	HCMM-024	Operating Assistance	5307	\$4,000,000
2017	HCVM-036	Hidalgo County Transit Capital Improvement Program	5307	\$2,400,029
2017	HCVM-037	Capital – Mechanics, Assistants & Preventive Maintenance	5307	\$481,250
2017	HCVM-038	Operations	5307	\$1,200,000
2017	HCMM-025	Operating Assistance	5307	\$3,775,662
2017	HCMM-026	Bus Procurement - Replacement	5307	\$1,225,533
2017	HCVM-039	Operations		\$250,709
2017	HCMM-027	Administration / Operation		\$250,709
2017	HCVM-040	Capital	5339	\$665,461
2017	HCVM-041	Capital	5310	\$730,155
2018	HCVM-042	Hidalgo County Transit Capital Improvement Program	5307	\$2,400,029
2018	HCVM-043	Capital – Mechanics, Assistants & Preventive Maintenance	5307	\$481,250
2018	HCVM-044	Operations	5307	\$1,200,000
2018	HCMM-028	Operating Assistance	5307	\$1,375,662
2018	HCMM-029	Bus Procurement - Replacement	5307	\$2,671,316
2018	HCVM-045	Operations		\$250,709
2018	HCMM-030	Administration / Operation		\$250,709
2018	HCVM-046	Capital	5339	\$665,461
2018	HCVM-047	Capital	5310	\$730,155

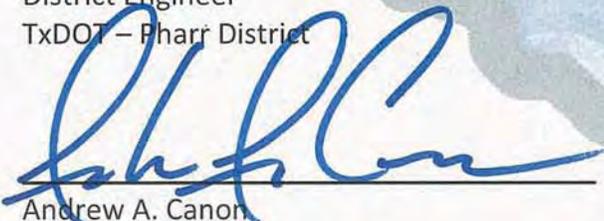
April 17, 2014



Toribio Garza, Jr., P.E.  
District Engineer  
TxDOT – Pharr District



The Honorable Guillermo Ramirez, City of Hidalgo  
Chairman of the Hidalgo County Transportation  
Policy Committee



Andrew A. Canon  
Transportation Director  
Hidalgo County Metropolitan Planning Organization  
(HCMPO)

# **APPENDIX B GLOSSARY**



**Access management:** when used in traffic and traffic engineering circles, generally refers to the regulation of interchanges, intersections, driveways and median openings to a roadway. Its objectives are to enable access to land uses while maintaining roadway safety and mobility through controlling access location, design, spacing and operation. Planners, engineers, architects, developers, elected officials, citizens and attorneys all play a significant role in access management.

**Air Quality Conformity:** In general, the agreement of transportation plans and programs with commitments designed to attain federal and state air quality standards; transportation plans collectively must not worsen air quality.

**Allocation:** An administrative distribution of funds for programs that do not have statutory distribution formulas.

**Alternative Fuels:** Any motor fuel other than ordinary gasoline, especially those that result in lower levels of air pollutants (i.e., natural gas, propane, electricity, and liquefied natural gas).

**American Association of State Highway & Transportation Officials (AASHTO):** is a standard setting body which publishes specifications, test protocols and guidelines which are used in highway design and construction throughout the United States. Despite its name, the association represents not only highways but air, rail, water, and public transportation as well.

**American Institute of Certified Planners (AICP):** The American Planning Association's professional institute that provides recognized leadership nationwide in the certification of professional planners, ethics, professional development, planning education, and the standards of planning practice.

**American Planning Association (APA):** A nonprofit public interest and research organization committed to urban, suburban, regional, and rural planning. APA and its professional institute, the American Institute of Certified Planners, advance the art and science of planning to meet the needs of people and society.

**American Public Transportation Association (APTA):** Acting as a leading force in advancing public transportation. APTA serves and leads its diverse membership through advocacy, innovation, and information sharing to strengthen and expand public transportation.

**American Recovery and Reinvestment Act of 2009 (ARRA):** An economic stimulus package enacted by the 111<sup>th</sup> United States Congress in February 2009. The Act of Congress was based largely on proposals made by President Barack Obama and was intended to provide a stimulus to the U.S. economy in the wake of the economic downturn.

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

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

**Apportionment:** 1) A term that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program among the States. 2) The distribution of funds as prescribed by a statutory formula.

**Appropriation:** Authorization of funding expenditures from Congress.

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

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

**Arterial Highway:** A major highway used primarily for through traffic.

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

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

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

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

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

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

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

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

## B

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

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

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

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

**Bottleneck:** The point of minimum capacity along a roadway segment.

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

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

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

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

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

## C

**Calendar Year:** The period of time between January 1 and December 31 of any given year.

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

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

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

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

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

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

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

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

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

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

**Code of Federal Regulations (CFR):** A compilation of the general and permanent rules of the executive departments and agencies of the Federal Government as published in the Federal Register. The code is divided into 50 titles that represent broad areas subject to Federal regulation.

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

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

**Commuter Rail:** Railroad local and regional passenger train operations between a central city, its suburbs and/or another central city. It is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices and usually only one or two stations in the central business district. Also known as "suburban rail." This service utilizes locomotive-hauled or self-propelled railroad cars on traditional rail lines. Stations are typically spaced at least 4 miles apart and use boarding platforms. Service can be limited to "rush-hour(s)" or it can be run all day and on weekends and holidays.

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

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

***Congestion Mitigation and Air Quality Improvement Program (CMAQ):*** provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions.

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

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

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

## D

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

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

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

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

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

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

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

## E

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

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

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

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

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

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

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

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

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

**Expenditures:** 1) Actual cash (or electronic transfer) payments made to the States or other entities. Outlays are provided as reimbursement for the Federal share for approved highway program activities. 2) A term signifying disbursement of funds for repayment of obligations incurred. An electronic transfer of funds, or a check sent to a State highway or transportation agency for voucher payment, is an expenditure or outlay.

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

## F

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

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

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

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

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

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

**Financial Analysis:** Estimating costs, establishing a revenue baseline, comparing revenues with costs and evaluating new revenue sources.

**Financial Planning:** The process of defining and evaluating funding sources, sharing the information, and deciding how to allocate the funds.

**Financial Programming:** A short-term commitment of funds to specific projects identified in the regional Transportation Improvement Program (TIP).

**Fiscal Constraint:** Making sure that a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

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

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

**Formula Capital Grants:** Federal transit funds for transit operators; allocation of funds overseen by FTA.

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

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

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

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

**Future Needs:** Represents the gap between the vision and the current or projected performance of the system.

## G

**Geographic Information System (GIS):** A geographical information **system** that captures, stores, analyzes, manages, and presents data that is linked to location.

**Grade separated intersection:** is the process of aligning a junction of two or more transport axes at different heights (grades) so that they will not disrupt the traffic flow on other transit routes when they cross each other.

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

## H

**Hazardous Material:** Any toxic substance or explosive, corrosive, combustible, poisonous, or radioactive material that poses a risk to the public’s health, safety, or property, particularly when transported in commerce.

**High Occupancy Vehicle Lane:** Exclusive road or traffic lane limited to buses, vanpools, carpools, and emergency vehicles.

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

**Highway Capacity Manual (HCM):** is a publication that contains concepts, guidelines, and computational procedures for calculating the capacity and quality of service of various highway facilities, including freeways, highways, arterial roads, roundabouts, signalized and unsignalized.

**Highway Bridge Replacement and Rehabilitation Program:** Established under 23 U.S.C. Section 144, to enable the several states of replace and rehabilitate highway bridges when it is determined that the bridge is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence.

**Highway Trust Fund (HTF):** An account established by law to hold Federal highway user taxes that are dedicated for highway and transit related purposes. The HTF has two accounts: the Highway Account, and the Mass Transit Account.

**Highway-Rail Grade Crossing (Rail):** A location where one or more railroad tracks are crossed by a public highway, road, street or a private roadway at grade, including sidewalks and pathways at or associated with the crossing.

**Historic Preservation:** Protection and treatment of the nation’s significant historic buildings, landmarks, landscapes, battlefields, tribal communities and archeological sites, prominent federally-owned buildings; and State and privately-owned properties.

**Historically Underutilized Business (HUB):** Sole proprietorship businesses which are at least 51% minority or women owned and certified by the General Services Commission.



**Incident Management:** An incident is a non-recurrent event that causes reduction of roadway capacity or abnormal increase in demand. Incident management involves six major tasks: detection, verification, and response, removal/restoration of capacity, traffic management, and information to motorists. An incident such as a serious freeway traffic accident will generally require a coordinated effort by many different organizations involving police, fire, emergency, and transportation personnel.

**Infrastructure:** 1) In transit systems, all the fixed components of the transit system, such as rights-of-way, tracks, signal equipment, stations, park-and-ride lots, but stops, maintenance facilities. 2) In transportation planning, all the relevant elements of the environment in which a transportation system operates. 3) A term connoting the physical underpinnings of society at large, including, but not limited to, roads, bridges, transit, waste systems, public housing, sidewalks, utility installations, parks, public buildings and communications networks.

**Intelligent Transportation System (ITS):** A system that enables people and goods to move safely and efficiently through a state-of-the-art, intermodal transportation system that includes information processing, communications, control, and electronics. Automatic vehicle location systems, advanced signal timing, and other new and emerging advanced technology can be used with public transportation systems.

**Intermodal:** The ability to connect, and the connections between, modes of transportation.

**Intermodal freight operations facility:** A facility that involves the transportation of freight in an intermodal container or vehicle, using multiple modes of transportation (rail, ship, and truck), without handling of the freight itself when changing modes. The method reduces cargo handling, and so improves security, may reduce damages and loss, and may allow freight to be transported faster.

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

**Inter-regional Transportation:** Inter-regional public transportation service includes long distance passenger train and bus service that connects two or more metropolitan areas.

**Intersection:** 1) A point defined by any combination of courses, radials, or bearings of two or more navigational aids. 2) Used to describe the point where two runways, a runway and a taxiway, or two taxiways cross or meet.

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

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

**Interstate Maintenance:** The Interstate Maintenance program provides funding for resurfacing, restoring, rehabilitating and reconstructing most routes on the Interstate System.

**Intrastate:** Travel within the same state.

## L

**Land Use:** Refers to the manner in which portions of land or the structures on them are used, i.e. commercial, residential, retail, industrial, etc.

**Level of Service (LOS):** A description of the quality of service that can be expected by users of transportation facilities. For highways "A" means traffic is flowing freely and "E" or "F" means the highway is very congested. Highway LOS can be determined based on "Density" (average number of passenger cars located in a single lane within a one mile section), "Speed" (the average attainable speed in miles per hour), or "Maximum Service Flow" (average number of passenger cars that pass by every hour in one lane).

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

**Local option fuel tax:** With State Legislature approval, municipalities can tax fuel purchases along with the State and Federal governments. Fuel taxes are a natural revenue source for transportation improvements but they are typically opposed by the trucking industry, the American Automobile Association, and educators in Texas, whose portion of the state's gasoline levy could be affected by a reduction in fuel usage.

**Local Buses:** Local buses are the dominant mode of public transportation around the country and in the Hidalgo County Metropolitan Area. In general, they are large over-the-street vehicles that can carry many riders. They typically offer two-way service, with stops spaced every two or three blocks. The average operating speed is usually between 10 and 25 miles per hour.

**Local Street:** A street intended solely for access to adjacent properties.

**Long-Range Plan (LRP):** A plan referring to transportation planning for a time span of more than twenty years.

**Long Term:** In transportation planning, refers to a time span of, generally, 20 years. The transportation plan for metropolitan areas and for States should include projections for land use, population, and employment for the 20-year period.

## M

**Major Investment Study (MIS):** A study, required under SAFETEA-LU, done on major transportation improvement projects such as fixed guide way transit projects and controlled access highways that would involve the use of federal funds. The study includes factors that would justify a proposed project, such as its cost effectiveness and overall effectiveness, and evaluates various modes of travel to solve a transportation problem.

**Major Transfer Center:** A multimodal transportation node that connects two or more transit routes with pedestrian, bicycle or automobile modes of travel. The transfer distance between different modes of transport should be no more than 300 feet wherever possible, with an absolute maximum of 600 feet.

**Management Systems:** 1) Systems to improve identification of problems and opportunities throughout the entire surface transportation network, and to evaluate and prioritize alternative strategies, actions and solutions. 2) A systematic process, designed to assist decisionmakers in selecting cost-effective strategies/actions to improve the efficiency and safety of, and protect the investment in, the nation's transportation infrastructure.

**Mass Transportation Agency:** An agency authorized to transport people by bus, rail or other conveyance, either publicly or privately owned, and providing to the public general or special service (but not including school, charter or sightseeing service) on a regular basis.

**Measure of Effectiveness:** Measures or tests which reflect the degree of attainment of particular objectives.

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

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

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

**Metropolitan Statistical Area (MSA):** Areas defined by the U.S. Office of Management and Budget. A county or a group of contiguous counties that contain at least one city of 50,000 inhabitants or more, or 2) An urbanized area of at least 50,000 inhabitants and a total MSA population of at least 100,000. The contiguous counties are included in an MSA if, according to certain criteria, they are essentially metropolitan in character and are socially and economically integrated with the central city.

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

**Minor Arterial (MNR):** A secondary facility to meet local access and circulation requirements. Low priority is given at significant intersections.

**Minority-owned Business Enterprise (MBE):** A business whose ownership is comprised of at least 51% minorities.

**Mobility:** The ability to move or be moved from place to place.

**Mode:** A specific form of transportation, such as automobile, subway, bus rail, or air.

**Multimodal:** The availability of transportation options using different modes within a system or corridor.

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

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

## N

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

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

**National Highway Traffic Safety Administration:** The Administration was established by the Highway Safety Act of 1970 (23 U.S.C. 401 note). The Administration was established to carry out a congressional mandate to reduce the mounting number of deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways and to provide motor vehicle damage susceptibility and ease of repair information, motor vehicle inspection demonstrations and protection of purchasers of motor vehicles having altered odometers, and to provide average standards for greater vehicle mileage per gallon of fuel for vehicles under 10,000 pounds.

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

**Nitrogen Oxides (NOx):** A chemical term for nitrogen oxides produced during combustion. This binary compound of oxygen and nitrogen contributes to ground-level ozone.

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

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

## O

**Objectives:** Specific, measurable statements related to the attainment of goals.

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

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

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

**Occupant:** Any person who is in or upon a motor vehicle in transport. Includes the driver, passengers, and persons riding on the exterior of a motor vehicle.

**Ozone (O<sub>3</sub>):** is a triatomic molecule, consisting of three oxygen atoms. Therefore, hydrocarbon emissions caused by the operation of trucks, automobiles, lawn mowers, and other gasoline powered equipment, can contribute to the production of ozone. Ground-level ozone is an air pollutant with harmful effects on the respiratory systems of animals.

## P

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

**Park-and-Ride Lot:** Any designated parking lot that is serviced with express or limited-express transit service.

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

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

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

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

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

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

**Performance Measures:** Indicators of how well the transportation system is performing with regard to such things as average speed, reliability of travel, and accident rates. Used as feedback in the decisionmaking process.

**Person Trip:** A trip taken by an individual. For example, if three persons from the same household travel together, the trip is counted as one household trip and three person trips.

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

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

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

**Public Transit:** Passenger transportation services, usually local in scope, that is available to any person who pays a prescribed fare. It operates on established schedules along designated routes or lines with specific stops and is designed to move relatively large numbers of people at one time.

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

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

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

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

## R

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

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

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

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

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

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

**Reversible travel lane:** A traffic lane which is used to carry traffic in one direction during a specific period of the day, and carries traffic in the opposite direction, or is restricted to turning movements, during another period of the day. Changeable electronic signs are used to inform motorists of how the lane can be used.

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

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

**Revolving loan fund:** Financing tool that recycles funds by providing loans, receiving loan repayments, and then providing further loans. Austin could capitalize its own revolving fund with grants or bond proceeds secured by independent revenue sources.

**Right of Way (ROW):** Public land reserved for locating infrastructure such as a roadway or a utility line. *Sale/leaseback agreement:* Used by public agencies as a cash flow management

technique. Government owned facilities, such as bus maintenance facilities, can be sold to private investors, who will expand or rehabilitate the facility and then lease it back to the public agency over a fixed period of time.

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

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

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

## S

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

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

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

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

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

**Special districts:** Special Assessment Districts, Benefit Assessment Districts, and Road Utility Districts are used to help recover the capital costs of street or roads or to capture part of the potential value of these improvements for adjoining landowners or commercial businesses. As public entities, these districts can issue bonds secured only by fee income. This affects or benefits specific constituents and can be politically sensitive. Revenues derived from special districts are potentially a good source of funds for maintenance reserve accounts.

**Special Infrastructure Development Unit:** A working group of planning, engineering and financial specialists which oversees a limited number of major transportation projects that are financed with public and private sector funds. Through a Joint Powers Resolution the Unit's governance could be shared among local agencies such as the TxDOT Pharr District

and a city and/or county transportation department, and the Unit would manage a single pipeline of public/private sector projects for the region. Project implementation would remain with the relevant state and local agencies. The Unit would finance its operations through fees payable at a financial closing.

**Sprawl:** Urban form that connotatively depicts the movement of people from the central city to the suburbs. Concerns associated with sprawl include loss of farmland and open space due to low-density land development, increased public service costs, and environmental degradation as well as other concerns associated with transportation.

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

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

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

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

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

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

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

**Surface Transportation Program (STP) (part of ISTEA and TEA 21):** A federal program designed to create flexible funding for transit and highway construction.

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

**Surface Transportation Program --Metropolitan Mobility (STP MM):** A funding category used to address transportation needs within the metropolitan area boundaries of MPOs having urbanized areas with populations of 200,000 or greater.

## T

**Tax exempt revenue bonds:** Widely used by state and local governments to finance revenue producing facilities such as airports, toll roads, sports complexes, hospitals, and

wastewater plants. It is generally secured only by project revenues, without a back-up pledge, and is regarded as off balance sheet financing for the public agency issuing the bonds. Under appropriate arrangements, revenue bonds can also be used for street rehabilitation and maintenance.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Transportation Infrastructure:** A federal credit program under which the USDOT may provide three forms of credit assistance – secured (direct) loans, loan guarantees, and standby lines of credit – for surface transportation projects of national or regional significance. The fundamental goal is to leverage federal funds by attracting substantial private and non-federal co-investment in critical improvements to the nation's surface transportation system.

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

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

**Trust Fund:** A fund credited with receipts that are held in trust by the government and earmarked by law for use in carrying out specific purposes and programs in accordance with an agreement or a statute.

## U

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

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

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

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

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

## V

**Vanpool (Transit):** Public-sponsored commuter service operating under prearranged schedules for previously formed groups of riders in 9- to 18-seat vehicles. Drivers are also commuters who receive little or no compensation besides the free ride.

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

**Vehicle Miles:** Miles of travel by all types of motor vehicles as determined by the states on the basis of actual traffic counts and established estimating procedures.

***Volatile Organic Compounds (VOC):*** Toxic residual chemicals from fossil fuel combustion, solvents, paints, glues and some dry cleaning processes which contribute to ozone formation.

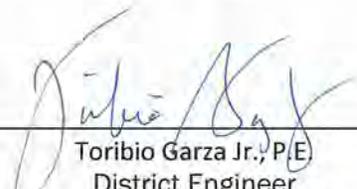
## Z

***Zone:*** The smallest geographically designated area for analysis of transportation activity. A zone can be from one to ten square miles in area. Average zone size depends on the total size of study area.

MPO SELF-CERTIFICATION – ATTAINMENT AREA

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

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
\_\_\_\_\_  
Toribio Garza Jr., P.E.  
District Engineer  
Texas Department of Transportation

4/17/14  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Honorable Guillermo Ramirez  
Hidalgo County  
Metropolitan Planning Organization  
Policy Board Chairperson

4/17/14  
\_\_\_\_\_  
Date

# HCMPO

## Hidalgo County Metropolitan Planning Organization

510 South Pleasantview

Weslaco, TX 78596

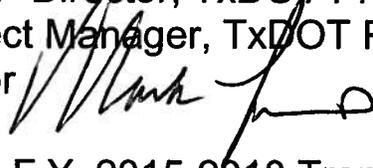
Phone (956) 969-5799

Fax (956) 969-5821

[www.hcmpo.org](http://www.hcmpo.org)

[info@hcmpo.org](mailto:info@hcmpo.org)

# ***BROWNSVILLE MPO MEMORANDUM***

**TO:** Homer Bazan P.E., TP&P Director, TxDOT Pharr District  
**ATTN:** Epi Gonzalez P.E., Project Manager, TxDOT Pharr District  
**FROM:** Mark Lund, MPO Director   
**DATE:** April 28, 2014  
**SUBJECT:** Transmittal of the MPO's F.Y. 2015-2018 Transportation Improvement Program (TIP)

---

Attached, please find the MPO's F.Y. 2015-2018 TIP. Please contact me if you have any concerns and/or questions on these matters.

Thank you.

xc Alfonso Vallejo, MPO Planner  
Gabriel Zuniga, Transit Planner  
Alicia Justilian, Administrative Specialist

**BROWNSVILLE METROPOLITAN  
PLANNING ORGANIZATION**

**F.Y. 2015-F.Y. 2018  
METROPOLITAN TRANSPORTATION  
IMPROVEMENT PROGRAM  
(TIP)**

By:

Brownsville MPO Staff  
Planning Department  
City of Brownsville  
P.O. Box 911  
Brownsville, TX 78520

Sponsoring Governmental Agencies:

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

Other Participating Agencies:

Brownsville Chamber of Commerce  
Brownsville Airport Advisory Committee  
Brownsville Economic Development Council

Adopted by the MPO Policy Committee on:  
April 9, 2014

For more information, please contact the MPO staff at (956) 548-6150, or access the MPO's website as follows:  
<http://www.cob.us/mpo/>

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

PROJECT SELECTION PROCEDURES  
F.Y. 2015 – F.Y. 2018  
FOR THE BROWNSVILLE METROPOLITAN PLANNING ORGANIZATION

The Policy Committee, acting as the policy group for the above named Metropolitan Planning Organization, hereby approves the following procedures pertaining to project selection for F.Y. 2015-2018 (September 1, 2014-August 31, 2018):

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

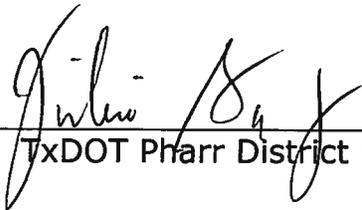
This procedure was developed cooperatively between the Texas Department of Transportation and the MPO and supersedes any previously adopted project selection procedures and signed this 9<sup>th</sup> day of April, 2014.



Chairman of the Policy Committee

04-09-2014

Date



TxDOT Pharr District Engineer

04-09-2014

Date

**RESOLUTION  
BROWNSVILLE MPO POLICY COMMITTEE**

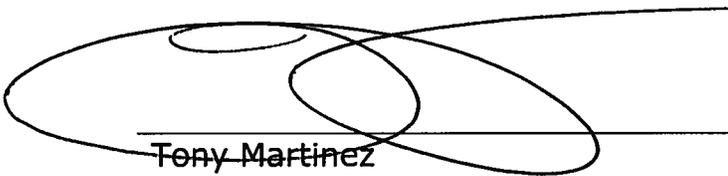
**WHEREAS**, the Policy Committee of the Brownsville Metropolitan Planning Organization (MPO) has reviewed the recommendation of the MPO Technical Committee as concerns the adoption of the F.Y. 2015-2018 Metropolitan Transportation Improvement Program (TIP); and

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

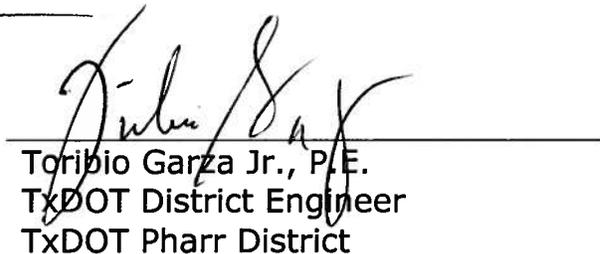
**WHEREAS**, the Brownsville MPO staff and MPO Policy and Technical Committee members will work in cooperation with TxDOT staff to implement the Urban Transportation Planning Process in compliance with applicable State and Federal guidelines.

**NOW, THEREFORE, BE IT RESOLVED** that the F.Y. 2015-2018 Metropolitan Transportation Improvement Program (TIP) is hereby adopted by the Policy Committee of the Brownsville Metropolitan Planning Organization.

Signed:



Tony Martinez  
Chairperson  
Brownsville MPO Policy Committee

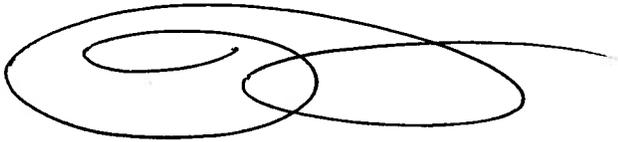


Toribio Garza Jr., P.E.  
TxDOT District Engineer  
TxDOT Pharr District

Dated: 04-09-2014

## PUBLIC INVOLVEMENT PROCESS (PIP) CERTIFICATION

The **Brownsville Metropolitan Planning Organization** certifies that the Public Involvement Process adopted by the Policy Committee was followed as part of the adoption of the F.Y. 2015-2018 Metropolitan Transportation Improvement Program (TIP).



\_\_\_\_\_  
Tony Martinez  
Chairperson  
Brownsville MPO Policy Committee

04-09-2014

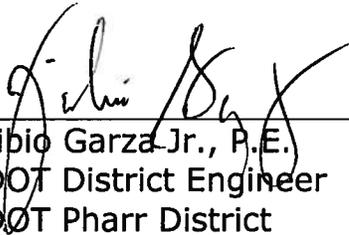
\_\_\_\_\_  
Date



\_\_\_\_\_  
Mark Lund  
MPO Director  
City of Brownsville

4-09-2014

\_\_\_\_\_  
Date



\_\_\_\_\_  
Toribio Garza Jr., P.E.  
TxDOT District Engineer  
TxDOT Pharr District

04-09-2014

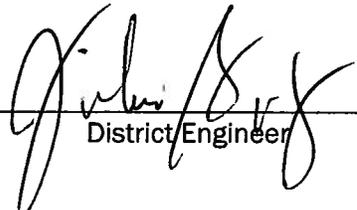
\_\_\_\_\_  
Date

**MPO SELF-CERTIFICATION – ATTAINMENT AREA**

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

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

\_\_\_\_\_  
Pharr  
District  
Texas Department of Transportation

  
\_\_\_\_\_  
District Engineer

\_\_\_\_\_  
04-09-14  
Date

\_\_\_\_\_  
Brownsville  
Metropolitan Planning Organization  
Policy Board Chairperson

  
\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
04-09-14  
Date

## I. INTRODUCTION

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

In 2010, the Brownsville MPO study area had a population of approximately 226,282 persons. Located on the Texas border, north of Matamoros in the Republic of Mexico, the Brownsville MPO is organized into two committees, as follows:

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

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

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

The F.Y. 2015-2018 Transportation Improvement Program will address the area's mobility issues related to urban growth. The Brownsville MPO Policy Committee adopted this document by action taken on April 9, 2014. The contents of this document reflect the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) regulations.

### A. Purpose

The purpose of the F.Y. 2015-2018 Brownsville Transportation Improvement Program is, in the coming years, to fund projects that afford improvements to the MPO's area transportation system. The MPO seeks to provide continuous, cooperative and comprehensive transportation planning for the area. This serves to promote both the general welfare and economic development of the Brownsville Metropolitan area. Securing broad-based and on-going public involvement in the transportation planning process is an integral part of this public purpose. In developing plans and programs pursuant to federal regulations, the Brownsville MPO will take into account the following in the planning of future improvements to the existing transportation system:

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

#### B Definition of Area

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

NOTE: Please see reference attachment.

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

#### C. Public Involvement Process

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

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

- Early and continuing public involvement opportunities throughout the transportation planning and programming process;

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

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

In the last quarter of calendar year 2013, the Brownsville MPO held six public workshops exceeding its usual public involvement requirements as concerns TIP formulation and adoption. The MPO Listening Sessions were organized to make it easy for the public to offer comments on both short term needs (for possible TIP inclusion) and long range needs for the consideration in the formation of the MPO’s MTP Update. The MPO workshops’ dates, time and locations are listed below:

- Wednesday, September 25, 2013 at 6:00 pm  
Historic Brownsville Museum (Mary Yturria Education Center)  
641 E. Madison St., Brownsville, TX
- Wednesday, October 2, 2013 at 6:00 pm  
Southmost Community Network Center (Police Substation)  
2900 Southmost Rd., Brownsville, TX
- Wednesday, October 9, 2013 at 6:00 pm  
Brownsville Public Utilities Board (Meeting Room)  
1425 Robinhood Dr., Brownsville, TX
- Wednesday, October 16, 2013 at 6:00 pm  
Westside Community Network Center (Police Substation)  
1763 US Highway 281, Brownsville, TX
- Tuesday, October 8, 2013 at 6:00 pm  
Town Municipal Hall

3301 Carmen Ave., Rancho Viejo, TX

- Tuesday, November 12, 2013 at 7:00 pm  
City Hall  
200 N. Brazil St., Los Fresnos, TX

The informal format used at four of these workshops allowed participants to stop at any of five manned stations (booths) to ask questions, examine displays/maps and/or offer comments. The five (5) stations focused on the following topics: Transit, Congestion Problems/Signals, Safety, Highways/Roadways and Bicycle & Pedestrian issues.

Also, input came about from citizens playing the "Spend Your MPO Bucks" contest/game at all of the public workshops. Each participant was given 40 dollars in MPO money to spend. Spending the money involved placing the dollars into one or more boxes. MPO staff will also provide opportunities for the public to comment on new proposed roadway and transit projects/activities eligible for STP-MM.

Also, the MPO's TIP public involvement process included the following: public speaking engagements at local civic groups (eg. Rotary luncheons) comments gained via the MPO newsletters, informal and formal presentation(s) made to the Brownsville Chamber of Commerce and distributions of MPO flyers at other events.

#### D. Project Selection Process

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

On March 12, 2014, the MPO Policy Committee took action on adoption of the MPO's Category 7/STP-MM Evaluation Process. It is expected that between mid-March and June 2014 various agency staff will develop candidate projects and secure local matching funds. Agency submittals will be due to the Brownsville MPO on May 21, 2014. During the latter half of June 2014, the MPO Technical Committee members will review and technically score the candidate projects.

Based upon the relative merits of the various candidate projects, the MPO Technical Committee will issue its recommendations to the Policy Committee. It is expected that the MPO Policy Committee members will take action on a list of STP-MM (Category 7) funded transportation projects at the MPO meeting scheduled for July 9, 2014. This will be an evening meeting of the MPO Policy Committee to allow for opportunities for public comment on the proposed transportation projects.

Other opportunities will be afforded for public comment on these issues. The selection of projects by the MPO will occur late in the TIP cycle, thus new listings

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

#### E. MTP & TIP Development

The Brownsville MPO adopted an update of the Brownsville Metropolitan Transportation Plan in December 2009. Copies of the 2010-2035 Brownsville Metropolitan Transportation Plan (MTP) were printed in-house and made available to the public. The purpose of this plan is to guide the development of the area's transportation system through implementation of a prioritized list of improvement projects. This long-range plan identifies numerous transportation improvement projects to address projected transportation needs for the next 20-25 years.

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

Another MTP Update is underway with adoption of a fiscally-constrained MTP slated to occur in December 2014.

#### Recently Completed Transportation Improvement Projects

West Morrison Road – This segment of Morrison Road was finished in 2012. This east:west roadway, which extends from the southbound frontage road of U.S. 77/83 westward to F.M. 3248 will open up a large area for development, once the rail traffic is removed. This project did not involve MPO funding.

West Rail – Construction activities for this project have been completed. Safety benefits of the West Rail Project, which derive from removing the rail operations from their current location, are diverse and numerous. Local governments (ie. Cameron County and the City of Brownsville) are responsible for moving of the Vehicle and Cargo Imaging System (VACIS) presently at the B&M Rail Bridge. This VACIS will be moved and set-up at the new West Rail location in the upcoming months. The elimination of rail operations through the residential and downtown areas of Brownsville and Matamoros will improve the quality of life in two communities.

Veteran's International Bridge – Coordinated Border Infrastructure (CBI) funds have been combined with local funds to make improvements at the Veteran's International Bridge at Los Tomates. Four additional lanes were constructed at

this international crossing.

Widening of F.M. 511 (S.H. 550) – Some years ago, TxDOT completed widening to a four-lane divided section from the U.S. Expressway to S.H. 48. It should be noted that a significant safety feature of this project was the addition of a wide median to thwart potential deadly head-on collisions. The purchase of right-of-way was done to acquire sufficient land to allow subsequent S.H. 550 elements to be built as tolled lanes. A new entrance for the Port of Brownsville was established to the north to serve a new S.H. 550 connection (toll road).

Other S.H. 550 Tollway improvements are presently under construction. Direct connection ramps are being built to connect to and from U.S. 77/83 (I-69E).

#### F. Other Transportation Funding Issues

The Brownsville MPO attained Transportation Management Area (TMA) status in F.Y. 2013. Accordingly, some additional Category 7 funds are now available to the Brownsville MPO, for its use. Please see the table (below) for more information.

Brownsville MPO Funding Summary  
STP-MM / Category 7

<u>Fiscal Year</u>	<u>Federal Share</u>	<u>Local Match</u>	<u>Total</u>
F.Y. 2015	\$3,430,000.00	\$686,000.00	\$4,116,000.00
F.Y. 2016	\$3,490,000.00	\$698,000.00	\$4,188,000.00
F.Y. 2017	\$3,530,000.00	\$706,000.00	\$4,236,000.00
F.Y. 2018	\$3,570,000.00	\$714,000.00	\$4,284,000.00

The Brownsville MPO will be receiving funds for the Transportation Alternatives Program (TAP). The Transportation Alternatives Program (TAP) was authorized by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) signed into law on July 6, 2012. The MPO's Scoring Methodology for evaluating candidate improvement projects is still being developed. It is expected that the MPO's TAP Scoring Methodology be ready for adoption by the MPO Policy Committee in the coming weeks.

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

- Active Transportation – Bicycle & Pedestrian Facilities (Infrastructure-Related Projects)  
Projects that make non-motorized travel safe, convenient and appealing.
- Safety & Access to Schools (Infrastructure & Non-Infrastructure-Related Projects)  
The planning, design and construction of infrastructure-related projects

that will substantially improve the ability of students to walk and bicycle to school.

After the MPO Policy Committee adopts the MPO's Evaluation/Scoring Methodology to assess TAP Candidate Projects, agencies will be notified by the MPO staff. This MPO Program Call will provide notice of about 8-10 weeks to the agencies for them to develop and submit proposed projects for MPO consideration. The MPO Policy Committee will select improvement projects to receive TAP funds, after receiving recommendations on these matters from the MPO Technical Committee. Also, public input will be a part of the MPO's decision-making process.

Later, in 2014, the Brownsville MPO will submit proposed TIP revisions to list TAP-funded improvement projects.

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

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

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

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

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

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

## Construction Engineering Cost & Contingencies:

The TxDOT District Design Engineer provided this breakdown as follows:

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

## Indirect Cost:

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

### Cameron County Regional Mobility Authority:

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

## H. Transit Planning

The City of Brownsville—Brownsville Metro provides local bus service in Brownsville. Brownsville Metro operates a network of 16 routes and 19 buses within the City of Brownsville using 30-35 foot buses. Most routes begin and end at the Downtown Multi-modal Terminal (La Plaza). One route operates at a transfer station located near F.M. 802 in the north side of the City. The City also offers a complementary paratransit (demand/response) service for eligible individuals with disabilities. Brownsville Metro hours of operation are from 5:50 a.m. to 8:40 p.m., Monday thru Saturday.

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

Brownsville Metro and the Brownsville Metropolitan Planning Organization (MPO) have actively participated as members of the Regional Transit Advisory Panel (RTAP), a committee of individuals representing diverse public transportation needs. BUS and the Brownsville MPO helped to develop and begin implementation of a transportation coordination plan for Cameron, Hidalgo and Willacy Counties. Staff at TxDOT's Pharr District have participated at RTAP meetings, as well. The RTAP has outlined ways to more effectively "manage mobility" for the region.

The multi-modal terminal facility in Brownsville has helped to enhance interconnectivity with other transit systems in the region. Metro Connect is a collaborative program between Brownsville, McAllen and South Padre Island and the Valley Transit Company. This collaborative program offers affordable and convenient intercity bus service to residents and study. The system consists of three bus lines: the Green Line which connects UTPA in Edinburg to the City of McAllen, the Red Line which connects the City of McAllen to the City of Brownsville and the Blue Line which connects the City of Brownsville to South Padre Island. Buses run regularly, seven days per week.

#### Transit: Year of Expenditure (YOE) Considerations

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

Changes, due to inflationary cost adjustments, at 4% per year are shown for all of the transit financial listings. Most of these Brownsville Metro listings cover broad categories, (eg. Operating Assistance), rather than specific (individual project) improvements. However, the Brownsville Metro City-Wide Transit Improvement Project does reflect two types of changes. Both Year of Expenditure (YOE) changes, (4% inflationary factor is now shown), per year and Total Project Cost have been added to reflect estimated costs for all project phases.

#### I. Operations and Maintenance Issues

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

Other tools, aside from the added capacity improvement projects, can be used to

deal with congestion problems on MPO area roadways. Many of these other tools comprise operational and maintenance strategies. Typically, no single strategy by itself can yield dramatic results. By employing multiple strategies at once, the MPO (in cooperation with TxDOT-Pharr District and local municipalities) can effectively utilize operational and maintenance (O&M) strategies to forestall or diminish congestion problems. For example, transit service can alleviate congestion problems by moving passengers to employment centers, shopping and other destinations efficiently.

### On-going Maintenance Activities in the Brownsville MPO Study Area

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

Some years ago, the MPO Committees closely examined the area's future financial needs in terms of expected maintenance costs for On-System and Off-System roadways, as On-System bridges. These analyses culminated in the MPO's formal adoption of the Brownsville MPO's Texas Urbanized Area Mobility Plan, (TUMP). This TUMP document outlines the future revenues that will be allocated by TxDOT, the City of Brownsville, the Town of Rancho Viejo and the City of Los Fresnos towards these O&M needs. If (or when) operating costs escalate in the upcoming years, each of the aforementioned entities have committed to allocate sufficient revenues to maintain the area roadways in a desirable condition.

The Pharr District's Maintenance Division periodically assesses its On-System pavement conditions to ensure that MPO's On-System roadways meet these requirements. The MPO's TUMP addresses maintenance needs for both the short term and long term (2030) time periods.

For more information about the revenues devoted towards maintenance within the short term, the reader is directed to the enclosed TIP Spreadsheet, which outlines expenditures for seal coat and pavement overlays, as well as bridge repairs and replacements.

### MPO Policies: Operational Improvements

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

operational improvements, provide less expensive solutions to congestion issues, as compared to adding capacity.

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

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

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

Increased funding for operational improvements will pay huge dividends to the community by lessening of congestion problems on many of Brownsville's roadways. Traffic Division staff at the City of Brownsville are working on design plans to upgrade traffic signals, install closed loop radio equipment, (to provide signal synchronization) and implement other projects for possible MPO funding. Please see the section herein about the use of Category 7 funds for more information.

#### J. MAP-21

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

For purposes of carrying out the National Highway Performance Program, the United States Department of Transportation (USDOT) will establish measures for TxDOT to use to assess the following:

- Condition of Pavements
- Condition of Bridges
- Performance of Interstate System
- Performance of National Highway System (excluding the Interstate)

Performance Measures – For the purpose of carrying out the Highway Safety Improvement Program, USDOT shall establish measures for TxDOT to use to assess:

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

Performance Targets:

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

The MPO's TIP must include to the maximum extent practical:

- A discussion of the anticipated effect of the improvement program towards achieving the performance targets established in the MTP
- A linkage of investment priorities to performance targets

Transit Performance Plans are required under MAP-21 as follows:

- Transit Asset Management Plan
- Transit asset management plan required for recipients of federal financial assistance
- Content and update frequency to be established by USDOT

Public Transportation Agency Safety Plan:

- Comprehensive agency safety plan required to be established by each designated recipient of federal transit funds
- Plan required within one year after effective date of a final issued by the USDOT to carry out the Public Transportation Safety Program

Transit Performance Reporting:

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

USDOT will establish state of good repair (SGR) standards for measuring the condition of capital assets of recipients including:

- Equipment
- Transit fleet
- Infrastructure
- Facilities

The MPO's MTP performance targets have not yet been established. The MPO's Congestion Management Process (CMP) will serve as a means of examining the effectiveness of TIP investments towards reaching MTP Performance targets. Accordingly, it is premature to predict how various projects selected for the MPO's TIP will fare in terms of reducing congestion, or even keeping congestion problems from worsening. Given the on-going population increases within the MPO's study area, the goal of forestalling increased congestion levels might be difficult to achieve.

#### K. Land Use: Transportation Connection

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

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

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

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

The Brownsville MPO has no zoning powers. It is possible that the MPO's study area could experience future reductions of transportation-related Greenhouse Gases (GHG) emissions by virtue of future local initiatives. Such an outcome could take place. It would require a stronger local commitment to sustainable development practices and a willingness to fund other needed improvements. GHG reductions will

result from the construction of bikeways, hike and bike trails and other pedestrian amenities. Local residents can then use these alternative modes for some of their work, shopping and recreational trips.

L. Use of Intelligent Transportation System (ITS) Technologies

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

A good example of the use of ITS technology can be seen within the I-69E/U.S. 77/83 Expressway corridor in Brownsville. Some years ago, TxDOT installed Dynamic Message Signs. Warnings can be issued to motorists to advise them about roadway conditions, accidents and/or other emergency-related events.

M. Air Quality Issues

No significant air quality problems have been found within the Brownsville MPO area.

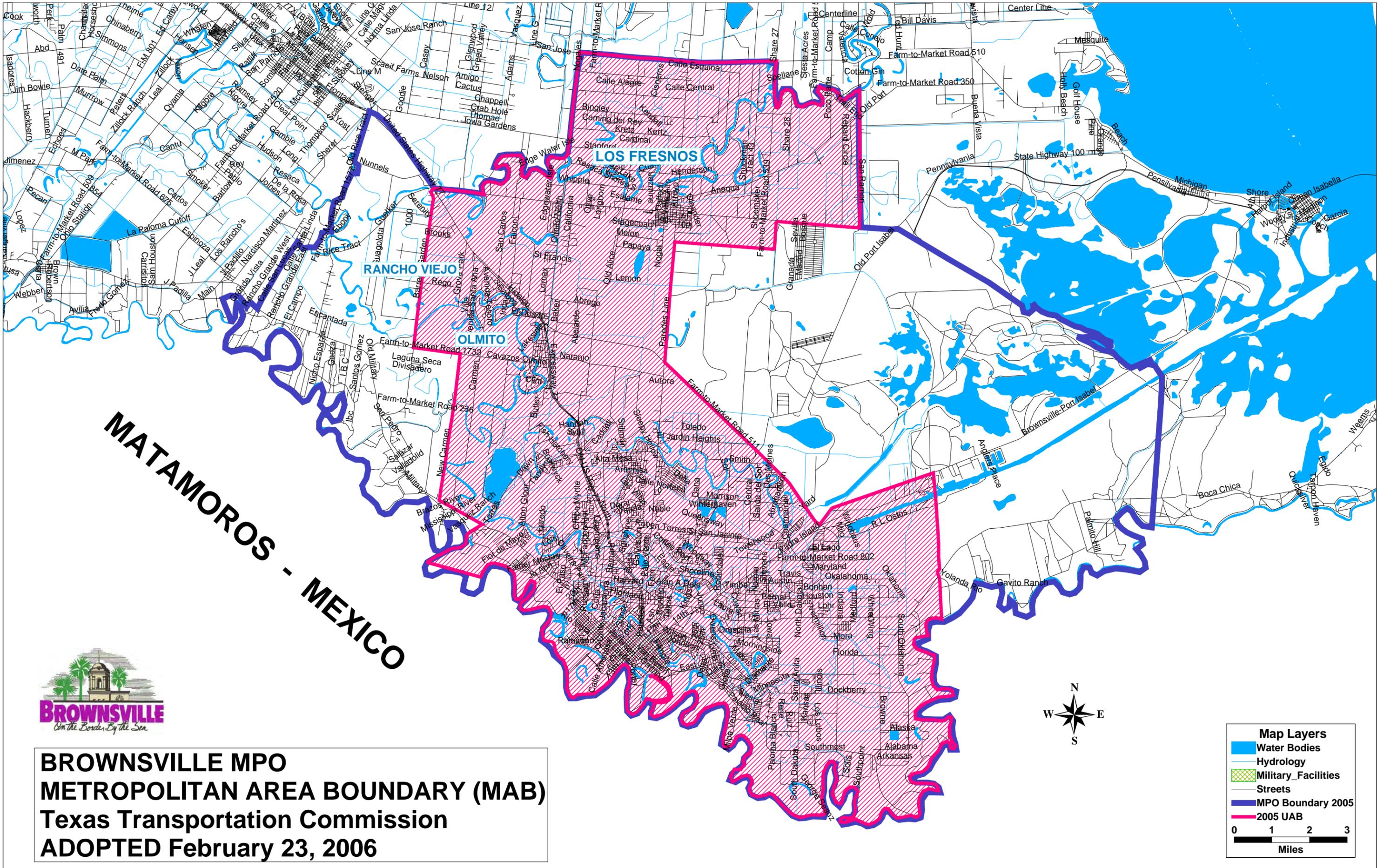
N. Americans with Disabilities Act (ADA)

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

## GLOSSARY

### PROJECT LISTINGS

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



**MATAMOROS - MEXICO**



**BROWNSVILLE MPO  
METROPOLITAN AREA BOUNDARY (MAB)  
Texas Transportation Commission  
ADOPTED February 23, 2006**

**Map Layers**

- Water Bodies
- Hydrology
- Military Facilities
- Streets
- MPO Boundary 2005
- 2005 UAB

0 1 2 3  
Miles

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

**TXDOT PHARR DISTRICT  
FY 2015**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
21 - Pharr	Cameron	3626-01-001	SH 32 (East Loop)	C,E,R	Brownsville	Cameron County RMA	\$36,647,500
<b>LIMITS FROM:</b>	US 77/83 near Veterans International Bridge					REVISION DATE:	4/9/2014
<b>LIMITS TO:</b>	FM 1419 (Paloma Blanca)					MPO PROJ NUM:	BMPO-LP4
<b>PROJECT DESCRIPTION:</b>	Construct 6 lane divided urban (US 77/83 to East Ave.) & 4 lane divided urban (East Ave. to FM 1419)					FUNDING CAT(S):	Local (PT Financing), 10 - Earmark
<b>REMARKS:</b>	\$14,000,000 of construction to be reimbursed in future Pass-Thru Financing (PTF-using federal and state funds). NOTE: ROW cost includes \$1,500,000 for utilities.					PROJECT HISTORY:	N/A

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
PRELIM ENG:	\$2,189,000		Cat. 1 Cost:	\$0	\$0	\$0	\$0	\$0
ROW PURCHASE:	\$6,000,000		Cat. 6 Cost:	\$0	\$0	\$0	\$0	\$0
CONST COST:	\$24,279,500		Cat. 10 Cost:	\$911,515	\$0	\$0	\$0	\$911,515
CONST ENG:	\$2,189,000	\$36,647,500	Prop. 12 Cost:	\$0	\$0	\$0	\$0	\$0
CONTING:	\$1,990,000		Local Contribution:	\$0	\$0	\$0	\$35,735,985	\$35,735,985
IND COSTS:	\$0		Total Funding by Share:	\$911,515	\$0	\$0	\$35,735,985	\$36,647,500
BOND FINANCING:	\$0							
TOTAL PROJ COST:	\$36,647,500							

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

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

**TXDOT PHARR DISTRICT  
FY 2015**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	1426-01-037	SH 32 (East Loop)	C,E,R	Brownsville	Cameron County RMA	\$10,401,360
<b>LIMITS FROM:</b>	FM 1419					REVISION DATE:	4/9/2014
<b>LIMITS TO:</b>	FM 3068					MPO PROJ NUM:	BMPO-LP5
<b>PROJECT DESCRIPTION:</b>	Widen to 4 lane divided urban					FUNDING CAT(S):	Local (PT Financing)
<b>REMARKS:</b>	\$6,600,000 of construction to be reimbursed in future Pass-Thru Financing (PTF-using federal and state funds). NOTE: ROW includes \$1,000,000 for utilities.				PROJECT HISTORY: N/A		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
PRELIM ENG:	\$440,000	\$10,401,360	Cat. 1 Cost:	\$0	\$0	\$0	\$0	\$0
ROW PURCHASE:	\$4,000,000		Cat. 6 Cost:	\$0	\$0	\$0	\$0	\$0
CONST COST:	\$5,121,360		Cat. 8 Cost:	\$0	\$0	\$0	\$0	\$0
CONST ENG:	\$440,000		Prop. 12 Cost:	\$0	\$0	\$0	\$0	\$0
CONTING:	\$400,000		Local Contribution:	\$0	\$0	\$0	\$10,401,360	\$10,401,360
IND COSTS:	\$0		Total Funding by Share:	\$0	\$0	\$0	\$10,401,360	\$10,401,360
BOND FINANCING:	\$0							
<b>TOTAL PROJ COST:</b>	<b>\$10,401,360</b>							

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

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

**TXDOT PHARR DISTRICT  
FY 2015**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	3626-02-001	SH 32 (East Loop)	C,E,R	Brownsville	Cameron County RMA	\$9,845,200
<b>LIMITS FROM:</b>	FM 3068					REVISION DATE:	4/9/2014
<b>LIMITS TO:</b>	FM 3550					MPO PROJ NUM:	BMPO-LP5
<b>PROJECT DESCRIPTION:</b>	Construct 2 lane roadway on new location					FUNDING CAT(S):	Local (PT Financing)
<b>REMARKS:</b>	\$8,000,000 of these costs to be reimbursed in future Pass-Thru Financing (PTF-using federal and state funds). NOTE: ROW cost includes 75k for utilities.				PROJECT HISTORY: N/A		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
PRELIM ENG:	\$660,000	\$9,845,200	Cat. 1 Cost:	\$0	\$0	\$0	\$0	\$0
ROW PURCHASE:	\$700,000		Cat. 6 Cost:	\$0	\$0	\$0	\$0	\$0
CONST COST:	\$7,225,200		Cat. 8 Cost:	\$0	\$0	\$0	\$0	\$0
CONST ENG:	\$660,000		Prop. 12 Cost:	\$0	\$0	\$0	\$0	\$0
CONTING:	\$600,000		Local Contribution:	\$0	\$0	\$0	\$9,845,200	\$9,845,200
IND COSTS:	\$0		Total Funding by Share:	\$0	\$0	\$0	\$9,845,200	\$9,845,200
BOND FINANCING:	\$0							
<b>TOTAL PROJ COST:</b>	<b>\$9,845,200</b>							

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

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

**TXDOT PHARR DISTRICT  
FY 2015**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
21 - Pharr	Cameron	1426-01-043	SH 32 (East Loop)	C,E,R	Brownsville	Cameron County RMA	\$5,065,560
<b>LIMITS FROM:</b>	FM 3550					REVISION DATE:	4/9/2014
<b>LIMITS TO:</b>	FM 3551					MPO PROJ NUM:	BMPO-LP5
<b>PROJECT DESCRIPTION:</b>	Construct 2 lane roadway					FUNDING CAT(S):	Local (PT Financing)
<b>REMARKS:</b>	\$4,000,000 of these costs to be reimbursed in future Pass-Thru Financing (PTF-using federal and state funds). NOTE: ROW cost includes \$100,000 in utilities.				PROJECT HISTORY: N/A		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
PRELIM ENG:	\$297,000	\$5,065,560	Cat. 1 Cost:	\$0	\$0	\$0	\$0	\$0
ROW PURCHASE:	\$900,000		Cat. 6 Cost:	\$0	\$0	\$0	\$0	\$0
CONST COST:	\$3,301,560		Cat. 8 Cost:	\$0	\$0	\$0	\$0	\$0
CONST ENG:	\$297,000		Prop. 12 Cost:	\$0	\$0	\$0	\$0	\$0
CONTING:	\$270,000		Local Contribution:	\$0	\$0	\$0	\$5,065,560	\$5,065,560
IND COSTS:	\$0		Total Funding by Share:	\$0	\$0	\$0	\$5,065,560	\$5,065,560
BOND FINANCING:	\$0							
<b>TOTAL PROJ COST:</b>	<b>\$5,065,560</b>							

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

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

**TXDOT PHARR DISTRICT  
FY 2015**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
21 - Pharr	Cameron	3626-03-001	SH 32 (East Loop)	C,E,R	Brownsville	Cameron County RMA	\$3,965,640
<b>LIMITS FROM:</b>	FM 3551					REVISION DATE:	4/9/2014
<b>LIMITS TO:</b>	SH 4					MPO PROJ NUM:	BMPO-LP5
<b>PROJECT DESCRIPTION:</b>	Construct 2 lane roadway on new location					FUNDING CAT(S):	Local (PT Financing)
<b>REMARKS:</b>	\$1,900,000 of construction to be reimbursed in future Pass-Thru Financing (PTF-using federal and state funds). NOTE: ROW cost includes \$75,000 in utilities.				PROJECT HISTORY: N/A		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	Local Contribution	TOTAL
PRELIM ENG:	\$242,000		Cat. 1 Cost:	\$0	\$0	\$0	\$0	\$0
ROW PURCHASE:	\$500,000		Cat. 6 Cost:	\$0	\$0	\$0	\$0	\$0
CONST COST:	\$2,761,640		Cat. 8 Cost:	\$0	\$0	\$0	\$0	\$0
CONST ENG:	\$242,000	\$3,965,640	Prop. 12 Cost:	\$0	\$0	\$0	\$0	\$0
CONTING:	\$220,000		Local Contribution:	\$0	\$0	\$0	\$3,965,640	\$3,965,640
IND COSTS:	\$0		Total Funding by Share:	\$0	\$0	\$0	\$3,965,640	\$3,965,640
BOND FINANCING:	\$0							
TOTAL PROJ COST:	\$3,965,640							

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

**BROWNSVILLE METROPOLITAN PLANNING ORGANIZATION  
FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM**

**PHARR DISTRICT PROJECTS  
FY 2015**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
21 - Pharr	Cameron	0921-06-207	N/A	C	Brownsville	TxDOT

**LIMITS FROM:** Vicinity of GSA Facility at Brownsville

REVISION DATE:

**LIMITS TO:** Los Tomates International Bridge

MPO PROJ NUM:

**PROJECT DESCRIPTION:** Border Inspection Facility

FUNDING CAT(S):

**REMARKS:**

PROJECT HISTORY: N/A

TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY SHARE					
			FEDERAL	STATE	LOCAL	Local Contribution	
PRELIM ENG:	\$0	COST OF APPROVED PHASES: \$9,555,000					
ROW PURCHASE:	\$1,950,000						
CONST COST:	\$6,500,000		Cat 10 Cost:	\$910,797	\$227,699	\$0	\$0
CONST ENG:	\$585,000		Cat 10 Cost:	\$5,361,504	\$0	\$0	\$0
CONTING:	\$520,000		TxDOT Contribution:	\$0	\$3,055,000	\$0	\$0
IND COSTS:	\$0						
BOND FINANCING:	\$0						
TOTAL PROJ COST:	\$9,555,000	Total Funding Share:	\$6,272,301	\$3,282,699	\$0	\$0	

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

**BROWNSVILLE METROPOLITAN PLANNING ORGANIZATION  
FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM**

**PHARR DISTRICT PROJECTS  
FY 2016**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
21 - Pharr	Cameron	0921-06-270	N/A	C,E	Brownsville	City of Brownsville	\$933,004
<b>LIMITS FROM:</b>	Linear Park (Harrison St & 7th St					REVISION DATE:	4/1/2014
<b>LIMITS TO:</b>	Fort Brown Historic Landmark					MPO PROJ NUM:	To be determined
<b>PROJECT DESCRIPTION:</b>	Expand existing Hike & Bike Trail					FUNDING CAT(S):	Cat 9
<b>REMARKS:</b>	City of Brownsville - 20% match					PROJECT HISTORY: N/A	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL	
PRELIM ENG:	\$40,565	\$933,004						
ROW PURCHASE:	\$0							
CONST COST:	\$665,273		Cat 9 Cost:	\$746,403	\$0	\$0	\$0	\$746,403
CONST ENG:	\$60,848		Local Contribution:	\$0	\$0	\$186,601	\$0	\$186,601
CONTING:	\$56,792							
IND COSTS:	\$109,526							
BOND FINANCING:	\$0							
<b>TOTAL PROJ COST:</b>	<b>\$933,004</b>		<b>\$746,403</b>	<b>\$0</b>	<b>\$186,601</b>	<b>\$0</b>	<b>\$933,004</b>	
		Total Funding by Share:						

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

**BROWNSVILLE METROPOLITAN PLANNING ORGANIZATION  
FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM**

**PHARR DISTRICT PROJECTS  
FY 2016**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
21 - Pharr	Cameron	0039-10-076	SH 4	C,E,R	Brownsville	Cameron County RMA	\$6,783,301
<b>LIMITS FROM:</b>	SH 32					REVISION DATE:	4/1/2014
<b>LIMITS TO:</b>	1.35 mile NE to proposed Port of Brownsville Entrance Rd					MPO PROJ NUM:	BMPO-LP5
<b>PROJECT DESCRIPTION:</b>	Construct 2 lane, undivided roadway					FUNDING CAT(S):	Cat 3
<b>REMARKS:</b>	PROJECT HISTORY: N/A						

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL	
PRELIM ENG:	\$391,344	\$6,783,301						
ROW PURCHASE:	\$1,304,481							
CONST COST:	\$4,348,270		Local Contribution:	\$0	\$0	\$0	\$6,783,301	\$6,783,301
CONST ENG:	\$391,344							
CONTING:	\$347,862							
IND COSTS:	\$0							
BOND FINANCING:	\$0							
TOTAL PROJ COST:	\$6,783,301		Total Funding by Share:	\$0	\$0	\$0	\$6,783,301	\$6,783,301

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

**BROWNSVILLE METROPOLITAN PLANNING ORGANIZATION  
FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM**

**PHARR DISTRICT PROJECTS  
FY 2016**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
21 - Pharr	Cameron	0921-06-275	N/A	C,E	Brownsville	Port of Brownsville	\$2,898,645
<b>LIMITS FROM:</b> Port of Brownsville						<b>REVISION DATE:</b>	4/1/2014
<b>LIMITS TO:</b>						<b>MPO PROJ NUM:</b>	To be determined
<b>PROJECT DESCRIPTION:</b> Construct Internal Port Roads						<b>FUNDING CAT(S):</b>	Local, Cat 3 & 10
<b>REMARKS:</b>						<b>PROJECT HISTORY:</b> N/A	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	Local Contribution	TOTAL	
PRELIM ENG:	\$207,046	\$2,898,645						
ROW PURCHASE:	\$0							
CONST COST:	\$2,300,512		Cat 3 Cost:	\$0	\$0	\$290,033	\$1,167,214	\$1,457,247
CONST ENG:	\$207,046		Cat 10 Cost:	\$1,133,298	\$0	\$308,100	\$0	\$1,441,398
CONTING:	\$184,041							
IND COSTS:	\$0							
BOND FINANCING:	\$0							
<b>TOTAL PROJ COST:</b>	<b>\$2,898,645</b>		<b>\$1,133,298</b>	<b>\$0</b>	<b>\$598,133</b>	<b>\$1,167,214</b>	<b>\$2,898,645</b>	

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

**Brownsville MPO**  
**FY 2015 - 2018 Transportation Improvement Program**  
**Highway Financial Summary - Year of Expenditure Costs**  
**2015 - 2018 STIP**

**Funding by Category**

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Non-Traditionally Funded Transportation Project	\$64,925,200	\$64,925,200	\$9,681,946	\$9,681,946	\$0	\$0	\$0	\$0	\$74,607,146	\$74,607,146
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Transportation Enhancements	\$0	\$0	\$933,004	\$933,004	\$0	\$0	\$0	\$0	\$933,004	\$933,004
10	Supplemental Transportation Projects	\$6,500,000	\$6,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,500,000	\$6,500,000
11	District Discretionary	\$3,055,000	\$3,055,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,055,000	\$3,055,000
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>		<b>\$74,480,200</b>	<b>\$74,480,200</b>	<b>\$10,614,950</b>	<b>\$10,614,950</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$85,095,150</b>	<b>\$85,095,150</b>

**Funding Participation Source**

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
Federal	\$6,500,000	\$1,879,701	\$0	\$0	\$8,379,701
State	\$3,055,000	\$0	\$0	\$0	\$3,055,000
Local Match	\$0	\$8,735,249	\$0	\$0	\$8,735,249
CAT 3 - Local Contributions	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14	\$0	\$0	\$0	\$0	\$0
Cat 3- Prop 14 SB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Pass Thru Toll Revenue	\$64,925,200	\$0	\$0	\$0	\$64,925,200
CAT 3 - Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Match to Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$74,480,200</b>	<b>\$10,614,950</b>	<b>\$0</b>	<b>\$0</b>	<b>\$85,095,150</b>

**Transit Financial Summary**  
**BROWNSVILLE MPO**  
**FY 2015 - 2018 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

Current as of November 2013

Transit Program	FY 2015			FY 2016			FY 2017		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	3,416,078	2,176,404	5,592,482	3,496,078	2,196,404	5,692,482	3,316,078	2,151,404	5,467,482
2 Sec. 5307 - Urbanized Formula <200K			0			0			0
3 Sec. 5309 - Discretionary			0			0			0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	154,003	38,501	192,504	154,003	38,501	192,504	154,003	38,501	192,504
5 Sec. 5311 - Nonurbanized Formula			0			0			0
6 Sec. 5316 - JARC >200K			0			0			0
7 Sec. 5316 - JARC <200K			0			0			0
8 Sec. 5316 - JARC Nonurbanized			0			0			0
9 Sec. 5317 - New Freedom >200K			0			0			0
10 Sec. 5317 - New Freedom <200K			0			0			0
11 Sec. 5317 - New Freedom Nonurbanized			0			0			0
12 Sec. 5339 - Discretionary	487,260	212,740	700,000	243,630	106,370	350,000	243,630	106,370	350,000
13 Other FTA (5311 (f))	936,219	744,219	1,680,438	696,219	696,219	1,392,438	696,219	696,219	1,392,438
14 Regionally Significant or Other			0			0			0
<b>Total Funds</b>	<b>\$4,993,560</b>	<b>\$3,171,864</b>	<b>\$8,165,424</b>	<b>\$4,589,930</b>	<b>\$3,037,494</b>	<b>\$7,627,424</b>	<b>\$4,409,930</b>	<b>\$2,992,494</b>	<b>\$7,402,424</b>
Transportation Development Credits Requested			\$0			\$0			\$0
Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2018			Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	3,316,078	2,151,404	5,467,482	13,544,312	8,675,616	22,219,928
2 Sec. 5307 - Urbanized Formula <200K			0	0	0	0
3 Sec. 5309 - Discretionary			0	0	0	0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	154,003	38,501	192,504	616,012	154,004	770,016
5 Sec. 5311 - Nonurbanized Formula			0	0	0	0
6 Sec. 5316 - JARC >200K			0	0	0	0
7 Sec. 5316 - JARC <200K			0	0	0	0
8 Sec. 5316 - JARC Nonurbanized			0	0	0	0
9 Sec. 5317 - New Freedom >200K			0	0	0	0
10 Sec. 5317 - New Freedom <200K			0	0	0	0
11 Sec. 5317 - New Freedom Nonurbanized			0	0	0	0
12 Sec. 5339 - Discretionary	243,630	106,370	350,000			1,750,000
13 Other FTA (5311 (f))	696,219	696,219	1,392,438	3,024,876	2,832,876	5,857,752
14 Regionally Significant or Other			0	0	0	0
<b>Total Funds</b>	<b>\$4,409,930</b>	<b>\$2,992,494</b>	<b>\$7,402,424</b>	<b>\$17,185,200</b>	<b>\$11,662,496</b>	<b>\$30,597,696</b>
Transportation Development Credits Requested			\$0			\$0
Awarded			\$0			\$0



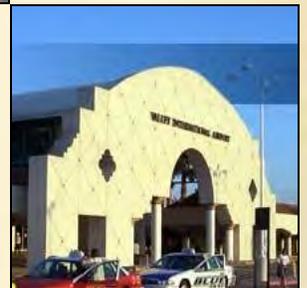






**2015-2018**

# **Transportation Improvement Program**



**Approved by HSBMPO Transportation Policy Committee on: April 1, 2014**

Fiscal Year 2015-2018

TRANSPORTATION IMPROVEMENT PROGRAM

Disclaimer

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.

Acknowledgement

This TIP document has been reviewed and approved by the Harlingen-San Benito Metropolitan Planning Organization Transportation Policy Committee in cooperation with:

City of Harlingen	City of San Benito	City of Palm Valley
City of Primera	City of Combes	City of Rio Hondo
City of Los Indios	City of Santa Rosa	City of La Feria
Cameron County	Texas Department of Transportation (TxDOT)	Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)	Lower Rio Grande Valley Development Council (LRGVDC)	

# TABLE OF CONTENTS

	<b>PAGE</b>
<b>1. INTRODUCTION</b>	
A. Purpose .....	1
B. Definition.....	1
C. Public Involvement Process.....	1
D. Project Selection Process.....	3
1. General .....	3
2. National Emphasis .....	3
E. Progress From Previous TIP (FY 2013-2016) .....	4
F. MAP 21: The New Requirement .....	5
G. Air Quality Issues.....	6
H. American with Disability Act (ADA).....	6
I. Year of Expenditure (YOE) Costs.....	6
J. Transit Planning Cooperation.....	7
<b>2. FINANCIAL PLAN</b> .....	<b>10</b>
<b>3. Listing of FY 2015-2018 TIP</b> .....	<b>11</b>
A. Federally Funded Highway Projects .....	11
B. Transit Projects.....	12
<b>4. MPO SELF CERTIFICATION</b> .....	<b>20</b>
<b>5. PROJECT SELECTION CRITERIA</b> .....	<b>22</b>
<b>6. RESOLUTION</b> .....	<b>23</b>
<b>7. APPENDIX</b> .....	<b>26</b>
A. Harlingen-San Benito MPO Study Area .....	26
B. Transportation Policy Committee Membership .....	28
C. FY 2015-2018 TIP Map .....	30
D. Projects Undergoing Environment Assessment.....	32
<b>8. GLOSSARY</b> .....	<b>34</b>

## **INTRODUCTION**

### **A. PURPOSE**

The fiscal year 2015-2018 Transportation Improvement Program (TIP) is a four-year inter-modal program of transportation projects within the Harlingen-San Benito Metropolitan Planning Organization (MPO) study area. The TIP includes projects consistent with the Metropolitan Transportation Plan (MTP) and the requirements of Moving Ahead for Progress for the 21st Century (MAP-21). Projects in this TIP are scheduled to commence between FY 2015 and FY 2018. This TIP is cooperatively developed by intergovernmental agreement between the Texas Governor's Office, the Texas Department of Transportation (TXDOT), the Harlingen-San Benito MPO, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The multi-year TIP identifies federal and state funded inter-modal and multi-modal transportation projects and project schedules by rank within the fiscal four years (2015-2018). Highest priority projects are scheduled for initiation in year 1 or FY 2015. Projects of second priority are scheduled for initiation in year 2 (FY 2016). Projects of third priority are scheduled to commence in year 3 (FY 2017), and projects of fourth priority are scheduled for initiation in year 4 (FY 2018). This TIP is constrained by a financial plan featured in the latter part of this document. The financial plan identifies the funding sources and amounts available to implement the program.

### **B. DEFINITION OF AREA**

The metropolitan planning area is the geographic area in which the metropolitan transportation planning process required by 23 USC 134 and Section 5307 of the Federal Transit Act (FTA) must be carried out. Each metropolitan planning area encompasses the census boundary, the urbanized boundary and the Metropolitan Urban Area Boundary.

The Cameron County line bound the Harlingen-San Benito Metropolitan Planning Organization study area to the north, the Rio Grande River to the south, Cameron County/Hidalgo County line to the west, and SH 345 and Rio Hondo on the east. The area study map is provided in Appendix A.

### **C. PUBLIC INVOLVEMENT PROCESS**

Metropolitan Planning Organizations are required by CFR 450 316 (b) (1) (v) and (viii) for both the TIP and Metropolitan Transportation Plan (MTP) to:

- ❖ Demonstrate explicit consideration and response to public input received during the planning and program development process.
- ❖ When significant written and oral comments are received on the draft TIP or MTP (including the financial plan) as a result of the public involvement process or the interagency consultation process required under UPA's conformity regulations, a summary analysis and report on the comments shall be made part of the final plan (MTP) and TIP.

The Harlingen - San Benito MPO Public Involvement Procedures emphasizes:

- ❖ Reasonable public access to technical and policy information in the development of the TIP using the application of Open Records Act;
- ❖ A minimum of 30 days public comment period is provided before the adoption of the TIP;
- ❖ Consideration of all public comments in developing the TIP and including them as part of the TIP document;
- ❖ A pro-active approach in considering the needs of those traditionally under-served by existing transportation systems, such as low-income and minority household, which face challenges accessing employment and other amenities;
- ❖ Periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process is necessary.

The Public Involvement Process for the FY 2015-2018 TIP has been a continuous process as indicated in the Harlingen-San Benito MPO Public Involvement Procedures. Throughout the year, the staff solicited projects from participants. These projects are developed for inclusion into the FY 2015-2018 TIP by collecting data specified in the Project Selection Criteria and ranked.

As required by regulation, projects considered for inclusion into the TIP have to be identified in the Metropolitan Transportation Plan (MTP). The availability of funds through the State Urban Street Program also made it possible for local streets not included in the plan to be developed for inclusion into the TIP.

In summary, the following actions were taken to ensure that the minimum requirements of the public involvement process for the FY 2015-2018 TIP were met.

- ❖ The thirty-day public involvement period opened on March 3, 2014 and concluded on April 1, 2014 . Advertising/Postings of the 30 day review period for the FY 2015-2018 TIP were advertised on the local newspaper;
- ❖ Public Meeting; March 27, 2014
- ❖ Advertising/Posting of the 2015-2018 TIP; March 2, 2014
- ❖ Transportation Policy Committee Meeting: Action Agenda Item-Approve final FY 2015-2018 Transportation Improvement Program; April 1, 2014

## **D. PROJECT SELECTION PROCESS**

### **1. GENERAL**

The Harlingen-San Benito Metropolitan Transportation Plan (MTP), formally called the Long-Range Plan (LRP), serves as the major source for TIP project development. The Moving Ahead for Progress for the 21st Century (MAP-21) expanded the requirements of Metropolitan Transportation Plans to include services not traditionally considered in transportation planning. The current Harlingen-San Benito Metropolitan Transportation Plan was adopted on December 9, 2009.

Each year the Harlingen-San Benito MPO, in coordination with the Texas Department of Transportation and other interested parties, prepares a Transportation Improvement Program (TIP) update. When a draft TIP is prepared, a minimum of 30 days is given for public review and comment, as required by the final Metropolitan and Statewide Planning Rules and Regulations before adoption. Transportation Improvement Program projects from the previous year that were not initiated or completed are advanced to the current year. First year projects are considered selected for scheduling and implementation. Projects may be advanced from the second and third year only if delays are encountered in implementing first year projects.

### **2. NATIONAL EMPHASIS**

The Moving Ahead for Progress in the 21st Century emphasizes the consideration of the following factors in developing the MTIP:

- a. Support the economic vitality of the of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- b. Increase the safety and security of the transportation system of the transportation system for motorized and non-motorized users;
- c. Increase the accessibility and mobility options available to people and for freight;
- d. Protect and enhance the environment, promote energy conservation, and Improve quality of life;
- e. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- f. Promote efficient system management and operation; and
- g. Emphasize the preservation of the existing transportation system.

## **E. PROGRESS FROM PREVIOUS TIP (FY 2013-2016)**

In FY 2013-2016 the following transportation improvement projects were let and/or completed:

## Grouped Projects

Project Name	Project Limits From	Project Limits To	Work Type	Total Cost
US 77	FM 2994	4.5696 MI N of FM 2994	Seal Coat	\$201,307.22
US 77	4.5696 MI N Of FM 2994	5.429 MI N of FM 2994	Seal Coat	\$50,383.46
US 77	Loop 499	FM 2994	Overlay	\$355,764.12
US 77	0.36 MI S of FM 732	FM 509	Overlay	\$1,214,485.12
BUS 77	FM 1846	SH 345	Seal Coat	\$113,859.45
BUS 77	SH 345	US 77/83 (Drain Ditch)	Seal Coat	\$183,584.36
BUS 77	Loop 499	FM 1846	Seal Coat	\$184,149.36
BUS 77	SH 107	Loop 499	Seal Coat	\$367,254.69
FM 106	End of C & Section	FM 2925	Seal Coat	\$62,612.44
US 77	5.429 MI N of County Rd 361	Cameron/Willacy CL	Seal Coat	\$255,799.28
SH 345	FM 1561	0.05 MI N of County Rd 361	Seal Coat	\$112,252.04
FM 106	FM 1595	SH 345	Seal Coat	\$167,511.87
FM 106	SH 345	End of C & G Section	Seal Coat	\$22,622.83
FM 733	US 83	BUS 83	Seal Coat	\$16,057.03
FM 506	US 83	BUS 83	Overlay	\$533,274.29
FM 506	BUS 83	US 281	Seal Coat	\$185,398.47
FM 507	FM 508	Loop 499	Seal Coat	\$64,796.58
FM 507	Cameron/Willacy CL	FM 508	Seal Coat	\$151,137.37
CR 830	CR 830 (Nelson Rd) 0.9 MI S of FM 1561	Resaca de los Fresnos AA08-30	Replace Bridge & Reconstruct Approaches	\$618,001.23
CS	Various Locations	City of La Feria	Construct Sidewalks, Install Crosswalks, Install School Zones	\$538,299
FM 732	US 281	1 MI N of Long Lane	Seal Coat	\$102,882.80
FM 1846	BUS 77	North 2.163 MI N of BUS 77	Seal Coat	\$107,389.51
FM 1846	2.163 MI N of BUS 77	FM 106	Seal Coat	\$156,482.32
FM 800	SH 107	FM 2994	Seal Coat	\$107,705.59
FM 106	FM 509	0.043 MI N of FM 1595	Seal Coat	\$161,272.42
FM 2520	1.6 MI N of FM 800	0.8 MI N of FM 800	Seal Coat	\$31,946.35
FM 2556	BUS 83	US 281	Seal Coat	\$162,984.56

FM 2629	2.405 MI W of FM 506	2.771 MI WE of FM 506	Seal Coat	\$12,462.31
FM 2994	FM 800	US 77	Seal Coat	\$245,802.64

**Total: \$6,487,478.71**

### Transit Projects

Work Type	Total Cost
2013 Operations	\$2,000,000.00
2013 Capital - Maintenance Facility	\$562,500.00
2013 Capital - Bus Stop Improvements	\$22,021.00
2013 Capital - Preventive Maintenance	\$27,979.00

**Total: \$2,612,500.00**

### Bicycle & Pedestrian

Project Name	Project Limits From	Project Limits To	Work Type	Total Cost
Harlingen - 25th St Pedestrian & Bicycle Trail	Loop 499	BUS 77	Construct New Trail	\$1,485,304.86

**Total: \$1,485,304.86**

**Total: \$10,585,283.57**

## F. MAP-21: The New Requirements

Key modifications to the metropolitan planning process include the following:

- Metropolitan planning organizations (MPOs) will be required to establish and use a performance-based approach to transportation decision making and development of transportation plans.
- Each MPO will establish performance targets that address the MAP-21 surface transportation measures.
- The performance targets selected by the MPO will be coordinated with the relevant State to ensure consistency to the maximum extent practicable.
- Performance targets selected by an MPO will be coordinated with the public transportation providers, to the maximum extent practicable, to ensure consistency with sections 532(c) and 5329(d) of title 49.
- MPOs are required to integrate into the metropolitan transportation planning process and other performance-based transportation plans or processes.

- The MPO will establish performance targets not later than 180 days after the that the Texas Department of Transportation (TxDOT) establishes performance targets.
- The TIP will include, to the maximum extent practicable, a description of the anticipated effects of the TIP toward achieving the performance targets established in the Plan, linking investment priorities to those performance targets.

## **G. AIR QUALITY ISSUES**

U.S. EPA conformity requirements 40 CFR 51 require air quality in non-attainment and maintenance areas for significant projects funded with Federal funds. According to the EPA classification, the Harlingen-San Benito Metropolitan Area is classified as an attainment area.

## **H. AMERICANS WITH DISABILITIES ACT (ADA)**

The Texas Department of Transportation Pharr District and Area Offices, in cooperation with the Harlingen-San Benito MPO, ensure that ADA requirements were met when implementing TIP projects. All construction contracts or projects emphasize ADA regulations for all projects in the TIP.

## **I. YEAR OF EXPENDITURE (YOE) COSTS**

The expenditures and revenues being utilized in this TIP are financially constrained by the Year of Expenditure (YOE), as set forth by MAP-21. The Year of Expenditure (YOE) and the associate inflated costs have been identified for all projects and the annual inflation rate is four percent (4%). An exception to this is the consultant services that area employed by TxDOT, to perform the Preliminary Engineering (PE) work. These costs are not derived by use of the aforementioned percentage instead these costs represent the actual contract cost negotiated with a particular consultant for a specific project.

### **Total Project Costs (TPC)**

As set forth by MAP-21 the Total Project Cost (TPC) needs to be calculated as part of the MTP update. Total Project Cost (TPC) will take into consideration the different components that are utilized in deriving the Total Project Cost (TPC) for a specific project. Items such as preliminary engineering, right of way purchase, and in the case of transit projects, operating, planning, maintenance and capital all make up the TPC.

In order for these costs to be properly estimated and suitably programmed, construction estimates will incorporate the following data.

#### **a. Methodology Used**

For **Construction Engineering (CE)** and **Contingency** costs the following factors will be utilized.

Projects that are valued at:

- **Less** than \$1 M = 9% CE, 8% Contingencies
- \$1.0 M to \$5.0 M = 6% CE, 7% Contingencies
- \$5.0 M to \$25.0 M = 5% CE, 7% Contingencies
- +\$25 M = 4% CE, 6% Contingencies

In calculating the **Indirect Cost**, a set rate of 4.97% of the estimated YOE construction cost will be used. For the **ROW Costs**, these will be obtained from TxDOT's ROW section and/or Advance Funding Agreements (AFA). For the **Preliminary Engineering** (PE), this will be obtained from TxDOT's consultant management section.

Please note that some of the Preliminary Engineering or Right of Way costs are subject to be incurred by the local municipalities, County, or state (TxDOT).

### ***b. Operations and Maintenance***

Operating and maintaining the transportation system are expensive. MAP-21 regulations require that the 2015-2018 TIP demonstrate appropriate system-level of funds to adequately operate and maintain Federal-aid highways. The HSBMPO uses mostly State funds to finance the operating and maintenance of highways within the HSBMPO boundary.

Based on the historical expenditure practices, Operations and Maintenance needs have been met with sufficient funding to maintain the system in desirable condition. As operating costs escalate, TxDOT pledges to ensure that the system will maintain a desirable condition as defined by the TxDOT Maintenance Division.

Other tools, aside from the added capacity improvement projects, can be used to deal with congestion problems on MPO area roadways. Many of these other tool comprise operational and maintenance strategies. Typically, no single strategy by itself can yield dramatic results. By employing multiple strategies at once, the MPO (in cooperation with TxDOT-Pharr District and local municipalities) can effectively utilize operational and maintenance (O&M) strategies to forestall or diminish congestion problems. For example, transit service can alleviate congestion problems by moving passengers to employment centers, shopping and other destinations efficiently.

## **J. TRANSIT PLANNING COORDINATION**

The local transportation provider, Valley Metro, and the MPO have been working together and are actively participating in a regional planning strategy, mandated by the Texas Legislature in 2005. Working as members of the Regional Transit Advisory Panel (RTAP), a committee comprised of individuals representing the diverse public transportation agencies, public and private, in the Rio Grande Valley. Valley Metro and the HSBMPO have assisted in developing and implementing a regional transportation

coordination plan for Cameron, Hidalgo and Willacy Counties.

The RTAP committee has examined ways to more efficiently and effectively “manage mobility” for this region. A major area of emphasis in the plan is the coordination of services at the local level. The planning process included an evaluation of coordination transit and human service transportation on a regional scale throughout the three counties. The plan addresses a wide variety of organizational, coordination and service activities. In addition, it addresses the needs associated with the JARC and New Freedom initiatives, as well as funding for the FTA Section 5310 program.

**a. Transit Year of Expenditure**

The expenditures and revenues being utilized in the Transit TIP are financially constrained by the Year of Expenditure (YOE), as set forth by MAP-21. A 4% increase per year, a methodology that was recommended by TXDOT was discussed, at length, in meetings between the transit provider(s) and the MPO staff. The Harlingen - San Benito MPO, to fully comply with all MAP-21 requirements, adopted the annual inflation rates for highway and transit projects for the FY 2015-2018 TIP. Most of these listings are general in nature and do not focus on individual project improvements.

MAP-21 regulations require that the MPO’s TIP contain system-level estimates of costs and revenue sources that will be available to adequately operate and maintain Federal-aid highways and public transportation.

**b. Operations and Maintenance**

MAP-21 regulations require that the MPO’s TIP contain system-level estimates of costs and revenue sources that will be available to adequately operate and maintain Federal-aid highways and public transportation.

# **FINANCIAL SUMMARY**

**Harlingen-San Benito Metropolitan Plannig Organization**  
**FY 2015 - 2018 Transportation Improvement Program**  
**Highway Financial Summary - Year of Expenditure Costs**

**Funding by Category**

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M	Metropolitan Area (TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Transportation Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>		<b>\$0</b>	<b>\$0</b>								

**Funding Participation Source**

Source	FY 2013	FY 2014	FY 2015	FY 2016	Total
Federal	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14	\$0	\$0	\$0	\$0	\$0
Cat 3- Prop 14 SB	\$0	\$0	\$0	\$0	\$0
CAT 3 - TMF	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR Match	\$0	\$0	\$0	\$0	\$0
CAT 3 -	\$0	\$0	\$0	\$0	\$0
CAT 3-	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

# **MOBILITY PROJECTS**

# **TRANSIT PROJECTS**

**FY 2015 TRANSIT PROJECT LISTING  
TRANSPORTATION IMPROVEMENT PROGRAM**

Total Project Cost

Compounded at 4%

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	LRGVDC	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)	HSB-2015-001	<b>Federal (FTA) Funds</b>	\$500,000
		<b>State Funds from TxDOT</b>	\$250,512
		<b>Other Funds</b>	\$249,488
<b>Apportionment Year</b>	2015	<b>Fiscal Year Cost</b>	\$1,000,000
<b>Project Phase</b>			
<b>Brief Project Description</b>	Operations - Harlingen Urbanized Area	<b>Total Project Cost</b>	\$1,000,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>	N/A	<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	LRGVDC	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)	HSB-2015-002	<b>Federal (FTA) Funds</b>	\$40,000
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds</b>	\$10,000
<b>Apportionment Year</b>	2015	<b>Fiscal Year Cost</b>	\$50,000
<b>Project Phase</b>			
<b>Brief Project Description</b>	Preventive Maintenance	<b>Total Project Cost</b>	\$50,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>		<b>Pending to Apply</b>	\$0
<b>Amendment Date &amp; Action</b>			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	LRGVDC	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)	HSB-2015-003	<b>Federal (FTA) Funds</b>	\$750,000
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds</b>	\$0
<b>Apportionment Year</b>	2015	<b>Fiscal Year Cost</b>	\$750,000
<b>Project Phase</b>			
<b>Brief Project Description</b>	Rolling Stock	<b>Total Project Cost</b>	\$750,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>	N/A	<b>Pending to Apply</b>	\$187,500
<b>Amendment Date &amp; Action</b>			

**FY 2016 TRANSIT PROJECT LISTING  
TRANSPORTATION IMPROVEMENT PROGRAM**

Total Project Cost

Compounded at 4%

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	LRGVDC	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)	HSB-2016-001	<b>Federal (FTA) Funds</b>	\$750,000
		<b>State Funds from TxDOT</b>	\$274,374
		<b>Other Funds</b>	\$475,626
<b>Apportionment Year</b>	2015 (\$562,500), 2016 (\$187,500)	<b>Fiscal Year Cost</b>	\$1,500,000
<b>Project Phase</b>			
<b>Brief Project Description</b>	Operations - Harlingen Urbanized Area	<b>Total Project Cost</b>	\$1,500,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>	N/A	<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	LRGVDC	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)	HSB-2016-002	<b>Federal (FTA) Funds</b>	\$40,000
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds</b>	\$10,000
<b>Apportionment Year</b>	2016	<b>Fiscal Year Cost</b>	\$50,000
<b>Project Phase</b>			
<b>Brief Project Description</b>	Preventive Maintenance	<b>Total Project Cost</b>	\$50,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>	N/A	<b>Pending to Apply</b>	\$0
<b>Amendment Date &amp; Action</b>			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	LRGVDC	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)	HSB-2016-003	<b>Federal (FTA) Funds</b>	\$1,331,538
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds</b>	\$0
<b>Apportionment Year</b>	2016	<b>Fiscal Year Cost</b>	\$1,331,538
<b>Project Phase</b>			
<b>Brief Project Description</b>	Rolling Stock	<b>Total Project Cost</b>	\$1,331,538
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>	N/A	<b>Pending to Apply</b>	\$332,885
<b>Amendment Date &amp; Action</b>			

\$2,121,538

\$760,000

**FY 2017 TRANSIT PROJECT LISTING  
TRANSPORTATION IMPROVEMENT PROGRAM**

Total Project Cost

Compounded at 4%

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	LRGVDC	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)	HSB-2017-001	<b>Federal (FTA) Funds</b>	\$750,000
		<b>State Funds from TxDOT</b>	\$274,374
		<b>Other Funds</b>	\$475,626
<b>Apportionment Year</b>	2015 (\$562,500), 2016 (\$187,500)	<b>Fiscal Year Cost</b>	\$1,500,000
<b>Project Phase</b>			
<b>Brief Project Description</b>	Operations - Harlingen Urbanized Area	<b>Total Project Cost</b>	\$1,500,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>	N/A	<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	LRGVDC	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)	HSB-2017-002	<b>Federal (FTA) Funds</b>	\$40,000
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds</b>	\$10,000
<b>Apportionment Year</b>	2016	<b>Fiscal Year Cost</b>	\$50,000
<b>Project Phase</b>			
<b>Brief Project Description</b>	Preventive Maintenance	<b>Total Project Cost</b>	\$50,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>	N/A	<b>Pending to Apply</b>	\$0
<b>Amendment Date &amp; Action</b>			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	LRGVDC	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)	HSB-2017-003	<b>Federal (FTA) Funds</b>	\$1,331,538
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds</b>	\$0
<b>Apportionment Year</b>	2016	<b>Fiscal Year Cost</b>	\$1,331,538
<b>Project Phase</b>			
<b>Brief Project Description</b>	Rolling Stock	<b>Total Project Cost</b>	\$1,331,538
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>	N/A	<b>Pending to Apply</b>	\$332,885
<b>Amendment Date &amp; Action</b>			

\$2,121,538

**FY 2018 TRANSIT PROJECT LISTING  
TRANSPORTATION IMPROVEMENT PROGRAM**

Total Project Cost

Compounded at 4%

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	LRGVDC	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)	HSB-2018-001	<b>Federal (FTA) Funds</b>	\$750,000
		<b>State Funds from TxDOT</b>	\$274,374
		<b>Other Funds</b>	\$475,626
<b>Apportionment Year</b>	2015 (\$562,500), 2016 (187,500)	<b>Fiscal Year Cost</b>	\$1,500,000
<b>Project Phase</b>			
<b>Brief Project Description</b>	Operations - Harlingen Urbanized Area	<b>Total Project Cost</b>	\$1,500,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>	N/A	<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	LRGVDC	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)	HSB-2018-002	<b>Federal (FTA) Funds</b>	\$40,000
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds</b>	\$10,000
<b>Apportionment Year</b>	2016	<b>Fiscal Year Cost</b>	\$50,000
<b>Project Phase</b>			
<b>Brief Project Description</b>	Preventive Maintenance	<b>Total Project Cost</b>	\$50,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>	N/A	<b>Pending to Apply</b>	\$0
<b>Amendment Date &amp; Action</b>			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	LRGVDC	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)	HSB-2018-003	<b>Federal (FTA) Funds</b>	\$1,331,538
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds</b>	\$0
<b>Apportionment Year</b>	2016	<b>Fiscal Year Cost</b>	\$1,331,538
<b>Project Phase</b>			
<b>Brief Project Description</b>	Rolling Stock	<b>Total Project Cost</b>	\$1,331,538
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>	N/A	<b>Pending to Apply</b>	\$332,885
<b>Amendment Date &amp; Action</b>			

**Transit Financial Summary**  
**Harlingen-San Benito MPO**  
**FY 2015 - 2018 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2015			FY 2016			FY 2017		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K			0			0			0
2 Sec. 5307 - Urbanized Formula <200K	1,290,000	510,000	1,800,000	2,121,538	760,000	2,881,538	2,121,538	760,000	2,881,538
3 Sec. 5309 - Discretionary			0			0			0
4 Sec. 5310 - Elderly & Individuals w/Disabilities			0			0			0
5 Sec. 5311 - Nonurbanized Formula			0			0			0
6 Sec. 5316 - JARC >200K			0			0			0
7 Sec. 5316 - JARC <200K			0			0			0
8 Sec. 5316 - JARC Nonurbanized			0			0			0
9 Sec. 5317 - New Freedom >200K			0			0			0
10 Sec. 5317 - New Freedom <200K			0			0			0
11 Sec. 5317 - New Freedom Nonurbanized			0			0			0
12 Other FTA			0			0			0
13 Regionally Significant or Other			0			0			0
<b>Total Funds</b>	<b>\$1,290,000</b>	<b>\$510,000</b>	<b>\$1,800,000</b>	<b>\$2,121,538</b>	<b>\$760,000</b>	<b>\$2,881,538</b>	<b>\$2,121,538</b>	<b>\$760,000</b>	<b>\$2,881,538</b>
Transportation Development Credits Requested			\$187,500			\$332,885			\$332,885
Transportation Development Credits Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2018			Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K			0	0	0	0
2 Sec. 5307 - Urbanized Formula <200K	2,121,538	760,000	2,881,538	7,654,614	2,790,000	10,444,614
3 Sec. 5309 - Discretionary			0	0	0	0
4 Sec. 5310 - Elderly & Individuals w/Disabilities			0	0	0	0
5 Sec. 5311 - Nonurbanized Formula			0	0	0	0
6 Sec. 5316 - JARC >200K			0	0	0	0
7 Sec. 5316 - JARC <200K			0	0	0	0
8 Sec. 5316 - JARC Nonurbanized			0	0	0	0
9 Sec. 5317 - New Freedom >200K			0	0	0	0
10 Sec. 5317 - New Freedom <200K			0	0	0	0
11 Sec. 5317 - New Freedom Nonurbanized			0	0	0	0
12 Other FTA			0	0	0	0
13 Regionally Significant or Other			0	0	0	0
<b>Total Funds</b>	<b>\$2,121,538</b>	<b>\$760,000</b>	<b>\$2,881,538</b>	<b>\$7,654,614</b>	<b>\$2,790,000</b>	<b>\$10,444,614</b>
Transportation Development Credits Requested			\$332,885			\$1,186,155
Transportation Development Credits Awarded			\$0			\$0

# **Public Involvement Efforts**

## 2015-2018 Transportation Improvement Program

The Harlingen-San Benito Metropolitan Planning Organization is in the transition from the 2013-2016 Transportation Improvement Plan (TIP) to the 2015-2018 Transportation Improvement Plan (TIP), as required by the Texas Administrative Code. As with all TIPs, projects that receive federal funding or will require USDOT approval must be listed in the TIP. Metropolitan Planning Organizations are required by CFR 450 316 (b) (1) (v) and (viii) for the Transportation Improvement Program (TIP) to demonstrate explicit consideration and response to public input received during the planning and program development process. The 2015-2018 Transportation Improvement Program (TIP) was open for public comment from March 3, 2014 to April 1, 2014. On March 27, 2014, the HSBMPO hosted a Public Hearing Meeting from 6:00 pm to 7:00pm. The following are comments made during the public comment period:

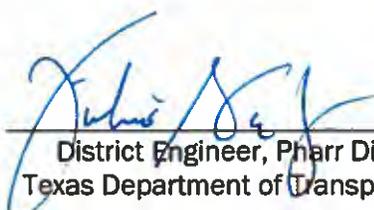
- On March 3, 2014, Mrs. Lorraine Woolam inquired about the 2015-2018 TIP ad that was on the paper this weekend. Ms. Rebeca Castillo went over the document with her and there are not project of concern to her on the 2015-2018 TIP, however, she does owns property in Harlingen along the vicinity of South Parallel Corridor. Ms Rebeca Castillo told we would contact her to follow up on the alignment of South Parallel Corridor. She wanted to know if her land will be impacted by this project, which is scheduled to let during FY 2014. Her contact information is the following: Lorraine Woolam, PO BOX 2346, Harlingen, TX 78551, phone # (956) 453-6301 & email is [LORRAINE.WOOLAM@GMAIL.COM](mailto:LORRAINE.WOOLAM@GMAIL.COM)

# **MPO SELF CERTIFICATION**

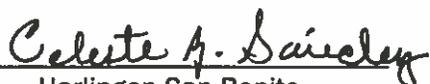
## MPO SELF-CERTIFICATION – ATTAINMENT AREA

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

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
\_\_\_\_\_  
District Engineer, Pharr District  
Texas Department of Transportation

6/27/14  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Harlingen-San Benito  
Metropolitan Planning Organization  
Policy Board Chairperson

6-25-14  
\_\_\_\_\_  
Date

# PROJECT SELECTION CRITERIA

## PROJECT SELECTION PROCEDURES FY 2015-2018 FOR THE HARLINGEN-SAN BENITO METROPOLITAN PLANNING ORGANIZATION

The Policy Committee, acting as the policy group for the above named Metropolitan Planning Organization hereby approves the following procedures pertaining to project selection for FY 2015-2018.

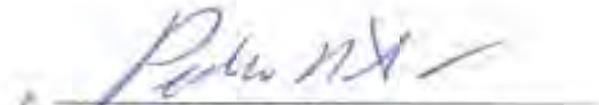
TXDOT PHARR District will have the authority to select projects for implementation from the currently approved three-year Transportation Improvement Plan with the understanding that the Priority 1 projects listed during the 1<sup>st</sup> year of the approved Transportation Improvement Program shall be utilized or programming projects within the urban and metropolitan area boundary for the current fiscal year and that projects from the second year shall be considered the second priority, and that projects from the third year shall be considered third priority, and projects from the fourth year shall be considered the fourth priority respectively. Exercise of this authority will be to advance implementable projects in place of projects in the event that additional funding becomes available.

This procedure was developed cooperatively between the Texas Department of Transportation and the MPO and supersedes any previously adopted project selection procedures and signed this



Joe Hernandez  
Chairman of the Policy Committee

4/15/14  
Date of Signature



Toribio Garza Jr, P.E.  
TXDOT District Engineer, Pharr

4-16-14  
Date of Signature

# **RESOLUTION**



## HARLINGEN – SAN BENITO METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2014-02

### TRANSPORTATION POLICY COMMITTEE

**Joe Hernandez, Chair**  
Mayor  
City Of San Benito

**Chris Boswell, Vice Chair**  
Mayor  
City Of Harlingen

**Mark Sanchez**  
Mayor  
City Of Combes

**Rick Bennet**  
Mayor  
City of Los Indios

**John Cutney**  
Mayor  
City of Palm Valley

**Pat Patterson**  
Mayor  
City Of Primera

**Gustavo Olivares**  
Mayor  
City Of Rio Hondo

**Victor Gonzalez Jr**  
Mayor  
City Of La Feria

**Ruben Ochoa Jr**  
Mayor  
City Of Santa Rosa

**Manuel Lara**  
City Manager  
City Of San Benito

**Carlos Yerena**  
City Manager  
City Of Harlingen

**David Garza**  
Cameron County  
Commissioner, Pct. 3

**Dan Sanchez**  
Cameron County  
Commissioner, Pct. 4

**Toribio Garza Jr**  
District Engineer  
TxDOT-Pharr District

### RESOLUTION TO APPROVE FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DOCUMENT

**WHEREAS**, the Harlingen-San Benito Metropolitan Planning Organization is the designated agency for transportation planning in the Harlingen-San Benito metropolitan area; and

**WHEREAS**, the Harlingen-San Benito Metropolitan Planning Organization Transportation Policy Committee provides direction and certifies the coordination, comprehensiveness and continuity of the regional transportation planning process; and,

**WHEREAS**, the Harlingen-San Benito Metropolitan Planning Organization is required to provide all public and private interested parties with a reasonable opportunity to comment on the 2015-2018 Transportation Improvement Program document; and,

**WHEREAS**, the required public comment period commenced on March 3, 2014 to April 1 2014 and the public comments that were received have been incorporated into the document under Public Involvement Efforts;

**NOW, THEREFORE BE IT RESOLVED** that the Harlingen San Benito Metropolitan Planning Organization Transportation Policy Committee, as the designated Metropolitan Planning Organization for this area, agreed by a majority vote to adopt the 2015-2018 Transportation Improvement Program (TIP) document.

Approved this 1st day of April 2014.

**Joe Hernandez, Chair**  
HSBMPO Transportation Policy Committee

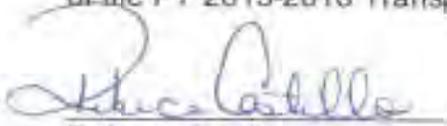
**Rebeca Castillo**  
HSBMPO Director

**Toribio Garza Jr, P.E.**  
TxDOT-Pharr District Engineer

*"Working together for better mobility"*

**PUBLIC INVOLVEMENT PROCESS (PIP)  
CERTIFICATION**

The Harlingen-San Benito Metropolitan Planning Organization certifies that the Public Involvement Process adopted by the Policy Committee was followed as part of the adoption of the FY 2015-2018 Transportation Improvement Program.



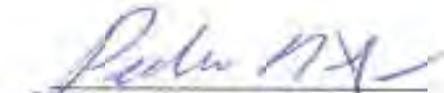
Rebeca Castillo  
MPO Director  
Harlingen-San Benito MPO

4/14/2014  
Date



Joe Hernandez  
Chairman,  
Harlingen-San Benito MPO

4/15/14  
Date



Toribio Garza Jr, P.E.  
District Engineer  
TxDOT

4-16-14  
Date

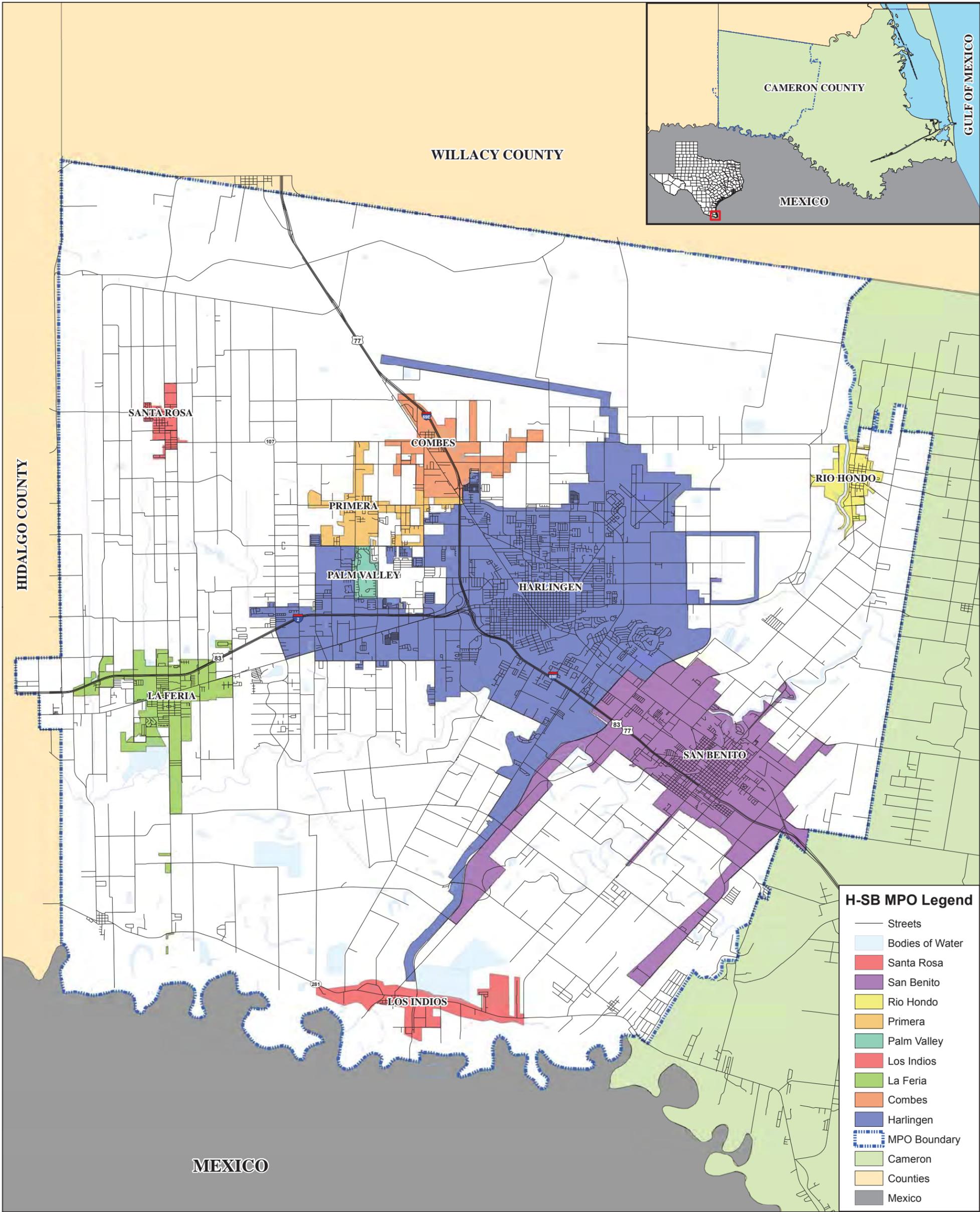
**APPENDIX A**

**HARLINGEN - SAN BENITO**

**STUDY AREA**



# Harlingen-San Benito MPO Boundary Map



**H-SB MPO Legend**

- Streets
- Bodies of Water
- Santa Rosa
- San Benito
- Rio Hondo
- Primera
- Palm Valley
- Los Indios
- La Feria
- Combes
- Harlingen
- MPO Boundary
- Cameron
- Counties
- Mexico

**THIS MAP WAS CREATED BY:**

J. Joel Garza, Jr  
GIS Analyst/Transportation Planner

HARLINGEN-SAN BENITO  
METROPOLITAN PLANNING ORGANIZATION  
502 EAST TYLER ST  
HARLINGEN, TX 78550  
(956) 216-5240  
hsbpmo@myharlingen.us

H-SB MPO Boundary Approved by TPC on 4-10-2013  
Approved by Texas Transportation Commission on 7-25-2013

**DISCLAIMER: THIS MAP IS PROVIDED "AS IS" WITH NO GUARANTEE OR REPRESENTATION ABOUT THE ACCURACY, CURRENCY, SUITABILITY, PERFORMANCE, MERCHANTABILITY, OR FITNESS OF THIS MAP FOR ANY PARTICULAR USE. FOR VISUAL PLANNING PURPOSES ONLY.**



**APPENDIX B**

**TRANSPORTATION POLICY COMMITTEE**  
**&**  
**TECHNICAL ADVISORY COMMITTEE**

**MEMBERSHIP**

**HARLINGEN-SAN BENITO MPO**  
**TRANSPORTATION POLICY COMMITTEE**

Mayor Joe Hernandez	TPC Chair	City of San Benito
Mayor Chris Boswell	Vice Chair	City of Harlingen
Commissioner Dan Sanchez	Member	Cameron County Precinct 4
Commissioner David Garza	Member	Cameron County Precinct 3
Mayor Victor Gonzalez Jr.	Member	City of La Feria
Mayor John Cutney	Member	City of Palm Valley
Mayor Pat Patterson	Member	City of Primera
Mayor Mark Sanchez	Member	City of Combes
Mayor Gustavo Olivares	Member	City of Rio Hondo
Mayor Rick Bennett	Member	City of Los Indios
Mayor Ruben Ochoa, Jr	Member	City of Santa Rosa
Toribio Garza Jr, District Engineer	Member	TxDOT Pharr District
Manuel Lara, City Manager	Member	City of San Benito
Carlos Yerena, City Manager	Member	City of Harlingen
David Allex, Chairman*	Member	(CCRMA)Cameron County Regional Mobility Authority
Michael Browning, Director of Aviation*	Member	Harlingen Airport
Butch Palmer, Director*	Member	Port of Harlingen
Javier Zamora, Engineer*	Member	City of Harlingen
Ken Clark, Director of Planning*	Member	City of Harlingen
Ernesto Hinojosa, Engineer*	Member	Cameron County
Rodrigo Davila, Planning Director*	Member	City of San Benito
Dr. Arturo Cavazos, Superintendent *	Member	Harlingen CISD
Dr. Ismael Cantu, Superintendent*	Member	San Benito CISD

**\*Ex-Oficio Members**

**HARLINGEN-SAN BENITO MPO**  
**TECHNICAL ADVISORY COMMITTEE**

Raymond Sanchez, Transportation Planner	Member	TxDOT - South Region
Gabriel Gonzalez, Asst. City Manager	Member	City of Harlingen
Rodrigo Davila, Planning Director	Member	City of San Benito
Ben Medina, City Manager	Member	Town of Rio Hondo
Javier Mendez, City Administrator	Member	City of Primera
David A. Garcia, (CCRMA)	Member	(CCRMA)Cameron County Regional Mobility Authority
Paula Rodriguez, Planning & Community Director	Member	City of La Feria
Deandra Zamarron, City Secretary	Member	City of Santa Rosa
Homer Bazan, TP&D Director	Member	TxDOT
Javier Zamora, City Engineer	Member	City of Harlingen
Chris Hancock, Wildlife Refuge Specialist	Member	US Fish & Wildlife
Rodney Gomez, Planner	Member	Valley Metro
Ken Clark, Planning and Development Director	Member	City of Harlingen
Sylvia Treviño, City Secretary	Member	City of Palm Valley
Aida Gutierrez, City Secretary	Member	Town of Combes

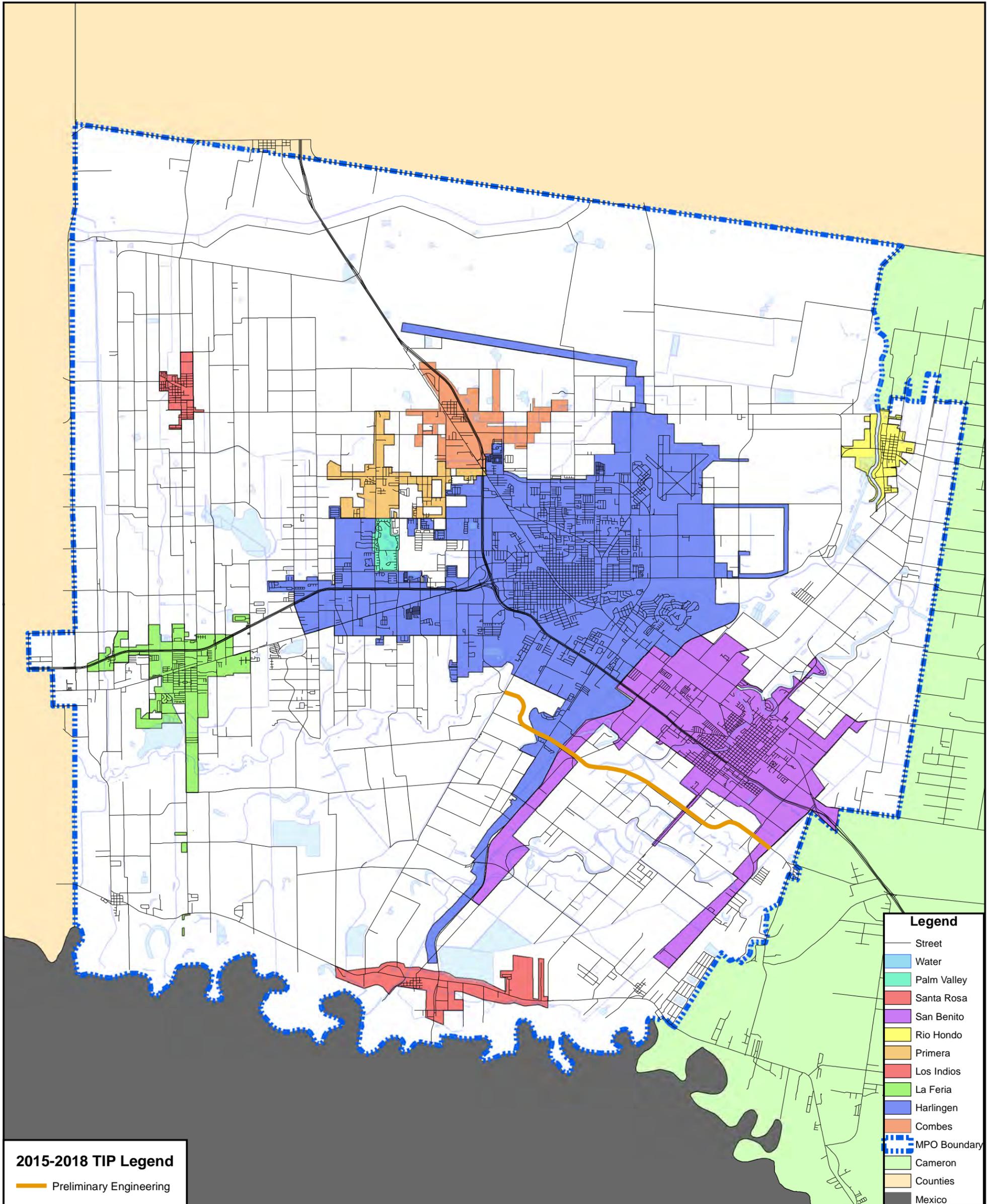
**APPENDIX C**

**TRANSPORTATION IMPROVEMENT  
PROGRAM**

**(TIP) MAP**



# 2015-2018 Transportation Improvement Program



### 2015-2018 TIP Legend

— Preliminary Engineering

### Legend

- Street
- Water
- Palm Valley
- Santa Rosa
- San Benito
- Rio Hondo
- Primera
- Los Indios
- La Feria
- Harlingen
- Combes
- MPO Boundary
- Cameron
- Counties
- Mexico

Not All Projects Are Shown on Map



**DISCLAIMER: THIS MAP IS PROVIDED "AS IS" WITH NO GUARANTEE OR REPRESENTATION ABOUT THE ACCURACY, CURRENCY, SUITABILITY, PERFORMANCE, MERCHANTABILITY, OR FITNESS OF THIS MAP FOR ANY PARTICULAR USE. FOR VISUAL PLANNING PURPOSES ONLY.**

### THIS MAP WAS CREATED BY:

J. Joel Garza, Jr  
GIS Analyst/Transportation Planner

HARLINGEN-SAN BENITO  
METROPOLITAN PLANNING ORGANIZATION  
502 EAST TYLER ST  
HARLINGEN, TX 78550  
(956) 216-5240  
hsbmpo@myharlingen.us

# **APPENDIX D**

## **Use of Appendix D Projects Undergoing Environmental Assessment**

This Appendix contains projects that are scheduled for implementation beyond the four years of the TIP time frame, and it in no way implies that these projects are programmed in the TIP. Cost estimates are preliminary and do not represent any commitment of construction funding. Consistency with the Metropolitan Transportation Plan will be verified as alternatives are examined in studies or environmental clearance efforts. Projects listed in Appendix D will include, at a minimum, CSJ Number, county, TxDOT district, sponsoring entity, street name, project limits, project description, estimated let date and preliminary project cost.

The purpose of Appendix D is to identify projects that are undergoing preliminary engineering and environmental analysis (PE/EA) consistent with early project development. The Federal Highway Administration allows these projects to be referenced in the current Transportation Improvement Program in order to facilitate the feasibility and PE/EA phases.

**Hwy/Project Name: South Parallel Corridor  
(Phase II)**

**County:** Cameron

**District:** Pharr

**CSJ:** 0921-06-252

**Limits From:** FM 509

**Limits To:** FM 1577, 0.4 MI E of FM 732

**Description:** Construct New Location 40 foot wide 2 lane rural roadway within a proposed 120 foot ROW

**Estimate:** \$9,023,709

**Year of Implementation:** 2019

**2010 Cost:** \$8,342,926

**YOE Cost:** \$11,874,585

**Indirect Cost:** \$736,224

**PE:** \$593,729

**ROW/UTL:** \$661,859

**CE:** \$593,729

**CONT:** \$771,848

**Total Project Cost:** \$12,381,099

**Hwy/Project Name: South Parallel Corridor  
(Ultimate)**

**County:** Cameron

**District:** Pharr

**CSJ:** 0921-06-257

**Limits From:** FM 1479

**Limits To:** FM 1577, 0.4 MI E of FM 732

**Description:** Construct 84 foot wide 4 lane roadway with a 16 foot CLT within a proposed 120 foot ROW

**Estimate:** \$15,000,000

**Year of Implementation:** 2035

**2010 Cost:** \$15,000,000

**YOE Cost:** \$36,970,733

**Indirect Cost:** \$2,292,185

**PE:** \$1,848,537

**ROW/UTL:** \$1,534,859

**CE:** \$1,848,537

**CONT:** \$2,403,098

**Total Project Cost:** \$46,897,948

# **GLOSSARY**

**CSJ** Control Section Job Number- TXDOT assigned number for projects entered into the Project Development Program (PDP).

**PROJ ID** Project Identification - Code assigned by the MPO for local tracking/identification. Used to relate projects to the Metropolitan Transportation Plan.

**F. CLASS** Federal Functional Class - Federal classification of streets and highway into functional operating characteristics. Categories are:

- Interstate
- Other Urban Freeways and Expressways
- Other Principal Arterials
- Minor Arterials
- Urban Collectors and Rural Major Collectors
- Rural Minor Collectors
- Urban and Rural Local Streets and Roads

**FED PROG** Federal Funding Category - Major categories of Federal funding as established by the Moving Ahead for Progress in the 21st Century(MAP-21). Categories are:

- IC - Interstate Construction
- IM - Interstate Maintenance
- NHS - National Highway System
- STP - Surface Transportation Program
- CMAQ - Congestion & Mitigation Air Quality Funds
- Bridge - On/Off System Bridge Rehabilitation
- DSB - Donor State Bonus Funds
- MA - Minimum Allocation Funds
- FLHP - Federal Land Highway Program
- FTA - Federal Transit Administration Funding

**PHASE** Project Phase for Federal Funding (E - Preliminary Engineering, Right-of-Way Acquisition, & C-Construction)

**1. Interstate Construction**

This category provides for the completion of the Interstate Highway system to a design described in the Interstate Needs Estimate

**2. Interstate Maintenance**

This category is intended for use in maintaining the existing Interstate Highway System.

**3A. National Highway System (NHS)  
Mobility**

This category is intended to address the mobility needs on the National Highway System (NHS) throughout the state.

**3B. National Highway System (NHS)  
Texas Trunk System**

This category is intended to address construction on the Texas Trunk System. The funding is from the NHS funds of Moving Ahead for Progress in the 21st Century (MAP-21).

**3C. National Highway System (NHS)  
Rehabilitation**

This category is intended to address the rehabilitation needs of the NHS in the state.

**3D. National Highway System (NHS)  
Traffic Management**

Traffic management systems can reduce traffic congestion by optimizing the timing of traffic signals, ramp metering, quick response and removal of traffic accidents, changeable message signs and radio messages, and guiding drivers to special events.

**3E. National Highway System (NHS)  
Miscellaneous**

This category is to address relatively small miscellaneous projects associated with other projects on NHS. Generally these projects are a necessarily delayed part of a larger project that has already been constructed.

**4A. Surface Transportation Program (STP)  
Safety**

ISTEA provides that 10 percent (10%) of all the STP funds apportioned to the state be dedicated to safety projects. This category is composed of TXDOT's various safety programs.

**4B. Surface Transportation Program (STP)  
Transportation Enhancement**

This category is to address projects that area above and beyond what could normally be expected in the way of enhancements to the transportation system.

**4C. Surface Transportation Program (STP)  
Metropolitan Mobility/Rehabilitation**

This category is to address transportation needs within the urbanized areas with populations of 200,000 or greater.

- 4D. Surface Transportation Program (STP)  
Urban Mobility/Rehabilitation**  
This category is to address the transportation needs in those urbanized areas with a population between 5,000 and 200,000.
- 4E. Surface Transportation Program (STP)  
Rural Mobility/Rehabilitation**  
This category is to address transportation needs in the rural areas of the state (in cities of less than 5,000 population or outside any city limits).
- 4F. Surface Transportation Program (STP)  
Rehabilitation in Urban and Rural Areas**  
This category is to address the rehabilitation needs of non-NHS highways as well as NHS highways in urban and rural areas on the state highway system which are functionally classified greater than a local road or a minor collector.
- 4G. Surface Transportation Program (STP)  
Railroad Grade Separation Safety Program**  
This category is to address the replacement of existing highway-railroad grade crossings, and the rehabilitation or replacement of deficient railroad underpasses on the state highway system.
- 5. Congestion Mitigation and Air Quality Improvement**  
This category is to address the attainment of a national ambient air quality standard in the non-attainment areas of the state, which are Dallas, Fort Worth, Houston, Beaumont, and El Paso. Projects are for congestion mitigation and air quality improvement (CMAQ) in the non-attainment areas in the state.
- 6A. Bridge Replacement/Rehabilitation Program**
- 6B. On State System Bridge and Off State System Bridges**  
These two categories are to address the bridge needs to replace or rehabilitate deficient existing bridges located on the public highways, roads and streets in the state. Category 6A is for those bridges on the state highway system, and Category 6B is for those off the state highway system.
- 6C. Strategic Priority Program**  
This category is intended to give the commission some flexibility in selecting projects for construction throughout the state which may not meet other program criteria, but promote economic development, provide system continuity with adjoining states and Mexico or address other strategic needs of the state as determined by the commission.
- 6D. Federal Demonstration Projects**  
This category is to address the development of projects across the Texas that have been designated as demonstration projects in Moving Ahead for Progress in the 21st Century(MAP-21) or other legislation.

**7. State Preventative Maintenance**

This category is to address preventative maintenance work necessary to preserve the existing state highway system.

**8A. Rehabilitation of Texas Farm to Market Roads**

This category is primarily to address the reconstruction or rehabilitation of existing Farm to Market Roads and Ranch to Market Roads.

**8B. Texas Farm to Market Roads System Expansion**

This category is to address the construction of new Farm to Market Roads and Ranch to Market Roads, and the added capacity of existing Farm to Market Roads and Ranch to Market Roads. The construction of the roads to prison locations is also included in this category.

**9. State Park Roads**

This category is to address the need for constructing and rehabilitation roadways within or adjacent to Texas State Parks.

**10A. Traffic Control Devices**

This category is to address the rehabilitation of non-Interstate signs, pavement markings, and traffic signals including minor roadway modifications to improve operations. Funds from this category can be used to install new devices as well as modernization of signals taken over as the result of TXDOT's traffic signal policy.

**10B. Rehabilitation of Traffic Management Systems**

This category is to address the rehabilitation and maintenance of existing freeway traffic management systems. It also addresses the coordination of traffic signals on the arterial system integrated into a traffic management control center.

**11. State District Discretionary**

This category is to address miscellaneous projects selected at the district's discretion.

**12A. State Funded Mobility**

This category is to address the previously approved state funded projects throughout the state.

**12B. Hurricane Evacuation Routes**

This category is to address the construction of Hurricane Evacuation Routes to increase safety, access and mobility of people and goods in the coastal areas of the State in emergency situations.

**12C. NAFTA Discretionary Program**

This category is to address the immediate demands on the infrastructure in the border districts because of the projected increases in international trade resulting from the recent ratification of the North American Free Trade Agreement (NAFTA).

**12D. Urban Street Program**

This category is to provide for the reconstruction and restoration of certain city streets in urbanized areas.

Projects must be on city streets in urbanized areas with populations of 50,000 or more. Streets must be classified as a collector or higher.

All reconstruction and added capacity projects must be developed in accordance with American Association of State Highway and Transportation Officials (AASHTO) standards. Pavement restoration projects will be developed to existing or higher pavement standards, based on current traffic. All projects will be developed in accordance with applicable stated environmental requirements.

Projects that are located within an air quality non-attainment area may need to be included in the Transportation Improvement Program of the MPO.

**13. State Rehabilitation**

This category is to address rehabilitation needs on the highway system that might not qualify for federal funding.

**14. Miscellaneous**

This category is to address projects that will not fit into any other category.

Examples of programs included in this category would be for:

- Compliance with Americans with Disabilities Act (ADA)

- Travel Information Centers

- Construction Landscape Program

- Truck Weight Stations

- Rest Area Construction & Rehabilitation

- Railroad Grade Crossing Replanking Program

- Railroad Signal Maintenance Program

- Ferry Boat Discretionary - Federal Program

- Federal Lands Highways - Federal Program

- Indian Reservation Highways - Federal Program

- Forest Highway - Federal Program

Most of the programs are state funded; however, federal funds are involved in some programs as noted above.

**15. State Principle Arterial Street System (PASS)**

This category is to address only these projects that have been approved in previous Urban System/Principal Arterial Street System (PASS) programs. The PASS Metro Match program was a state funded program supplemented by local funding. The urban program was a federally funded program supplemented by state and/or local funding.

## **GLOSSARY OF ACRONYMS**

MPO	Metropolitan Planning Organization
TXDOT	Texas Department of Transportation
LRGVDC	Lower Rio Grande Valley Development Council
MAP-21	Moving Ahead for Progress in the 21st Century
CAAA	Clean Air Act Amendment 1990
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
MTP	Metropolitan Transportation Plan, formerly Long Range Plan
3-C	Continuous, cooperative, comprehensive
Multimodal	Several modes
Intermodal	Between modes
FHWA	Federal Highway Administration
STP	Surface Transportation Program
NAAQS	National Ambient Air Quality Standards
PE	Preliminary Engineering
R.O.W.	Right-of-Way

# **TRANSIT PROJECT DESCRIPTIONS**

## **Transportation Improvement Program Transit Project Descriptions**

### **Operations**

All activities related to running transit operations, including staffing, fuel, passenger information, and related activities.

### **Capital – Mechanics, Assistants & Preventive Maintenance**

Activities associated with maintenance of the transit vehicle fleet and facilities maintenance, including staffing, equipment, tools, and supplies.

### **Capital – Maintenance & Fueling Facility**

Additions to the vehicle storage warehouse that will be erected through ARRA funds at Glasscock Ave, adjacent to the Fire Station in Harlingen, TX, including: a vehicle washer, parking area, tools & equipment, and a possible fueling station (to be determined).

### **Capital – Bus Replacement – Medium Duty**

Acquisition of medium duty buses to replace vehicles that will exhaust their useful life of 7 years/200,000 miles.

### **Capital – Bus Stop Improvements**

Acquisition of bus stop improvements for routes in the Harlingen urbanized area, including bus stop signs, shelters, bus pads, ADA-accessible features, landscaping, sidewalks, curb cuts, and related features at bus stops.

### **Capital – Multimodal Terminal**

Establishment of a transit station in the Harlingen urbanized area to either replace, expand, or augment the currently existing hub. Phase I will be a feasibility study. If determined feasible, Phase II and Phase III will commence.